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HISTORY OF THE 45th AIR DIVISION

1 AUGUST 1955--31 AUGUST 1955

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HISTORY OF THE 45th AIR DIVISION

1 AUGUST 1955—31 AUGUST 1955

Prepared for the Historical
Section of the Information Services Office
42d Air Base Group, by 1st Lt. Charles R. Hughes (Historical
Officer) and A/2c Homer F. Welch, Jr.
25 September 1955

(Eighth Air Force, Strategic Air Command)

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Brig. Gen. USAF
Commander

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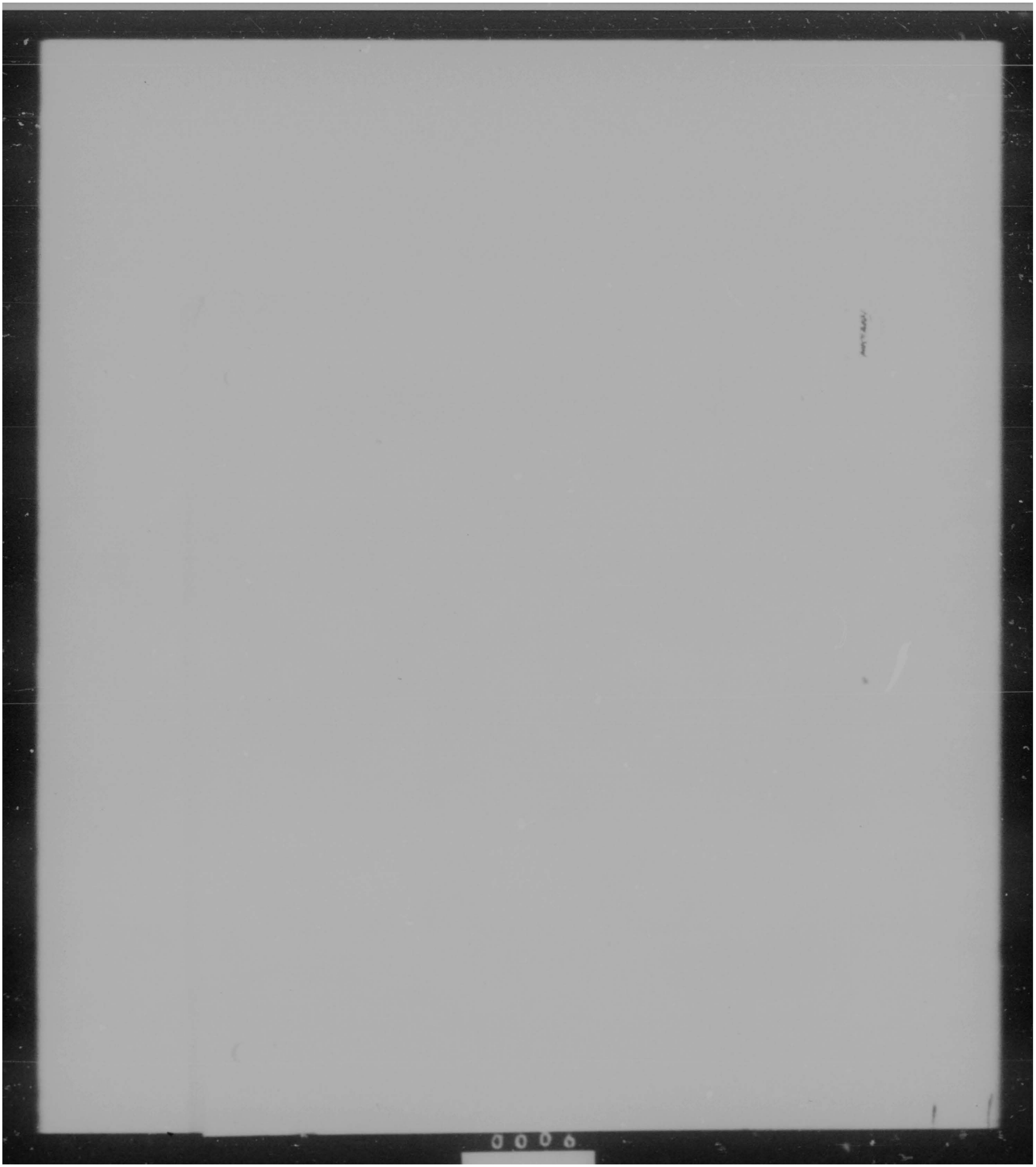

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FOREWORD

The information contained in this report was prepared and submitted under the provisions of Air Force Regulation 210-1, dated 11 March 1955, Strategic Air Command Regulation 210-1, dated 7 October 1952, and Eighth Air Force Regulation 210-1, dated 12 November 1952. The information contained herein, relative to the history of the 45th Air Division, Loring Air Force Base, Limestone, Maine, a unit of the Eighth Air Force (SAC), covers the entire month of August 1955.

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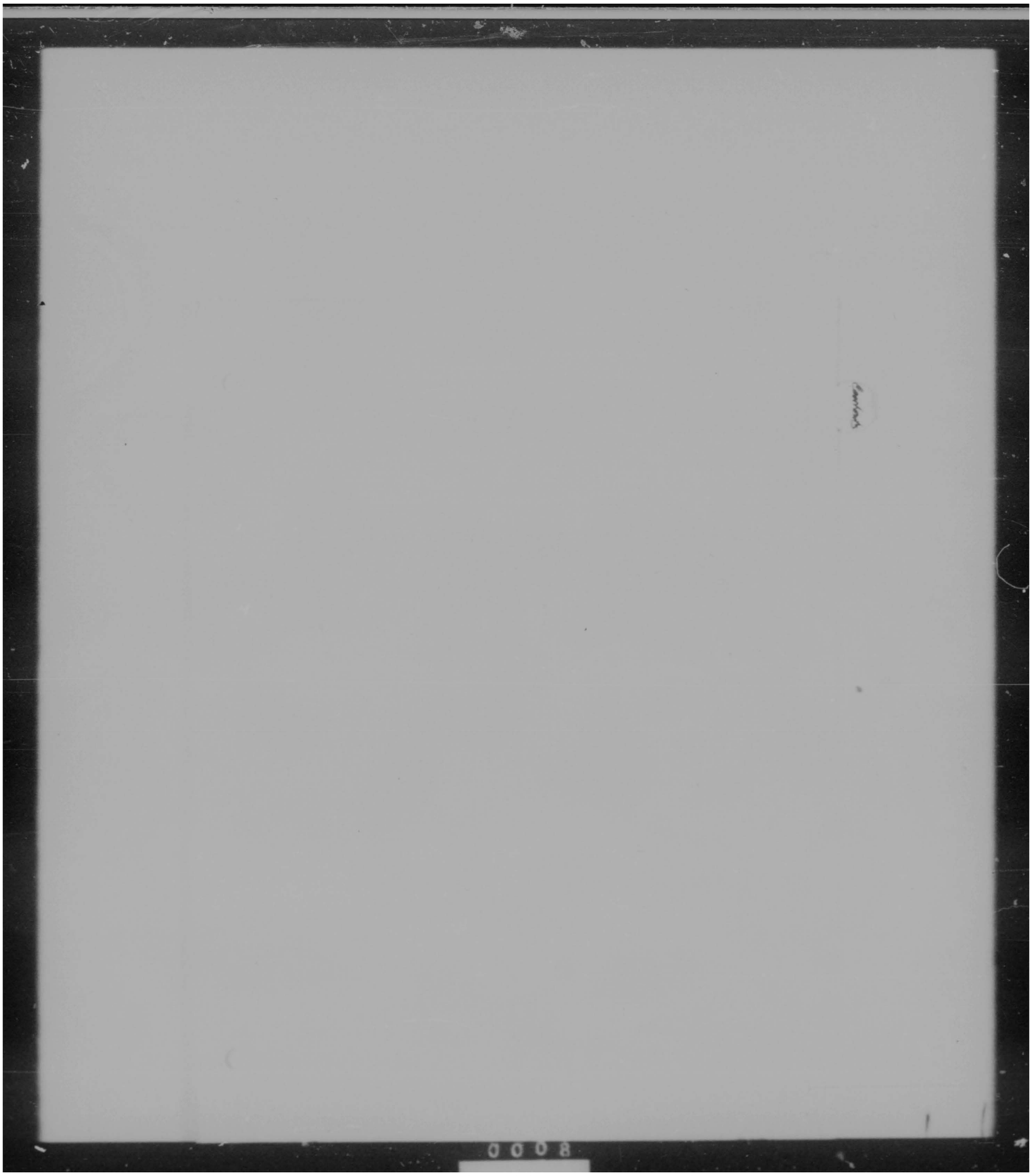

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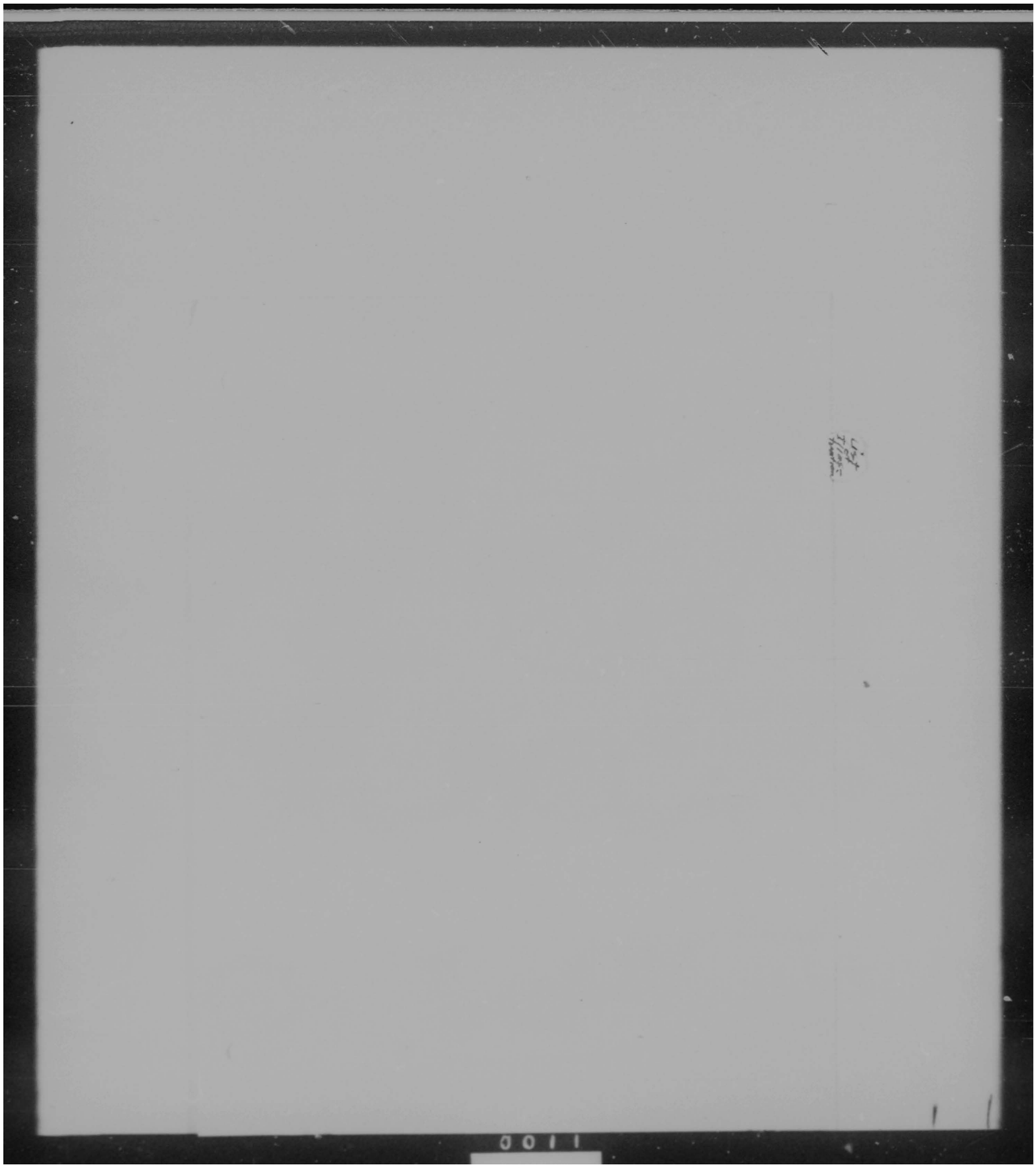

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LIST OF ILLUSTRATIONS

1. Photo, Brig. General William K. Martin, USAF, Commander of the 45th Air Division (SAC). Exhibit #1.

2. Photos, Colonel Jerome Tarter, USAF, Commander of the 42d Heavy Bombardment Wing, Colonel Woodrow P. Swancutt, USAF, Deputy Commander of the 42d Heavy Bombardment Wing, Colonel Jackson W. Lewis, USAF, Commander of the 42d Air Base Group and Lieut. Colonel William W. Pannis, USAF, Deputy Commander of the 42d Air Base Group. Exhibit #2.

3. Photos, Colonel Sam L. Barr, USAF, 45th Air Division Director of Operations, Colonel John B. F. Dice, USAF, 45th Air Division Director of Personnel and Colonel Wendell M. Van Sickle, USAF, 45th Air Division Director of Materiel. Exhibit #3.

4. Organization Chart of the 45th Air Division (42d Heavy Bombardment Wing, 42d Air Base Group and 4034th USAF Hospital--also attached units). Exhibit #4.

5. News item, the Limelite, 12 Aug 55 edition, "Management Improvement Awards to Four at LAFB". Exhibit #13.

6. AF From 110a, "Daily Report of Aircraft Status and Purpose of Flight" (RCS: 1-AF-A1), for August 1955. Exhibit #17.

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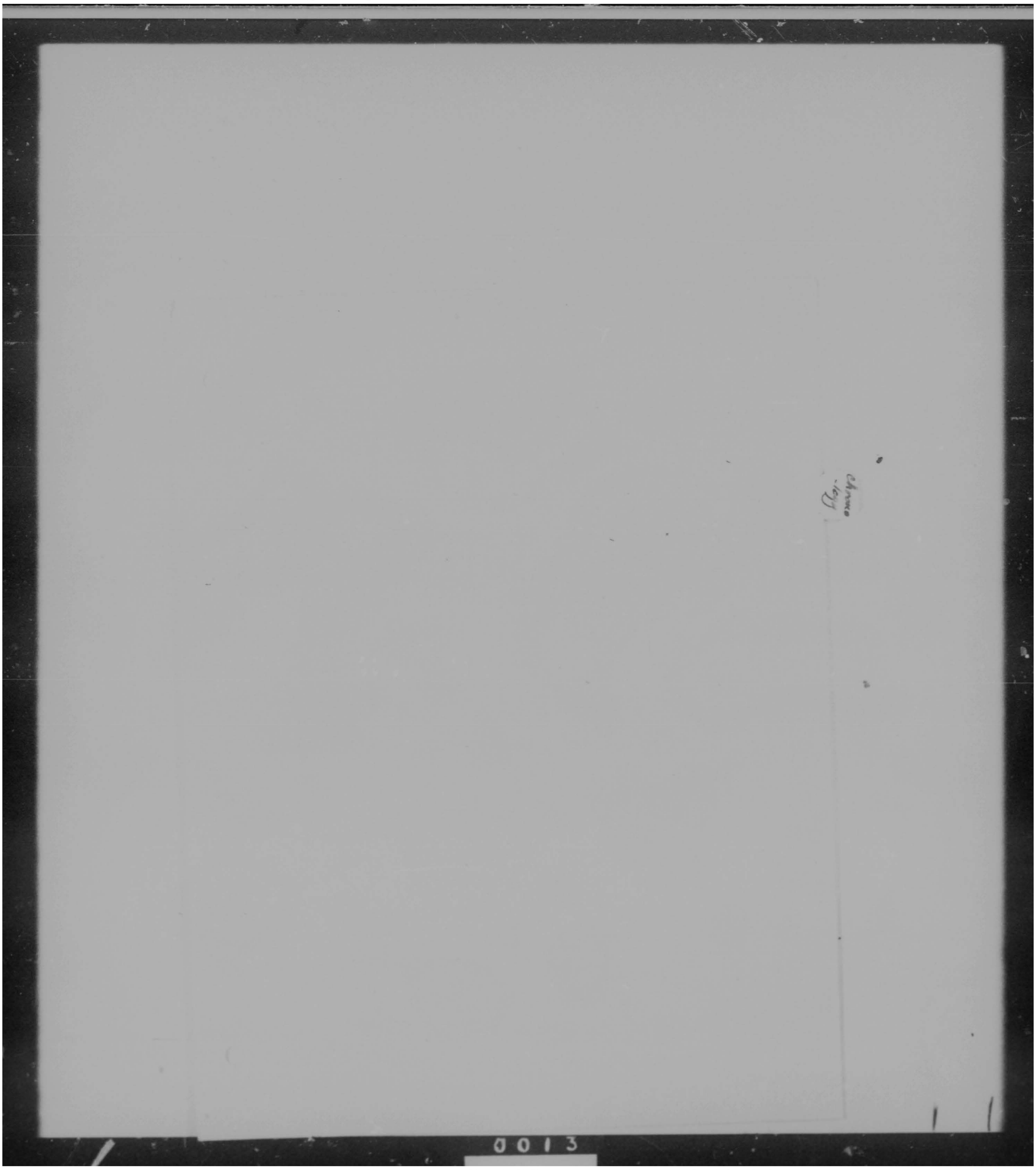

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CHRONOLOGY

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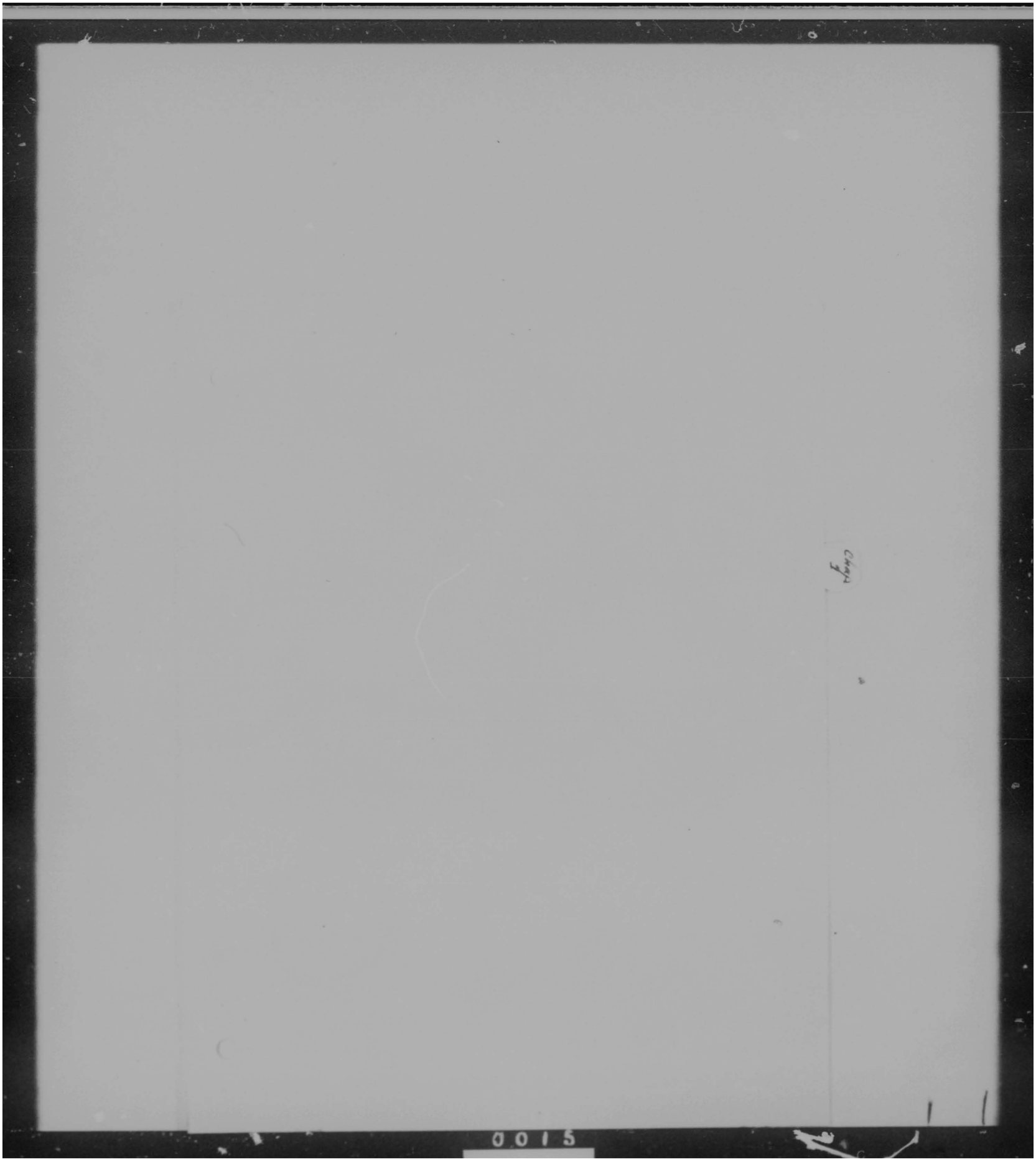

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ORGANIZATION

Brief History

The 45th Air Division was activated at Loring Air Force Base,[1] Limestone, Maine, in October, 1954, and assigned to the Eighth Air Force of the Strategic Air Command.[2]

Before the Division had set up headquarters, the 42d Heavy Bombardment Wing was the highest base echelon[3] with support rendered by the 42d Air Base Group.[4] The 42d Wing had been activated with the B-36 "Peacemaker" aircraft as its primary aircraft.[5]

---

1. The 45th Air Division was activated on October 8, 1954 (per SAC GO 69, dated 6 October 1954: "Section I - Activation of the 45th Air Division"). Division Headquarters was set up just seven days after the base was re-named "Loring" (per DAF GO 34, 15 Sep 54), Para 6) in honor of Maj. Charles J. Loring, Jr., USAF, a Mine jet hero awarded the Congressional Medal of Honor, posthumously, for action in Korea, 1952. The original name of the base was "Limestone".

2. Pursuant to SAC GO 69, dated 6 October 1954. The base itself went under the jurisdiction of the Strategic Air Command in February, 1953 (per SAC GO 18, dated 21 April 1953).

3. The Wing had been activated in February, 1953 [per DAF Ltr., 322 (AFOMO 410h), dated 24 March 1953. For effective date, see SAC GO 10, dated 25 February 1953]. Actually, the Wing had been "re-activated". The parent organization to the Wing was the 42d Bombardment Group which had served in the South Pacific in World War II.

4. The Air Base Group was activated on the same orders as the 42d Wing as a supporting echelon to the Wing. The Group also had been "re-activated"; the parent organization was the 42d Service Group which had served in the European Theater during World War II.

5. In the Pacific War against the Japanese, the 42d flying organization had made use of the B-26 and B-25 medium bomber aircraft. Upon activation again in 1953, the 42d was re-designated from "Medium" to "Heavy" [per DAF Ltr., 322 (AFOMO 410h), 24 March 1953].

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The parent unit to the 42d Wing was the 42d Bombardment Group which had served in the South Pacific during world war II;[6] the parent unit to the 42d Air Base Group was the 42d Service Group.[7]

In the same year that the old 42d Bomb Group was being retired from active duty with the AAF[8]—1946—a seemingly unrelated event

6. In the Pacific War against Japan, the 42d Bomb Group received battle honors for campaigns in the Northern Solomons, New Guinea and the Philippines. The Group was awarded a Distinguished Unit Citation for action at Balikpapan, Borneo, Netherlands East Indies, from 23 to 30 June 1945 (Per WD GO 44, dated 12 May 1946). Battle credits were awarded the Group for the China Defensive and Offensive (Cir 1, Hq., Thirteenth Air Force, dated 10 June 1946), Bismarck Archipelago, Luzon, New Guinea, Northern Solomons (WD GO 12, dated 12 February 1946) and Southern Philippines campaigns (DA GO 29, dated 21 April 1948).

7. During World War II in England and France, the 42d Service Group was the support unit to the 322d and later the 344th Medium Bombardment Groups. The 42d Service organization was originally activated on 15 January 1941 at McChord Field, Washington /per GO No. 1, Hq., McChord Field, Washington, dated 14 January 1941/. Its departure overseas to the UK was made on 23 November 1942. On the 27th of September 1942, the Group moved to France and from there to Belgium, where, in 1945, it was disbanded /per Ltr., Hq., IX Air Force Service Command, dated 22 May 1945, pursuant to instructions contained in WD Ltr., AG 322 (27 March 1945) OB-I-AFRPG-M, dated 4 April 1945/. When the 42d support organization was activated again in 1953, its was re-designated the 42d Air Base Group /per DAF Ltr. 322 (AFCMO410h) dated 24 March 1953/.

8. Per GO No. 69, Hq., Fifth Air Force, dated 20 April 1946, pursuant to instructions contained in WD Ltr., AG 322 (26 March 1946) OB-I-E-M, dated 25 March 1946.

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was taking place back in the U. S: construction of a small airstrip had just been started in the Northern part of Maine. Seven years later, on Limestone Air Force Base, the 42d bombing organization and support group was re-activated.

During the initial construction of this base--from the winter of 1946-47 to the winter of 1952-53—Limestone was garrisoned by a small group of AF personnel.[9]

When the 42d Heavy Bombardment Wing was activated, the construction program at Limestone went into high gear. Hangars, docks, an extension to the runway for the B-36 heavy bomber aircraft, a USAF Hospital, modern barracks--many important base facilities were initiated.

The Wing launched its first training missions early in April, 1953, when pilots of the 69th Bombardment Squadron flew over Aroostook County daily.[10]

---

9. When first assigned, in June, 1950, this group was designated only as a base detachment. Later, the detachment was redesignated the 4215th Base Service Squadron. As the base grew in importance, the squadron was replaced by the 4215th Air Base Squadron. The 4215th Air Base Squadron was discontinued (per SAC GO 10, dated 25 February 1953) when the 42d Bomb Wing (H) was activated in 1953. Commanders of those early units were, in order of their succession: Captain Kenneth R. Van Zandt, USAF, Major Kenneth E. Smith, USAF, Lieut. Colonel James Wiley, USAF, Colonel William A. Delahay, USAF, and Colonel Frederick R. Ramputi, USAF. When the Wing was activated, Brig. Gen. (then Colonel) Bertram C. Harrison, USAF, was named Commander.

10. The first B-36 landed the last of March, 1953. By October, 1953, almost nine months after the Wing was activated, the B-36 aircraft and crews were flying more than 1,000 hours a month.

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Organizational Developments

On October 8, 1954, the 42d Heavy Bombardment Wing and its support organization, the 42d Air Base Group, became subordinate units of the newly-activated 45th Air Division.[11] The 42d Air Base Group automatically received equal status with the Wing under the Air Division set up.[12]

Headquarters, 45th Air Division was composed of the coordinating staff Directorates of Personnel, Materiel and Operations.[13]

---

11. Brig. Gen. Bertram C. Harrison, USAF, who had previously commanded the Wing, was named Commander of the new Air Division. Colonel Jerome Tarter, USAF, assumed command of the Wing (See Photo, Colonel Jerome Tarter, Exhibit #2). Colonel Woodrow P. Swancutt, USAF, was made Deputy Commander. Colonel Jackson W. Lewis, USAF, assumed command of the 42d Air Base Group (Base Commander) and Lieut. Colonel William W. Pannis, USAF, was made Deputy Base Commander (See Photos, Colonel Swancutt, Colonel Lewis and Lieut. Colonel Pannis, Exhibit #2). On June 18, 1955, Colonel William K. Martin, USAF, took command of the 45th Air Division (promoted to Brig. General effective 1 August 1955) vice Brig. Gen. B. C. Harrison (See Photo, General Martin, Exhibit #1).

12. The Wing Headquarters was the highest base echelon until activation of the 45th Air Division Headquarters in October, 1954. Lateral communication between the Wing and Air Base Group was made possible under the Division Headquarters. See Organization Chart, 45th Air Division, as of 15 April 1955, Exhibit #4.

13. Set up under SAC directive [SAC Manual 20-1 (for the implementation of SAC Regulation 50-15), dated December 1954]. As of 31 August 1955, the Director of Personnel was Colonel John B. F. Dice, USAF, Colonel Wendell M. Van Sickle, USAF, was Director of Materiel and Colonel Sam L. Barr, USAF, was Director of Operations (See Photos, Colonel Dice, Colonel Van Sickle and Colonel Barr, Exhibit #3).

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As originally set up,[14] the 42d Bomb Wing contained eight subordinate units (the headquarters squadron, 42d Medical Group, three maintenance squadrons[15] and three flying squadrons[16]) plus the 42d Air Base Group and its assigned squadrons.[17] When the 45th Air Division was activated, there was no change in the Wing or Air Base Group squadrons,[18] however, in January, 1955, a new squadron was activated in the Wing: the 42d Air Refueling Squadron (Heavy).

14. As outlined on the date of activation - 25 February 1953.

15. 42d Periodic Maintenance Squadron, 42d Field Maintenance Squadron and 42d Armament and Electronics Maintenance Squadron. See SAC GO 10, dated 25 February 1953. For present commanders, see Appendix #1, "Roster of Key Personnel".

16. The three primary squadrons of the old 42d Medium Bombardment Group were again activated with the 42d Heavy Bombardment Wing--the 69th, 70th and 75th Heavy Bombardment Squadrons.

17. The 42d Air Base Group--organized to render support to the Wing--contained the 42d Headquarters Squadron, 42d Installations Squadron, 42d Food Service Squadron, 42d Supply Squadron, 42d Motor Vehicle Squadron, 42d Air Police Squadron and 42d Operations Squadron. See SAC GO 10, dated 25 February 1953.

18. See Organization Chart, 45th Air Division, dated as of 15 April 1955, Exhibit #4.

19. For effective date, see SAC GO 79, dated 8 December 1954. The 42d Air Refueling Squadron (Heavy) was activated with the KC-97 "Stratotanker" aircraft.

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The 42d Medical Group was re-designated the 42d Tactical Hospital in February, 1954.[20] A month later, in March, the USAF Hospital that the 42d Medical Group had been operating since February, 1953, was re-deisgnated the 4034th USAF Hospital.[21]

The 42d Air Base Group--which received lateral communication with the Wing under the newly-activated Division--contained in July, 1955, the same units it had when activated in February, 1953:[22] seven support squadrons[23] plus the headquarters function.[24]

---

20. In accordance with SAC GO 3, dated 27 Jan 54.

21. Pursuant to SAC GO 17, dated 15 March 1954. Just prior to the time that SAC took over jurisdiction of the base (February, 1953), Headquarters SAC received a letter from Headquarters, USAF, authorizing a 75-bed USAF Hospital for the base. Actually, only 25 beds were installed later to be increased to 50 (in June, 1955, the 4034th USAF Hospital was increased to 75 beds). The 42d Medical Group staffed the Hospital since activation and continued doing so after being re-designated the 42d Tactical Hospital.

22. New troop spaces were allotted, minor changes were made within various agencies of the headquarters and sections of the squadrons, etc., but no majro changes had occurred.

23. See Footnote #17, this Chapter.

24. Headquarters, 42d Air Base Group, originally contained those directorates and agencies to handle only air base group activities and special Wing support activities. The Wing Headquarters was the highest base echelon until activation of the 45th Air Division Headquarters.

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The Wing and Air Base Group Headquarters have been divided into two basic groups—the Personal and Specialist Staff[25] and the Coordinating Staff[26]—which both function under SAC directives.[27] There have been no changes in the operation of these Wing and Air Base Group staff agencies since activation of the units in 1953.[28]

25. The Personal and Specialist Staff is not the same in the Wing as in the Air Base Group. In the Wing, the Adjutant, Director of Comptroller, Director of Safety, Headquarters Squadron and Air Inspector make up the Personal and Specialist Staff (for key personnel manning of these agencies as of 31 August 1955, see Appendix #1, "Roster of Key Personnel"). The difference in the Air Base Group is that there is not an Air Inspector's function, and there are, in addition to those Wing agencies mentioned above, the Staff Judge Advocate, Base Chaplain, Manpower and Organization Branch, Information Services and the Munitions Section. Also, there are special attached units to the 42d Air Base Group which render direct and in-direct support to the Wing and Group: the 1974th Airways and Air Communications Squadron (MATS), the 2-7 Weather Detachment (MATS), the 548th Anti-Aircraft Artillery Battalion (U. S. Army) and the 3080th Aviation Depot Group (AMC). See Organization Chart, 45th Air Division, as of 15 April 1955, Exhibit #4.

26. The Coordinating Staff is the same in the Air Base Group and Wing. Includes the Directorate's of Personnel, Materiel and Operations. See Appendix #1 for key manning as of 31 August 1955.

27. SAC Manual 20-1 (for the implementation of SAC Regulation 50-15), "Functional and Procedural Manual", dated December 1954.

28. There have been additions: the newest staff section is the Directorate of Safety, established on 1 April 1955 in both Wing and Group Headquarters in accordance with a SAC directive (Eighth Air Force Message, CS 186, dated 8 March 1955, and Eighth Air Force Message, PLM 67209, dated 1 April 1955). Before this date, only flying safety was handled in the Wing by the Flying Safety Office (discontinued) and ground safety in the Air Base Group by Ground Safety (discontinued). Now both flying and ground safety matters are handled by these new directorates for their respective headquarters.

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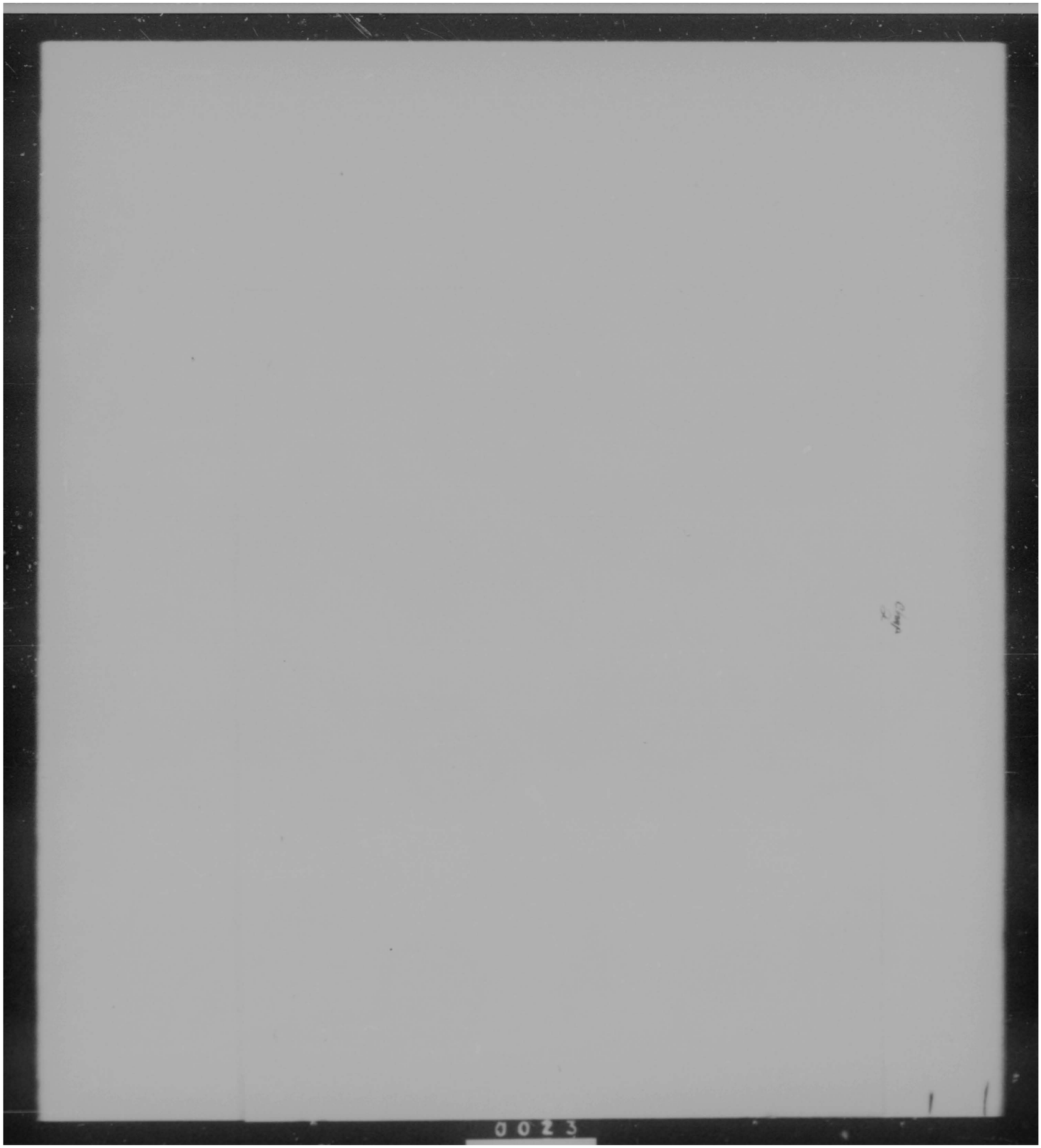

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THE MISSION AND ITS IMPLEMENTATION

Over-All Mission

The 45th Air Division was activated primarily to organize, train and equip a force that would be capable of immediate and sustained long-range bombardment operations in any part of the world.[1]

The 42d Heavy Bombardment Wing must be maintained in a state of combat-readiness so that it is capable of immediate offensive action.[2] The 42d Air Base Group gives the support needed to accomplish the mission.

Two important secondary missions were also outlined by higher headquarters:[3] the job of training assigned U. S. Air Force Reserve personnel and/or units, and preparedness to lend a helping hand in cases of local civil disaster emergencies.

---

1. Mission outlined in Eighth AF Reg 23-13, dtd 15 Nov 54, as amd by Eighth AF Reg 23-13A, dtd 14 Jan 55: "Organization - Field (Mission 45th Air Division)".

2. The 42d Bombardment Wing is the fighting organization of the Division. The Wing mission has been outlined in Eighth AF Reg 23-9, dtd 1 Apr 54, as amd by Eighth AF Reg 23-9A, dtd 2 Feb 55. "Combat-readiness is achieved through the utilization of the latest technical knowledge and advanced weapons." The B-36 heavy bomber aircraft and crews perform the primary mission. The task of air-to-air refueling was added to the primary mission by the Reg Amendment 23-9A (KC-97 "Stratotanker" aircraft of the 42d Air Refueling Sqdn (H) perform this mission).

3. Eighth AF Reg 23-9, dtd 1 Apr 54, as amd. Quoted from the Reg: "(the 45th Air Division)....must perform those tasks assigned by current emergency plans and related operation orders from higher headquarters", ie., Eighth Air Force and SAC.

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Special Missions

The major special training mission performed during August, 1955, was "Operation Chuck Wagon III"[4]—a survival-evasion exercise to test the recovery operations of a SAC aircrew downed behind simulated enemy lines.

The 4094th USAF Hospital, in August, set up a field training exercise on the base to test and familiarize personnel with the hospital's tactical operating procedures.[5]

Requirements for the 45th Air Division's portion of the Command Post exercise, "Streetlight", was accomplished by the 42d Bombardment Wing's Directorate of Operations (Intelligence Division). A two-man reporting team which was deployed to the UA, dispatched reports as did the reporting team here at Loring AFB.[6]

On August 25th, the 42d Wing Headquarters published the final plan one 9-36 BBS exercise[7] to be performed the first part of September, 1955, by the primary squadrons of the wing.[8] The Wing staffs were to be appraised and exercised on the pre-planning of this flying

4. 45th Air Division Ops Order 129-55, dtd 1 Aug 55, "Operation Chuck Wagon III" (pursuant to Eighth AF Ops Order 129-55, "Chuck Wagon"). See Exhibit #5.

5. Training accomplished under SAC Man 160-1, dtd April 53, "SAC Tactical Medical Support".

6. Unit Historical Report, Wing Directorate of Ops, Aug 55 (RCS: 130-022).

7. 42d Bomb Wing (H) Ops Order 300-55, dtd 25 Aug 55, "Operation Post Hole".

8. 69th, 70th and 75th Heavy Bombardment Squadrons.

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training mission--SAC bombing capability was to be determined on an airfield target[9] utilizing target materials based on fifteen-year old photography.

Operation CHUCK WAGON III

On August 1st, a special survival training exercise--to test recovery procedures of a B-36 aircrew downed behind simulated enemy lines--was put into effect.[10] Two aircrews were chosen--one from the 69th Heavy Bombardment Squadron and one from the 70th Heavy Bombardment Squadron of the 42d Wing.[11]

Mission:[12] the combat crews were required to demonstrate proficiency as downed crews in a simulated enemy territory by 1) simulating nearly as possible escape, evasion, and survival while inplace at designated "pick up sites",[13] 2) demonstrate proficiency in emergency communications procedures, 3) make contact with rescue unit, 4) direct rescue unit to downed crew positions and 5) be picked up and airlifted to Campbell AFB, Kentucky.

---

9. Intersection of the Lawrenceville Airport, located near Vincennes, Indiana--NSW run.

10. In accordance with Hq, 45th Air Division Ops Order 129-55, dtd 1 Aug 55, nicknamed "Operation Chuck wagon III".

11. 69th: Crew #22, 15 personnel, Major Donald E. McCullough, USAF, A/C. 70th: Crew L63, 15 personnel, Captain William C. Stiedler, USAF, A/C.

12. See "Mission", Part 2 of 45th Air Div Ops Order 129-55, dtd 1 Aug 55. Exhibit #5.

13. As outlined in para 1, 45th Air Div Ops Order 129-55: Site #1- Canastota AFRT, Canastota, N. Y., 43 05N, 74 46W; Site #2 - Pottstown Municipal AFRT, Pottstown, Penn.

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On August 5th, a detailed briefing for the crews was held at Lockbourne AFB, Ohio, covering all phases of the mission.[14] Pick up sites were selected, radio frequencies were assigned,[15] survival equipment issued.

Crews were airlifted[16] to the special briefing at Lockbourne AFB, and, thence, to designated air bases near the pick up sites--Griffis AFB, N. Y. (site #1) and General Spaatz Airport, Reading Penn. (site #2).[17]

Crew No. R02 arrived at Site 1, 17:02, 9 August 1955.[18] For six days and six nights, the crew carried out their mission of evasion-survival[19] and attempted contact with rescue aircraft.[20] The 63d Rescue Squadron's two recovery aircraft arrived at the designated pick up site on August 15th[21] and ferried the "downed" crew back through enemy lines

---

14. Conducted by the 63d Air Rescue Squadron, 8th Air Rescue Group (Norton AFB, Calif.) as outlined in 45th Air Div Ops Order 129-55. Each crew was furnished with fictitious identification cards, flimsy and cryptographic material, etc.

15. Comdr, 8th Air Rescue Group had provided two monitoring detachments: "DELTA" at Campbell AFB, Kentucky, and "ALPHA" at Stead AFB, Nevada. Radio equipment was issued by the 1875th AACS Squadron [outlined in 45th Air Div Ops Order 129-55 (1 Aug 55)].

16. Provided by 42d Air Base Group "administrative" aircraft.

17. Comdr, Griffis AFB, provided ground transportation for Crew R02 to Site 1; Comdr, Pennsylvania ANG, transported Crew L63 to Site 2.

18. "X Day" commenced 10 Aug 55--all crews were to be inplace at pick up sites by that time. The exercise was to be terminated by 16 Aug 55 [in accordance with 45th Air Div Ops Order 129-55 (1 Aug 55)].

19. As outlined in Annex C, 45th Air Div Ops Order 129-55 (1 Aug 55).

20. See Para 3, Ltr, 42d Bomb Wing WCDI to Comdr, 8th AF, dtd 23 Aug 55, Subj: "(Unclassified) Critique on Eighth Air Force Ops Order 129-55 (CROSS WAGON III) (Site 1) (SECRET)". Exhibit #6.

21. Ibid. See para 2.

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Crew L63 managed to arrive at their designated pick up site and were recovered on the same respective dates as Crew RO2.[22]

After debriefing,[23] both crews were returned to Loring AFB, August 19th.

Field Hospital Exercise

The 4034th USAF Hospital set up a thirty-six bed tactical field hospital in July, 1955, on the base for training of 42d Tactical Hospital personnel. In August, four days were spent in training at this field hospital.[24] Classes were held to cross-train personnel in the various sections of the tactical hospital operation.

A tactical medical support unit was also set up in August in order to familiarize the personnel in the procedures of setting up tents and equipment.[25]

It was projected that in September, 1955, this thirty-six bed tactical hospital would be set up as an exhibit in Atlantic City, N. J., during the American Hospital Association Convention.[26]

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22. See Para 2 and 3, Ltr, 42d Bomb Wing (H) WODI to Comdr, 8th AF, dtd 23 Aug 55, Subj: "(Unclassified) Critique on Eighth Air Force Ops Order 129-55 (CHUCK WAGON III) (Site 2) (SECRET)". Exhibit #7.

23. Ibid. Note para 4, "Comments and suggestions of crew members."

24. Training accomplished under SAC medical mobility requirements. SAC Man 160-1, "SAC Medical-Tactical Support" (April 53).

25. Unit Historical Report, 4034th USAF Hospital, Aug 55 (RCS: ISO-82).

26. Ibid.

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42d Air Refueling Squadron

With the month of August being a free month in as far as compliance with combat crew quarterly training requirements,[27] special emphasis was placed on training and upgrading of non-combat crew members. An extensive ground training program was set up for aircrew and maintenance ground personnel. Flying training was scheduled so as to accomplish checkout requirements,[28] and also accomplish the semi-annual flying requirements for pilots.[29] Five crew members were upgraded to combat-ready status, four navigators and one engineer.

Beginning in August, aircrews would be assigned to the 42d Bombardment Wing Headquarters on a TDY status during their standboard checks.[30] The TDY would last approximately one week during which time the crew being standboarded would take examinations, mission plan, pre-flight and all other phases required for a standboard check.

All told, 484 hours and fifteen minutes were flown by the squadron during August.[31]

There were no special missions, directed by higher headquarters, flown during August. Eighth Air Force sent a message directing this squadron to provide three strip alert tankers on August 10th, 11th and 12th.[32] Then, the squadron was alerted via telephone to furnish eight

27. SAC Reg 50-8, dtd 16 May 55.

28. SAC Reg 51-19, dtd 15 May 54.

29. SAC Reg 60-2, dtd 3 Apr 53.

30. As directed by SAC Reg 51-4, dtd 14 Jul 55.

31. 42d Air Refueling Squadron (R) Unit Historical Report, Aug 55 (RCS: ISO-D2).

32. Eighth Air Force Message, ODCIA 19435, dtd 30 Jul 55, Subj: "Eighth AF Ops Order 306-55, 'Clear Road' (45th Air Division portion)".

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airborne tankers in support of this operation. Shortly before crew report time, the entire mission was cancelled.

In August, 388,110 pounds of jet fuel was transferred.[33] Twenty-five thousand pounds of jet fuel was dumped due to tanker airborne aircraft malfunction or receiver aircraft cancellation. Because of construction on the Loring runway, the maximum amount of jet fuel which could be carried by tankers was thirty thousand pounds which accounted for the low amount of fuel transferred.

Base Flight

Of the 478 flying hours in August, five were recorded instrument checks and seven standboard rides were administered.[34]

Base Flight helicopter aircraft flew a total of fifteen round trips to Squapan Lake, Maine, during August in connection with the Eighth Air Force Commanders' Conference. These missions--flown during marginal weather conditions--deserved much credit for the success of the Conference. Eighth Air Force Division and Wing commanders plus General Walter C. Sweeney, USAF, and Staff were ferried to the Conference site at Squapan within minutes after their arrival on the Loring flight line.

The 42d Air Base Group "administrative" aircraft also ferried the 42d Bombardment Wing B-36 crews connected with "Operation Chuck Wagon III".[35]

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33. 42d Air Refueling Squadron Unit Historical Report, Aug 55 (RCS: ISO-32).

34. Base Operations Unit Historical Report, Aug 55 (RCS: ISO-32).

35. See p. 10, this Chapter.

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BILLY CLUB Assistance

On August 18th, the Eighth Air Force SOCS lines went out of commission due to heavy rains in the Westover Air Force Base area. After a short period of time, their SOCS system became operative again. Due to the heavy rainfall and the possibility of the Eighth Air Force SOCS lines going out of commission again, the Loring Control Room was manned twentyfour hours a day during "Operation Billy Club" in order to take over Eighth Air Force Control in the event the Eighth Air Force lines went out of commission again. Just prior to the "Billy Club"[33] mission on August 20th, the Eighth Air Force SOCS lines went out of commission again and the Loring Control Room assumed Eighth Air Force Control of the refueling aircraft in the Northeast area. Shortly thereafter, SAC took control of the complete operation. The Loring Control Room remained fully manned on a stand-by status throughout the remainder of the mission.

33. "Operation Billy Club" performed in accordance with Fifteenth AF Ops Order 305-55.

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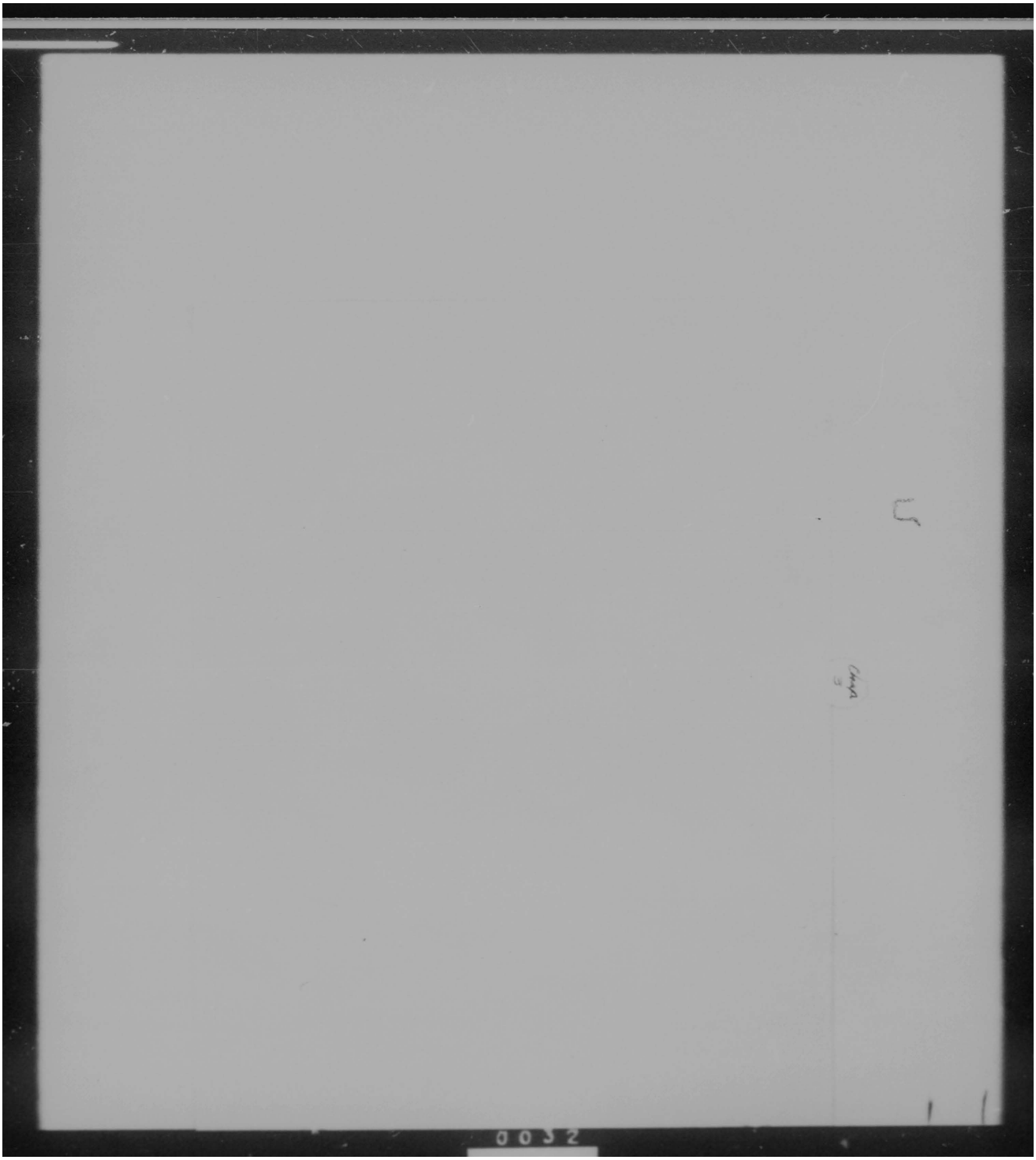

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IMPROVEMENTS AND DEVELOPMENTS

Runway and Taxiway Construction

Three thousand feet of the Loring runway was under construction during August, 1955--both the north and south ends--in addition to B-36 dock and taxiway construction.

The north end of the runway--where the original lengthening of the runway began[1]--had been excavated and graded in May and July.[2] In August, final grading and laying of gravel was accomplished to prepare for paving.

To the south end of the runway, two thousand feet was being added in August. The contractor, B. Perini & Sons, Inc., began excavation on August 25th. Completion date was set at October 15, 1955.

The Corps of Engineers, U. S. Army (New England Division), was in charge of the entire project.[3] The construction on the north end was being performed by the J. P. Clanchette Company of Boston, Mass.

When all work has been completed, there would be 12,100 feet of usable runway.

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1. Approximately 3,250 feet was being added to the old runway. The first extension strip would be 1100 feet long, composed of 4-inch, heavy-duty pavement, followed by 1,000 feet of fifteen-inch concrete. At the end of this last section, a 150-ft. "blast pad" (for jet aircraft use) was being laid. The final section at the end of the extended runway was a proposed 1,000-ft. overrun strip. [Interview with Mr. L. B. Hirsch, USAF Inspector, Corps of Engineers, LAFB, by author (28 Aug 55)].

2. The excavation process began on 4 May: first, removing stumps and other unsuitable, sub-grade material; then, levelling prepared the way for paving. In July, the extension strips were filled with gravel.

3. Responsible for the initial construction of the base (1953 to the present), Corps of Engineers (New England Division) has been attached to Loring AFB.

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In addition to the runway work, the dock-area taxiway and shoulder stabilization was being performed. At the end of the month, shoulder stabilization and widening was completely finished on the "S-2" dock area.[4]

Base Operations[5] reported no incidents or accidents involving aircraft and construction activities during August. However, the construction did somewhat hamper operations--only 6,395 feet of runway was usable. In an emergency, 2,015 additional feet could have been made available if necessary.

The Loring AFB flight line was still under a Class "B" type restriction in August. But both inbound and outbound traffic decreased considerably during the month.[6]

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4. The "S-2" B-36 hangar and taxiway area (according to Corps of Engineers blueprints) included Taxiways D and F plus Parking Areas 1 and 2. Shoulder stabilization and widening consisted of 37½ inches of light-duty pavement along each shoulder. The "S-1" Iuria dock area had been completed in June 55 [See 45th Air Div History, June 55 (ROS: AU-D5)].

   Until construction was completed, all aircraft were restricted from entering the "S-2" dock area during the work period.

5. Staff section of 42d Operations Squadron (air base group). Unit Historical Report, Base Ops, August 55 (ROS: AU-D5).

6. Ibid.

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Loring RAPCON a Class "C" Agency in August

The Loring RAPCON facility[7] which had been experiencing difficulty in getting operational up to July 31st,[8] finally commenced operation during the early part of August as a Class "C" agency.[9]

Problems holding up the installation of a type "A" RAPCON were, generally, lack of equipment....or difficulties with the present equipment.

The FSA-4 console equipment had failed its service test inspection with a resulting delay of at least thirty days. Estimated delivery date was set in August as October 1st. The ACPN-18 was operational in August except for video map--difficulty was experienced in tracking jet fighter aircraft.[10]

A CRD-6 UHF/DF was installed in the RAPCON and was awaiting a flight check as of August 31st. Also, a pilot to forecaster service was installed in the Loring control tower and was awaiting flight check.[11]

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7. RAPCON: radar approach control. Reference Wing Dir of Mat Unit Historical Report, Aug 55 (RCS: I30-D2).

8. Reported in 42d Bomb Wing (H) History, July 55 (RCS: AU-B5), Chapter 3. Maintenance difficulties were the main problem.

9. Hq, 45th Air Div BOC, Ltr, dtd 25 Aug 55, Subj: "Quarterly Review of Nav-Aids", para 2g. Exhibit #8.

10. Ibid. See para 2g (1) and (2).

11. 42d Ops Squadron (BOC) Unit Historical Report, Aug 55 (RCS: I30-D2).

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Management Improvement Awards

In August, the following Management Improvement Suggestions were reviewed and evaluated. They were all found to be of merit:[12]

Suggestion LOR-1-55-M, entitled "Boom Rest". The suggestion was adopted and used in August by the 42d Air Refueling Squadron (Heavy).[13]

Suggestion LOR-2-55-M, entitled "Tail Turret Radome Installations, Removal and Position Inspection". The 42d Armament and Electronics Maintenance Squadron had adopted the idea and made use of it in August.[14]

Suggestion LOR-4-55-M, entitled "Propeller Blade Packing Nut Wrench". The suggestion was adopted by the 42d Field Maintenance Squadron and was determined to be of great value.[15]

Suggestion LOR-5-55-M, entitled "Functional Manning Document". The suggestion was carefully evaluated and was recommended for operational use at base level.[16]

Brigadier General William K. Martin, USAF, 45th Air Division Commander, made the awards and drew up appropriate letters of commendation.[17]

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12. Suggestions submitted to the Base Incentive Awards Committee, 22 July 55. (Reference: Unit Historical Report, Manpower & Organ, Aug 55 (RCS: I30-D2).

13. See Ltr, Hq 45th Air Div MAN, dtd 4 Aug 55, Subj: "Commendation". Exhibit #9.

14. See Ltr, Hq 45th Air Div MAN, dtd 4 Aug 55, Subj: "Commendation". Exhibit #10.

15. See Ltr, Hq 45th Air Div MAN, dtd 4 Aug 55, Subj: "Commendation". Exhibit #11.

16. See Ltr, Hq 45th Air Div MAN, dtd 4 Aug 55, Subj: "Commendation". Exhibit #12.

17. News item, the Liaohila (LAFB weekly publication), Issue 12 Aug 55. Exhibit #13.

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Safety Meetings

On August 26th at 0800 hours, the 45th Air Division Headquarters held a Safety Committee Meeting attended by top staff-level officers from different Division organizations.

The major items of new business discussed were:[18] 1) that the Wing Office of Safety (flying safety) would coordinate on all Operation Orders, proposed flying regs, procedures, etc., before publication of same; 2) that all flight line personnel would be cautioned concerning the runway constructionprogram presently in progress; 3) flags and staffs on vehicles; 4) the status of VOR which had not then been approved for Loring and of which emergency plans were formulated; and etc....

The 42d Bomb Wing Flying Safety Meeting was also conducted on August 26th with 329 personnel attending.[19] The principal speaker was from the Olmsted Flight Service.

In August, the 45th Air Division experienced no major accidents or mishaps.[20]

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18. See Minutes, Division Safety Committee Meeting, held Aug 26. Exhibit #14.

19. Wing Office of Safety Unit Historical Report, Aug 55 (RCS: ISC-D2).

20. Ibid. Also, Air Base Group Office of Safety Unit Hist. Report, Aug 55 (RCS: ISC-D2).

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AIO Develops Productrol Manual for SAC[21]

The Commander, 42d Installations Squadron, was assigned the task of organizing, testing and compiling proceudres for the efficient management of resources.[22]

Although the idea of production control ("productrol") had not been new in the AF or in the civilian world, the manner with which it would be applied to the installations squadron within the AF structure was new. The results and status of this type effort would be forthcoming.

In August, the 42d AIO was making an effort to complete a rough draft of a forthcoming SAC Production Control Manual which would outline system, purpose and goals, and procedures.[23]

The deadline for completing the initial draft of the manual was set at October 1, 1955.[24]

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21. Production Control Section, 42d AIO [Reference: 42d AIO Unit Hist. Report, January thru August 55 (RCS: ISO-D21). Organization authority concerning AIO Engineer personnel directed by SAC Man 85-2, dtd April 55.

22. The term "resources" applies in this instance to manpower, funds and materiel.

23. See Production Control Manual - Outline. Exhibit #15.

24. The Manual would be hand-carried to Forbes AFB, Topeka, Kansas, for presentation and review by all Eighth AF Base AIO Engineers and by staff officers at different numbered AF and command level.

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Winter Preparations

In the middle of August, a meeting was held with representatives from the Eglin AFB Air Proving Grounds to discuss snow removal tests to be conducted at Loring AFB during the coming winter, 1955-56.[25]

It was indicated at the meeting that the tests would be for comparing all equipment available at the present time on Loring AFB and feasibility of new equipment to be brought in by the Air Proving Ground Command. The list of new service test equipment was large.[26]

The test would be similar to last year's test, with observers coming in at intervals to check on the results.

Mr. R. Doctone, Mr. J. Fulmer and Mr. C. Frisl, from Sicard Industries, Inc., Watertown, N. Y., visited the 42d Motor Vehicle Squadron's Automotive Maintenance Section on August 23d and 24th in reference to major problems being encountered and to give technical advice and assistance regarding the Sicard Snow Plow. Mr. Norman Benson, representative of the FWD Manufacturers, Inc., visited the Automotive Maintenance Section on the 23d, 24th and 25th to advise and assist on maintenance of FWD Snow Plows.[27]

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25. See Minutes, Snow Removal Tests Meeting, held 11 Aug 55. Exhibit #16.

26. See List of Service Test Equipment (attached to Minutes, Snow Removal Tests Meeting). Exhibit #16.

27. 42d Motor Vehicle Squadron Unit Hist. Report, Aug 55 (RCS: ISC-32).

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The Operations Branch of AIC conducted a preventative maintenance inspection all through August in preparation for the winter months. The Branch com leted numerous repair jobs around the base and reported installations were in fairly good shape.[28] Furnaces in the B-36 maintenance nose dcoas were checked and serviced.

28. 42d AIC Unit Hist. Report, Aug 55 (SCS: 130-22).

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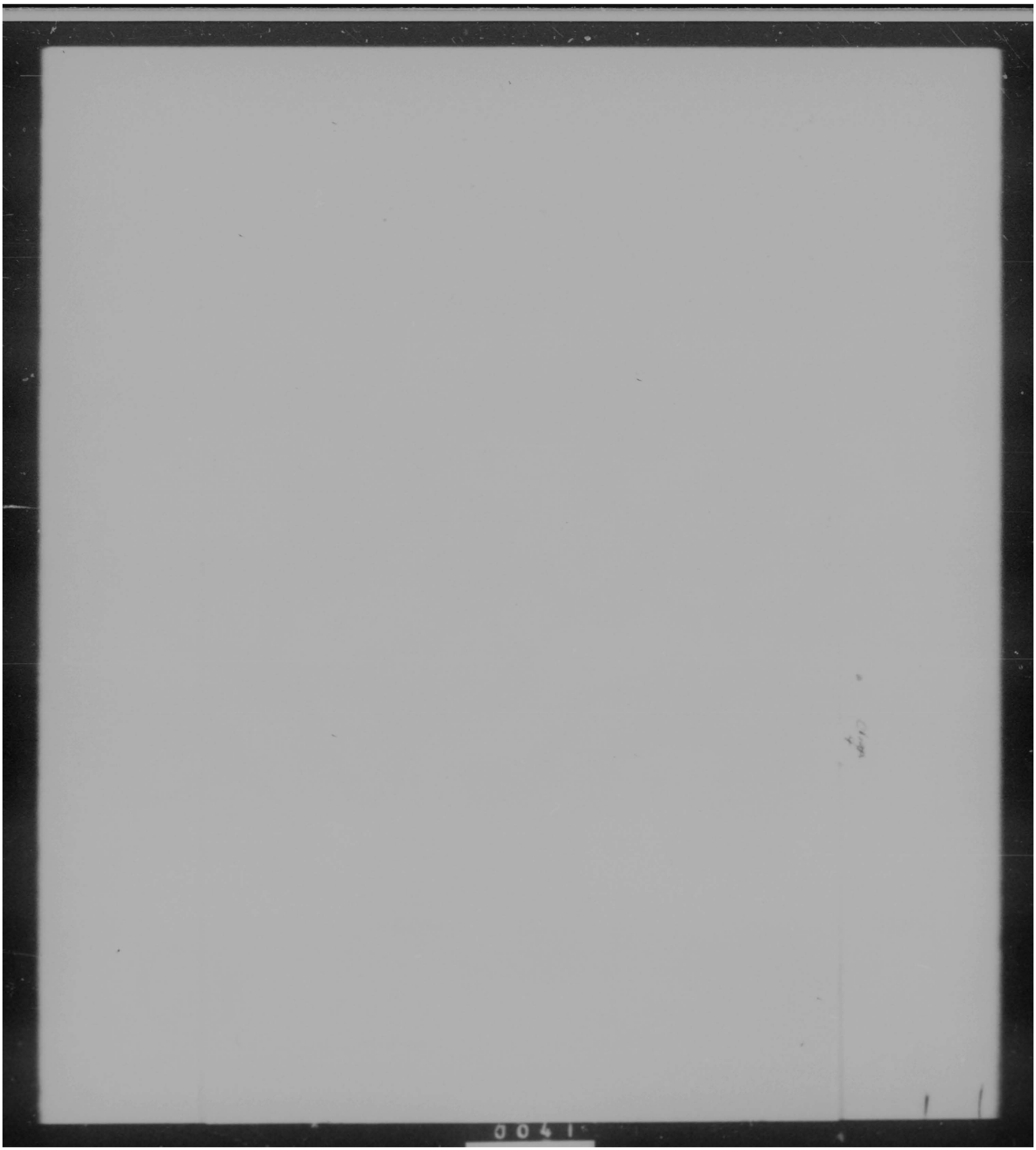

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MAJOR PROBLEMS

"OIO" Situation Reviewed

In response to a memorandum[1] from the 45th Air Division Commander, Brig. General William K. Martin, USAF, the 42d Air Base Group Personnel Office reviewed the "OIO" situation[2] and a complete report was submitted.[3]

Untrainable OIO's have been considered in the 45th Air Division[4] effective manning[5] for the purpose of filling authorized helper-level positions.

Reported as of September 7, 195[illegible], there were seventeen authorized helper-level positions within the organizations of the 42d Heavy Bombardment Wing and [illegible] in the 42d Air Base Group.[6] As of that date, there were 191 helper-level airmen assigned to the wing and 560 assigned

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1. Memorandum, ADC, Subj: "Untrainable OIO's", dtd 1 Sep 55, Exhibit #19.

2. "OIO's": untrainable, helper-level airmen, who, because of lack of formal education, cannot be upgraded or promoted. These airmen were being assigned to various organizations all over the base beginning in January, 195[illegible], from basic training at Lackland AFB and Sampson AFB [File, [illegible], ADCP, "Assignment" (1 Jan thru 31 Aug 55)].

3. BP Reply, Subj: "Untrainable OIO's", dtd 7 Sep 55. Exhibit #19.

4. 42d Bombardment Wing and 42d Air Base Group squadrons and staff sections.

5. Effective Manning Report for Aug 55, GDP and ASCP. See Appendix #[illegible].

6. Para 11, BP Reply to ADC Memorandum, dtd 7 Sep 55. Exhibit #19.

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to the Air Base Group.[7] Out of the number assigned, there were only fifty-seven classified "trainable" in the Wing and 143 in the Group--being trained into their respective AFSC's--leaving 551 not in OJT because they were classified "untrianable".[8] This number minus the authorized helper-level positions in the Wing and Group, left 265 helper-level airmen unauthorized and untrainable.

Facts that can alleviate the influx of 010 "low proficiency" type airmen were considered in the report to the Air Division Commander.[9] Lieut. Colonel Fred C. Simpson, USAF, Base Director of Personnel, noted in this reply that there was no set percentage of untrainables that can be upgraded into the trainable category--that the airmen's respective squadron CO could request re-testing for various reasons.[10] One - if a marked discrepancy existed between an airman's aptitude index and his ability as determined from other information or personal observation.

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7. Ibid.

8. See Para 1c, BF Reply to ADC Memorandum, dtd 7 Sep 55. Exhibit #19.

9. Inclosure No. 1 to BF Reply to ADC Memorandum, dtd 7 Sep 55. (Hq Eighth AF Ltr, PDF3a, dtd 23 Apr 55, Subj: "Training of Low Aptitude Type Airmen"). See Exhibit #19.

10. Para 1c (1), (2) and (3) to BF Reply to ADC Memorandum, dtd 7 Sep 55. Exhibit #19. AFPRT 1, "Instructions for Administering and Scoring the AQE Tests", states that airmen will not be allowed to be re-tested. However, AF Man 35-8, dtd 1 Sep 54, which governs all testing conducted by the AF, authorizes the squadron CO to request testing for reasons listed in Para 1c above.

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Two - if the facts indicate that the airman was administered his knowledge test under unfavorable conditions during his tenure in one of the basic training wings. Three- if the airman's AF Form 20 had been lost or destroyed.

The Air Division CG was also told that these OLO people could raise their educational level through USAFI.[11] This was a highly recommended procedure due to the fact that a large percentage of these Category IV airmen had not completed grammar school or high school and, therefore, probably lacked sufficient command of the English language to intelligently read and understand the instructions and questions in the ACB and AQE tests. One squadron in the Air Base Group, it was reported, conducted formal instructions in general education to assist these airmen in passing the AQE test.[12]

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11. Para 1f, 8F Reply to ADC Memorandum, dtd 7 Sep 55. Exhibit #19.

12. During April, 1955, the 42d Installations Squadron initiated a special four-week training course for untrainable OLO's. The school, dubbed the "Squadron Indoctrination Course", taught such subjects as English language, arithmetic, American History, etc. After completion of the course, the AIO-assigned airmen were administered their AQE and seventy-seven per cent qualified and passed. Twenty-six diplomas were awarded the graduating students; in order to obtain a diploma, the student had to gain a qualifying score of four or more in at least one phase of the AQE. Reported in 45th Air Division History, May 1955 (SCS: AD-0517.

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During the month of August, 1955, eighty-two 010 airmen arrived at Loring AFB from basic training wings and were subsequently assigned to the Wing in the following AFSC's:[13] Five in 32010 (armament systems), forty-one in 43010 (aircraft and engines), one in 53010 (metal worker), three in 60310 (transportation), one in 64010 (supply), twenty-seven in 70010 (administrative), three in 90010 (medical) and one in 92210 (aircrew protection-survival).

Since none of these airmen are eligible for OJT, they obviously would not aid the Wing effective manning. On August 31st, the Wing had 123 untrainable airmen assigned to it.[14]

The total authorized strength of the Wing on August 31st was 2,412 airmen, while the total assigned was 2,267.[15] The remainder assigned without the untrainables was 2,144.

This group of untrainables was the first large contingent to come to the Wing.[16] Another group had been projected for September, 1955.[17] According to WOJG Joseph Scarpa, USAF, Wing Personnel Officer,[18]

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13. File, MIL-2, "Assignment", WDF (1 thru 31 Aug 55).

14. Unit Historical Report, WDF, August 55 (RCS: 180-D2), Para 1.

15. 42d ADG Form 225, dtd 24 Jan 55, "Daily Strength Report", 2 and 31 August 55, respectively. See Appendix #xx.

16. File, MIL-2, WDF, "Assignment", (1 thru 31 Aug 55). The first number AF 010's were assigned to Wing organizations in January, 1955 (reported in 42d Bomb Wing (H) History, January thru July, 55 (RCS: AD-D51).

17. File, MIL-2, WDF and AFDF, "Assignment" (projected assignees from basic training bases).

18. Interview with WO Scarpa by author, 1 Sep 55, in WDF.

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If this trend continued, these untrainables would assume an uncommonly large percentage (at least thirty per cent) of the personnel being sent to the Wing to replace skilled personnel lost through discharge and PCS movement.

However, it is planned through counsel and guidance to aid these airmen in improving their general knowledge and then, to administer the AQE to them. Requests for waviers of project guidance will then be submitted for those airmen who raise their aptitude index.

Wing TO Problem

A change in the TO Of several of the Wing squadrons in May, 1955,[19] caused an imbalance in manning between the aircraft maintenance (AFSC 431/31/51) and the aircraft reciprocating engine (AFSC 432/31/51) fields. The authorizations for engine mechanics were increased, while those for airplane general mechanics were proportionally reduced leaving a shortage in the former field and an overage in the latter field. This caused a problem in placing personnel on OJT to AFSC 43171B. During August, the Wing had 119 of these slots authorized, with 117 assigned.[20] There were eighteen training in,[21] leaving vacancies for only seven

19. File, MGT-5-2, WDP, "Tables of Organization", May, 1955. Those Wing squadrons effected were the 42d Periodic Maintenance Squadron, 42d Field Maintenance Squadron and 42d Armament and Electronics Maintenance Squadron.

20. File, MGT-5-1-1, WDP, "Position Authorizations", August 1955.

21. File, TNG-1, WDP, "OJT", August 1955.

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trainees in order to remain within the authorized 120 per cent overage at the seven level. Those squadrons which reflected manning in this AFSC below 120 per cent were permitted to utilize these vacancies.[22]

Career Field Shortages

The administrative (AFSC702) and personnel (AFSC 732) fields were considered critically short within the Wing with the administrative field being the more critical.[23] The August manning figures showed that out of 105 airmen authorized in the 702 field, only forty-nine were assigned (by their utilization AFSC).[24] The Wing had been called upon to fill several shipments in the clerical field, with no qualified replacements supplied.[25]

The airman personnel career field was also heavily effected: out of the thirty-six people authorized within the Wing, only twenty were assigned (by their UAESC) as of August 31st.[26]

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22. Unit Historical Report, WDP, August 1955 (RCS: ISO-D2), Para 2.

23. Interview with 2d Lieut. John Grenier, USAF, Wing Personnel Officer, by authorin WDP, 31 Aug 55.

24. File, MGT-5-1-1, WDP, "Position Authorizations", and File, MIL-2, WDP, "Assignment" (1 thru 31 Aug 55).

25. Fibe, MIL-2, WDP, "Assignment" (1 thru 31 Aug 55).

26. See Footnote #24.

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Both Wing and Group Headquarters were limited to positive action that could be taken to alleviate these shortages. There was reported some projected input in the personnel career fields,[27] however, the input would not be sufficient to fill authorized vacancies. Higher headquarters have been appraised of this airman manning situation through telephone, messages, letters and personal contacts during staff visits.[28]

A critical shortage of airmen personnel still exists in the following career fields within the 42d Air Base Group: administrative (702), personnel (732), information services (721), finance (671), food service (622) and supply (641).[29] The input of qualified personnel or trainable helper-level personnel in these career fields remains very limited, and since the projected input through November, 1955, was also very small, no improvement could be expected in the foreseeable future.

Overage career fields have been screened, and where possible, in accordance with project guidance, requests have been forwarded for waivers to train personnel into shortage career fields. The number involved, however, is so small that it has no material effect on needs.

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27. Projected input based upon known and future losses thru ETS and reassignment, TDY's and reenlistment (File, MIL-15, WDP, "Separation", and File, MIL-2, WDP, "Assignment" (August 55)

28. Unit Historical Reports, WDP and ABDP, August 55 (RCS: ISO-D2).

29. Unit Historical Report, ABDP, Aug 55 (LAFB RCS: ISO-D2).

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Other positive action taken to alleviate this situation includes screening of all untrainable helper-level personnel received to reclassify those airmen showingpotential for any of these career fields to the applicable helper-level.

The supply personnel manning situation was reported getting progressively worse. The problem was referred up through channels to the 45th Air Division Director of Personnel.[30] Projected as of December 31, 1955, the manning in this field would be down to fifty-eight personnel (officers and airmen) in sections of Wing Materiel.

Within Division organizations, five officers and 178 airmen were separated during August. Reenlistments totalled sixty-eight—the highest number to be recorded for any month since activation of Loring Air Force Base.[31]

Effective Manning Problem

Factors which have a bearing on the 42d Wing's effective manning are the requirements for the current expansion of the U. S. Air Force to 137 wings, levies for overseas and ZI and quotas for

30. Wing Director of Materiel Unit Historical Report, August 1955 (RCS: ISO-D2).

31. Large number of reenlistees was attributed mainly to the short discharge policy as outlined in AF Reg 39-14, dtd 27 May 53. Unit Hist. Report, ABDP, Aug 55 (RCS: ISO-D2). Files, MIL-15, "Separation", ABDP (1 thru 31 Aug 55).

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technical training schools. A comparison of the effective manning (July 31st and August 31st) was outlined[32] and it was found that the entire Wing was 71.95 per cent effectively manned on July 31st and 73.1 per cent effectively manned August 31st, an increase of over two per cent. Bodily, the 42d Bombardment Wing had its assigned 89.5 per cent manned July 31st; 91.55 per cent manned on August 31st.

The 42d Air Base Group was 76.74 per cent effectively manned July 31st, 74.7 per cent on August 31st. Bodily, the Group had 85.5 per cent manned July 31st, 84.5 per cent August 31st. The reasons for the regression from previous months was due to the shortage of 419 airmen in authorised AFSC's within the Group.[33]

The Wing officer career fields in which the most critical personnel shortages existed in August were intelligence, aircraft maintenance and personnel.[34] These fields were fifteen officers short of the authorised number. These positions were being held by available officers in additional duty status. This was, of course, unsatisfactory

32. Unit Historical Report, ADP, Aug 55 (RCS: ISO-D2), Para III.

33. Effective Manning Report, ABDP, dtd 6 Sep 55. See Appendix #2b.

34. Effective Manning Report, WDP, (officers) dtd 8 Sep 55. See Appendix #2b.

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in view of the fact that the officer cannot devote sufficient time to either his primary or additional duties.

Continuing emphasis was placed on raising the skill level of all airmen by an effective OJT program. All airmen within the Wing and Air Base Group eligible for this program were undergoing instruction.[35] A consolidation of results achieved in this program were refelcted in the 45th Air Division Diredtorate of Personnel Unit Historical Report for August, 1955:[36] fourteen had completed OJT to the three-level (apprentice), twenty-eight had completed training to the five-level (specialist) and twelve to the seven-level (technician). The number upgraded was also outlined: eleven to the three-level, eighteen to the five-level and twelver to seven-level.

35. See Footnote #23, this Chapter.

36. Unit Historical Report, ADP, August 55 (RCS: ISO-D2) signed by Col. John B. F. Dice, USAF, 45th Air Div Director of Personnel.

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MISCELLANEOUS

Hospital Report[1]

The 4034th USAF Hospital, in August, had 246 patients admitted for treatment. The seventy-five bed hospital had a 37.4 average per beds occupied. The number of in-patients for August broken down shows eighty-six military personnel admitted and 160 civilian dependents[2] taken in.

The number of outpatient treatments for August amounted to 7,435. Broken down: military - 3,249 and civilian - 4,188.

The full-time personnel equivalent per average occupied bed was 1.83 and the daily outpatient work unit per full-time personnel equivalent was 5.73.

Air Division Commander Promoted

Colonel William K. Martin, USAF, 16977A, 45th Air Division Commander, was promoted to the grade of Brigadier General effective August 1, 1955.[3] His promotion was confirmed by the U. S. Senate on July 22d following his appointment by President Eisenhower. Word

1. 4034th USAF Hospital Unit Historical Report, Aug 55 (LAFB RCS: ISO-D2). See "Bi-Monthly Report of Professional Activities for USAF Hospitals", for the periods July and August 1955 (RCS: AF-M9). Exhibit #21.

2. The reason for the large increment of dependent admissions to the hospital stems fromthe on-base Wherry and Gov't. Housing facilities (approximately two-thousand wives and children live inside base boundaries).

3. See Photo, Brig. Gen. Martin, Exhibit #1.

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was received at Air Division Headquarters of the promotion just a few days after the confirmation.

General Martin had took command of the 45th Air Division--the mother organization to the 42d Heavy Bombardment Wing and 42d Air Base Group--on June 18th vice Brigadier General Bertram C. Harrison, USAF.

Eighth Air Force Commanders' Conference at Loring

The 45th Air Division was host to the annual Eighth Air Force Commanders' Conference held August 17-19, 1955.

Major General Walter C. Sweeney, USAF, Commander of the Eighth Air Force, and his staff were the first to arrive on August 17th.[4] After a short tour of the base, General Sweeney and staff were flown by H-19 helicopter to Squapan Lake, Maine, the site of the Conference.

4. See Roster of Commanders present at Eighth AF Commanders' Conf. Exhibit #22.

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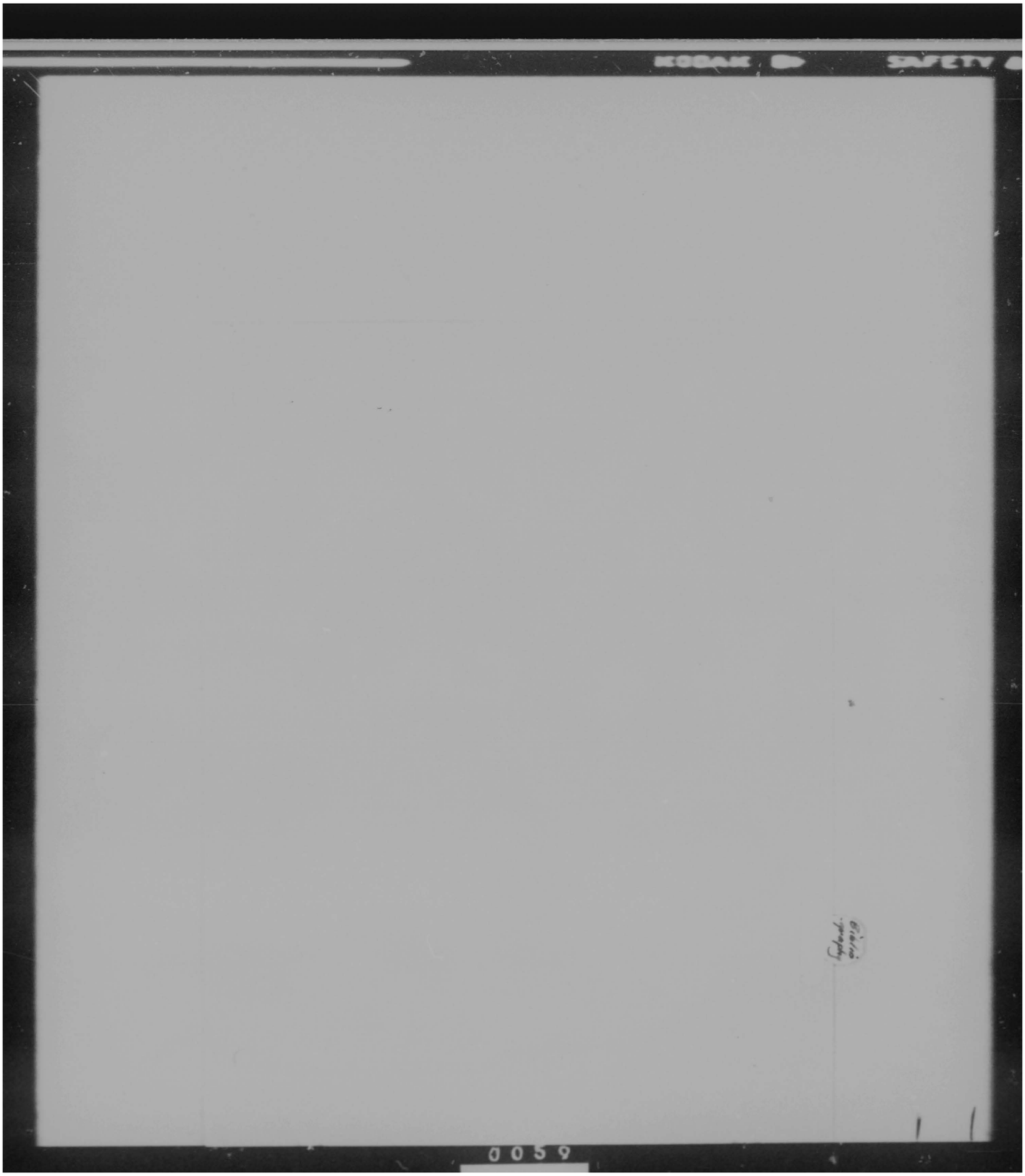

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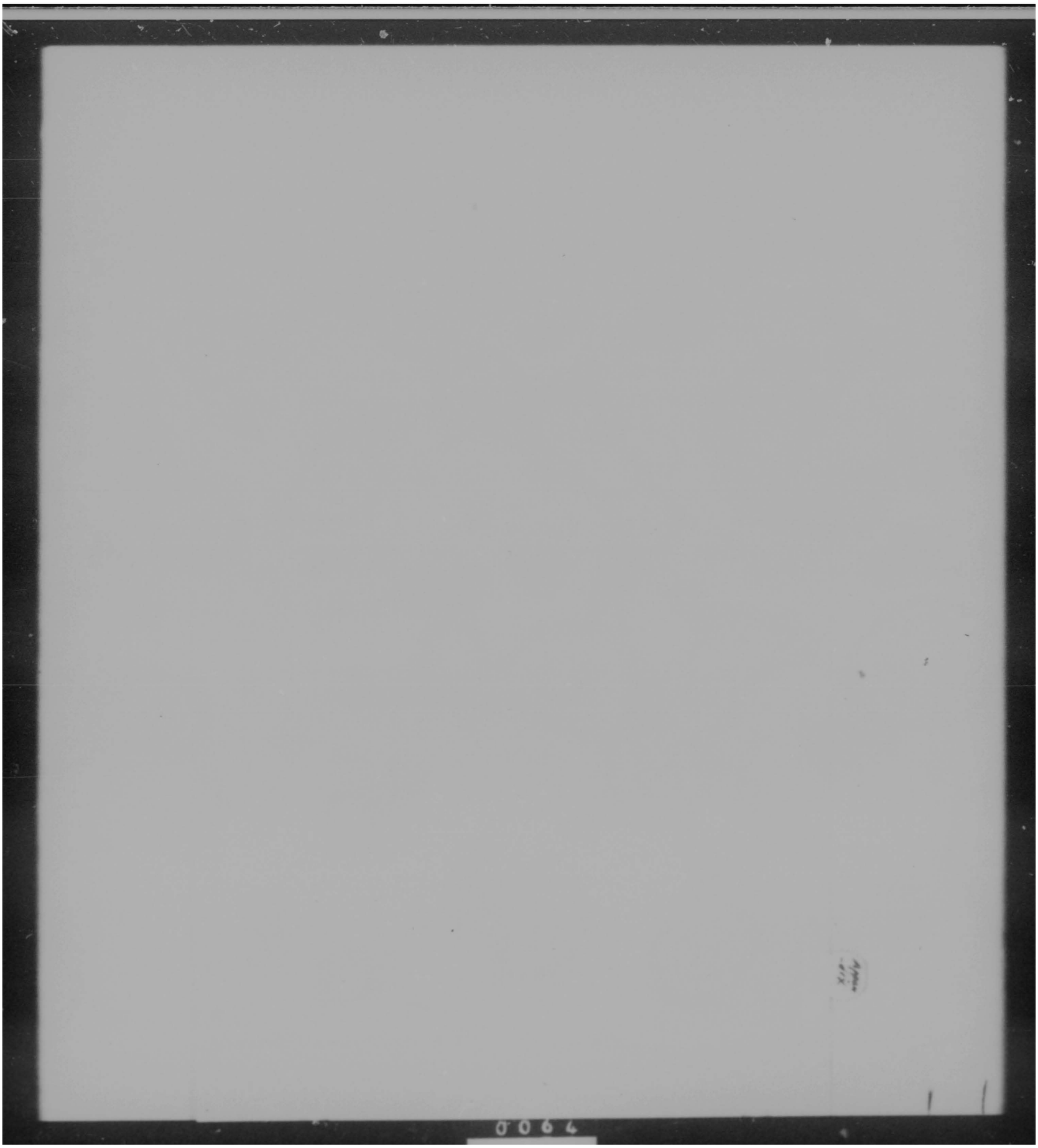

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APPENDIX No. 1

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ROSTER OF KEY PERSONNEL*

45th AIR DIVISION (SAC)

AUGUST 1955

HEADQUARTERS, 45th AIR DIVISION:

Commander	William K. Martin (1697A)	Brig. General
Director of Pers	John B. F. Dice (899A)	Colonel
Director of Mat	Wendell M. Van Sickle (6554A)	Colonel
Director of Ops	Sam L. Barr (4325A)	Colonel

42d AIR BASE GROUP:

Commander	Jackson W. Lewis (2116A)	Colonel
Deputy Commander	William W. Pannis (2466A)	Lieut. Colonel
Director of Pers	Fred C. Simpson (A0424142)	Lieut. Colonel
Director of Mat	Harry D. Terwilliger (A01549390)	Major
Director of Ops	Edward F. Fleming (A0792825)	Major
Manpower & Organ	William A. Carter (3019A)	Lieut. Colonel
Comptroller	William B. Pequignot (A0564007)	Lieut. Colonel
Judge Advocate	Carl R. Pearson (21796A)	Major
Chaplain	John J. Long (A0487098)	Lieut. Colonel

* Roster of Officers of the 45th Air Division as of 31 August 1955 (RCS: SAF-F1).

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ROSTER OF KEY PERSONNEL

Information Services	Charles R. Hughes (A03013363)	First Lieutenant
Director of Safety	Lorenzo Caliendo (A0683963)	Major
Adjutant	Frank C. Elliott (A01533548)	Captain
Comdt, Hq Sqdn	Frank L. Wrigglesworth (A0431085)	Major
Comdr, 42d Air Pol Squadron	Robert R. Love (A0215113)	Lieut. Colonel
Comdr, 42d Install's Squadron	Ernest L. Buckley (17912A)	Major
Comdr, 42d Ops Squadron	Donald R. Sandvig (A01036711)	Captain
Comdr, 42d Supply Squadron	Edwin C. Annis (A0747706)	Captain
Comdr, 42d Mtr Veh Squadron	Donald R. Kidd (A01038717)	Captain
Comdr, 42d Food Ser Squadron	Bertil E. Carlson (AW2201390)	WOJG

42d HEAVY BOMBARDMENT WING:

Commander	Jerome Tarter (1966A)	Colonel
Deputy Commander	Woodrow P. Swancutt (3729A)	Colonel
Director of Pers	Albert K. Stebbins (16802A)	Major
Director of Mat	Frank J. Rinehart (A0432128)	Lieut. Colonel
Director of Ops	John K. Risner (6439A)	Lieut. Colonel

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ROSTER OF KEY PERSONNEL

Air Inspector	Jeane O. Brice (A0886050)	Major
Adjutant	Robert W. O'Keefe (A03024155)	First Lieutenant
Director of Safety	Freeman J. Williams (A01908786)	Captain
Comdt, Hq Sqdn	Dale H. Edwards (A03017902)	First Lieutenant
Comdr, 69th Bomb Squadron (H)	Robert R. Scott (A0833821)	Lieut. Colonel
Comdr, 70th Bomb Squadron (H)	Victor P. Malmgren (8196A)	Major
Comdr, 75th Bomb Squadron (H)	Frank E. Mitchell (A0687055)	Major
Comdr, 42d Air Refueling Sqdn(H)	Willie H. Sonntag (A0725969)	Major
Comdr, 42d A & E Maintenance Sqdn	Tom B. Stewart (7554A)	Lieut. Colonel
Comdr, 42d Periodic Maintenance Sqdn	William M. Wood (A0749171)	Major
Comdr, 42d Field Maintenance Sqdn	Philip H. Curtiss (6779A)	Lieut. Colonel
Comdr, 42d Tac Hospital	James G. Langford (2614SA)	Lieut. Colonel

4214th USAF HOSPITAL:

Commander	James G. Langford (2614SA)	Lieut. Colonel

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APPENDIX No. 2a

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

DATE 2 AUGUST 1955

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PFD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PFD
HQ 45TH AIR DIVISION	10	15	0	9	7	13	0	11
HQ 42D BOMB WING	47	50	1	35	124	122	0	99
69TH BOMB SQUADRON	109	96	1	76	229	218	0	187
90TH BOMB SQUADRON	109	95	1	59	229	240	0	196
75TH BOMB SQUADRON	109	94	1	79	229	219	0	195
42D FIELD MAINT SQUADRON	8	8	0	8	655	546	0	487
42D PER MAINT SQUADRON	5	5	0	4	247	230	0	198
42D A & E MAINT SQUADRON	12	11	0	9	305	328	0	261
42D AIR REFUELING SQUADRON	100	92	1	80	250	208	0	173
TOTAL	509	466	5	359	2275	2124	0	1807
42D TACTICAL HOSPITAL	36	27	0	25	137	131	0	118
6MATH USAF HOSPITAL	16	19	0	11	19	14	3	15
TOTAL	52	46	0	36	156	145	3	133
HQ 42D AIR BASE GRP	61	51	5	49	263	299	0	265
42D OPRS SQUADRON	10	8	1	8	161	185	8	173
42D SUPPLY SQUADRON	16	10	1	7	293	274	0	224
42D MOTOR VEHICLE SQUADRON	4	3	0	3	192	178	0	157
42D SUPPLY SQUADRON	10	5	2	6	320	311	0	282
42D BASE SERVICE SQUADRON	4	2	0	2	266	232	0	208
42D INSTLS SQUADRON	6	8	0	7	273	255	0	213
7TH AIR FORCE BAND	1	0	0	0	19	17	0	15
TOTAL	112	87	9	82	1787	1751	8	1537
BASE GRAND TOTAL	673	599	14	477	4218	4020	11	3477

TYPE NAME GRADE TITLE: ROBERT RAPPAPORT CAPTAIN USAF

SIGNATURE OF AMN

.0070

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE: 31 AUGUST 1955

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PRES	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PRES
HQ 42ND AIR DIVISION	10	9	0	6	7	6	0	5
HQ 42D BOMB WING	47	45	0	30	124	124	0	106
69TH BOMB SQUADRON	109	96	0	79	229	220	0	186
70TH BOMB SQUADRON	109	99	0	86	229	239	0	197
75TH BOMB SQUADRON	109	96	0	73	229	216	0	177
42D FIELD MAINT SQUADRON	8	7	0	6	654	550	0	485
42D PER MAINT SQUADRON	5	5	0	4	247	223	0	199
42D A & E MAINT SQUADRON	12	9	0	7	302	354	0	286
42D AIR REFUELING SQUADRON	100	99	0	82	250	213	0	189
TOTAL	509	465	0	373	2275	2145	0	1830
42D TACTICAL HOSPITAL	36	25	0	23	137	122	0	111
903RD USAF HOSPITAL	16	19	1	16	19	14	4	17
TOTAL	52	44	1	39	156	136	4	128
HQ 42D AIR BASE GROUP	63	57	0	48	266	304	0	270
42D C & C SQUADRON	11	8	0	8	161	175	9	167
42D SUPPLY SQUADRON	16	10	0	5	293	277	0	237
42D MOTOR VEHICLE SQUADRON	4	3	0	3	192	182	0	163
42D AIR POLICE SQUADRON	10	7	0	6	320	299	0	270
42D MAINT & SERVICE SQUADRON	4	2	0	2	266	225	0	217
42D WEATHER SQUADRON	6	7	0	6	273	249	0	226
903RD AIR FORCE BAND	1	0	0	0	19	16	0	14
TOTAL	114	94	0	78	1787	1729	9	1564
GRAND TOTAL	675	603	1	490	4218	4008	13	3522

ROBERT RAPPAPORT CAPTAIN USAF — SIGNATURE (Grade)

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APPENDIX No. 2b

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.

SUBJECT Monthly Evaluation of Operations

TO BCMA FROM BP-C DATE 6 September 1955 COMMENT NO. 1

1. In compliance with Base Regulation 170-4 dated 27 September 1954, the following report is submitted:

a. Personnel Records: All entries on personnel records that are applicable to the Air Base Group Squadrons are completed.

b. Manning in required specialties:

AUTH	ASGD	EFF ASGD	% EFF ASGD
1788	1712	1369	76.56

(1) Reason for regression of 1.23 % from last month and not obtaining maximum score.

(a) There is a shortage of 419 airmen in authorized AFSC's. AFSC's not filled are as follows:

22250	2	46170	5	57170	1	67170	1
22350	1	46230	1	60130	2	67250	8
23250	2	47150	4	60170	2	67270	3
23370	1	47132	5	60330	12	68150	1
29170	1	47152	2	60351	2	68250	2
30150B	3	47270	2	62130	4	68251	3
30350	2	53330	2	62170	1	68270	2
30370	1	53350	1	62230	18	70230	7
30450A	1	53331	1	62250	30	70250	23
30452	7	53351	3	62330	3	72150	5
32150E	3	55130	4	62350	5	72170	2
47154	1	55150	1	64150	6	72171	1
32350B	1	55152	1	64131	1	73250	5
32371B	3	55230	1	64151	4	73251	12
34130A	1	55250	1	64173	1	73170	1
34150A	3	56130	1	64152	4	73370	2
34350A	1	56170	1	64174	2	74130	4
34370	2	56470	1	64175	3	74131	2
34450	1	56530	1	64230	1	75230	1
34470	3	56550	3	64330	8	75270	1
36132	1	56650	1	64350	10	77150	91
36250	1	57130	5	65150	3	77171	1
36231	2	57150	9	65170	1	92250	2
36350	2			67150	7	TOTAL	419
36371	1						

DD FORM 1 FEB 50 96 REPLACES NAVEXOS FORM NO. 1 OCT 48 WHICH MAY BE USED

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(b) Loss by PCS transfer in the following AFSC 's:

70250	1	62270	1	55250	1	60330	1
73250	1	70270	1	70230	5	47151	1
77150	1	47170	2	47131	1	TOTAL	16

(c) Loss by discharge in the following AFSC's.

62350	1	64151	2	60330	1	56150	1
55230	1	73251	3	29170	1	74151	1
47151	3	77150	8	62150	2	67250	1
70250	4	60350	5	62250	3	92250	1
47170	1	57150	5	34150	1	TOTAL	53
55150	1	64150	6	70270	1		

(2) Action that can be taken to alleviate this regression:

(a) Upgrade all airmen who have completed OJT and have passed the Airman Proficiency Test or Air Force Job Knowledge Test. The results of the June testing cycle for Airmen in the 22, 23, 30, 32, 40 53, 55, 57, 58, 67, 70, 73, 74, 77, 83, 92 Career Fields have been received. A total of 227 airmen assigned 45th Air Division were administered the test. One hundred and ninety - one airmen attained a passing score. Thirty six airmen attained a failing score. The percentage breakdown for this cycle was 85 % passed and 15 % failed. A total of 77 Air Force Job Knowledge tests were administered. Of this number, Seventy airmen attained a qualifying score and seven failed.

(b) The following airmen are projected for assignment into the Air Base Group:

29350	1	64151	1	55230	1	7025	1
29330	10	64152	1	57170	1	73251	1
32130E	3	64171	1	67230	2	74010	1
34131B	1	67150	1	70250	1	77010	1
36131	1			77170	1	TOTAL	29

2. The main reason for the continued regression and the imposibility of obtaining the maximum score is the same as previous months:

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(a) Skilled level airmen being discharged or reenlisting for another station.

(b) The small amount of skilled airmen being assigned this station.

(c) The supporting of mandatory PCS transfers.

3. There are presently 560 helper level airmen assigned to the 42d Air Base Group. There are 269 authorized helper level positions. There are 143 of these helper level airmen on OJT for the apprentice three level. This leaves a total of 158 airmen at the helper level who are being reflected against our over all assigned strength. Airmen at the helper level in the Air Base Group are as follows:

AFSC	AUTH	ASGD	NET	UAFSC	TNG INTG & NO
22010		1	1	1	
23010	3	1	1	1	
29010	1	7	5	5	2 29130
43010	2	5	5	5	
46010		11	8	5	6 46130
47010	2	5	4	4	1 47131
53010		1	1	1	
55010	27	28	23	23	5 55231
56010	19	18	11	11	6 56430
57010	42	61	50	50	11 57130
60110		3	3	3	
60310	2	15	13	15	
62010	94	118	114	118	
64010	10	52	39	37	15 64130/31/32
67010		2			1 67130
68010		4	1	1	3 68130
70010	8	56	44	46	10 70230
71010		1	1	1	
72030		4	3	3	1 72130
73010		5	3	3	2 73231
74010	1	12	12	12	
77010	57	149	70	72	77 7713 0
92210	1	1		1	1 92230
TOTAL	269	560	412	417	143

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4. There were sixty-three airmen upgraded to the three, five and seven level during the month of August. The breakdown is as follows:

a. Upgraded to three level: 37
b. Upgraded to five level: 24
c. Upgraded to seven level 2

RICHARD L. MORTON, Captain, USAF
Base Classification Officer

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1. Air Base Group Officer Manning in Required Specialties:

AUTH	ASGD	EFF ASGD	% EFF ASGD
114	85	83	72.8%

2. Reasons for not obtaining maximum results:

a. The 42d Air Base Group is undermanned thirty-one officers and warrant officers.

(1) Shortages are as follows:

AFSC	No.	AFSC	No.
1024	2	7336	1
2334	1	7535	1
3216	1	7724	2
3254	1	7924	2
6016	1	36000	1
6424	5	62000	1
6736	1	64100	2
7216	1	70000	1
7324	4	73000	1
6746	1	77100	1
		TOTAL:	31

(2) There are two officers overage who have assignment limitations. One is a 7324 (Legal Officer) and one is a 5524 (Installations Engineer).

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DISPOSITION FORM

SECURITY CLASSIFICATION (If any)
UNCLASSIFIED

FILE NO.

SUBJECT
Effective Manning Report

TO
DCMA

FROM
WDFU

DATE
8 Sep 55

COMMENT NO. 1

1. The following information is submitted in accordance with Base Regulation 170-4:

a. Officers:

SQUADRON	ACTH	ASGD	EFF ASGD
Hq 42d BOMWG	47	45	43
69thBOMRON	109	96	96
70th BOMBRON	109	99	97
75th BOMRON	109	96	90
42D AMMFS	100	98	95
42D FLTMAINTRON	8	7	7
42D PERMAINTRON	5	5	5
42D AMEMAINTRON	12	9	8
42D TAC HOSP	35	24	23

Hq 42d BOMWG	Lt Col Smith - 2316 Just rept in 1st Lt Evans - 7535 Not auth
70th BOMRON	Morris - 4344 Overage Welx - 4324 Overage
42D AMMFS	Bethke - 1534A Overage Baeckle - 1534F Overage
42D AMMAINTRON	WOJG Leyden - 73000 Not auth
42D TAC HOSP	Maj Manners - Not auth

b. Airmen:

SQUADRON	ACTH	ASGD	EFF ASGD
Hq 42D BOMWG	(a) 38	36	29
	(b) 86	86	45
69th BOMRON	(a) 172	152	114
	(b) 57	68	39
70TH BOMBRON	(a) 172	179	127
	(b) 57	60	41
75TH BOMRON	(a) 172	166	119
	(b) 57	53	33
42D PERMAINTRON	(a) 226	204	195
	(b) 21	19	15

DD FORM 96

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DF, VAPG, dtd 6 Sep 55, Subj: Effective Manning Report

b. Airmen: Cont'd

SQUADRON		AUTH	ASGD	EFF ASGD
42D FLDMAINTRON	(a)	431	364	328
	(b)	224	186	152
42D AMEMAINTRON	(a)	237	281	152
	(b)	68	69	33
42D AREFS	(a)	193	175	152
	(b)	57	38	25
42D TAC HOSP	(a)	1	0	0
	(b)	136	122	95

CONSOLIDATED WING FIGURES

42D BOMWG	(a)	1642	1561	1242
	(b)	753	701	507

(a) Overage in unauth AFSC's: 91
Overage in AFSC at 7 level: 52
Overage in AFSC at lower level: 176
TOTAL: 319

(b) Overage in unauth AFSC's: 108
Overage in AFSC at 7 level: 0
Overage in AFSC at lower level: 86
TOTAL: 194

(a) Direct Support Skills (30, 32, 33, 40, and 43 career fields)
(b) Indirect Support Skills (Other career fields)

JOSEPH SCARPA
MOJO, USAF
Personnel Officer

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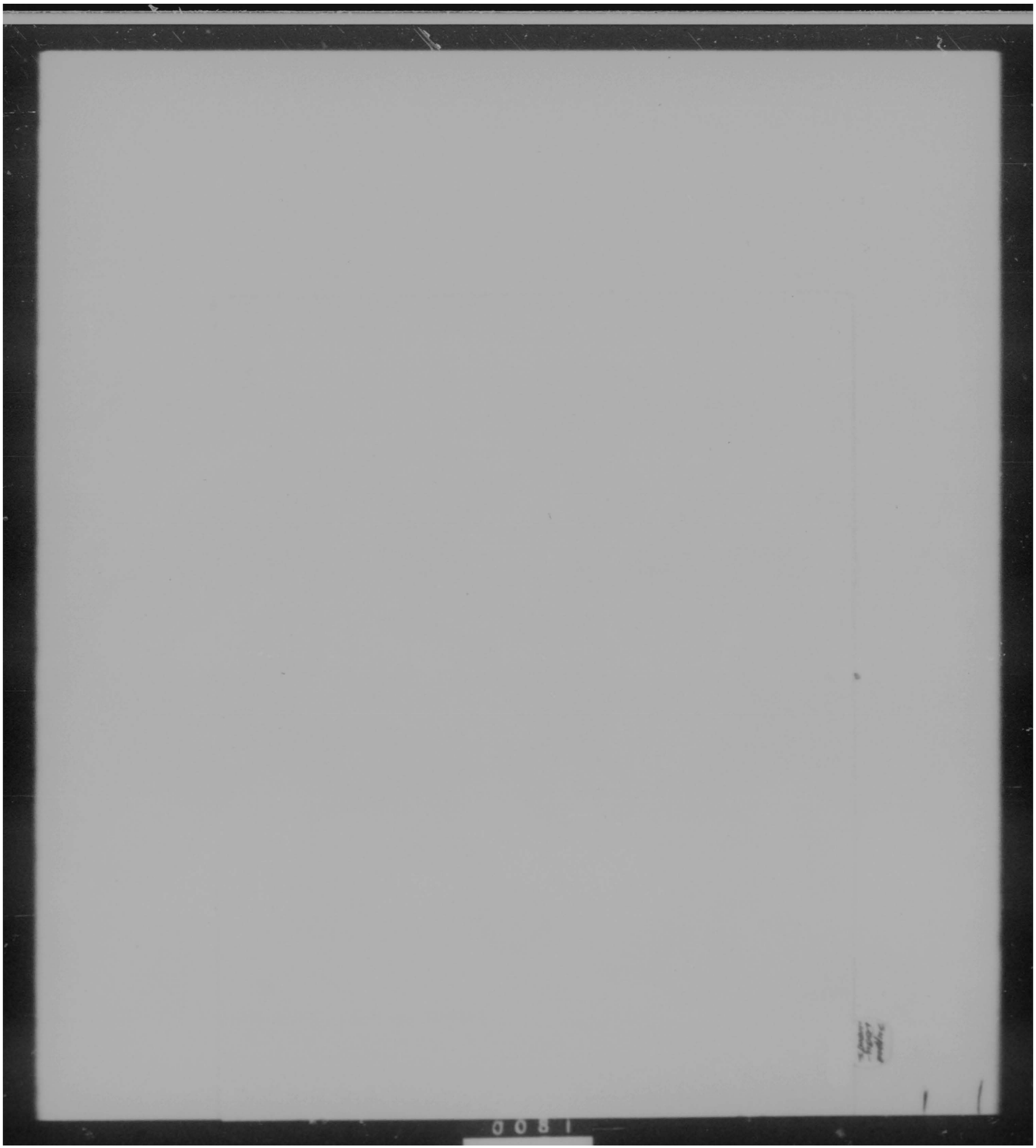

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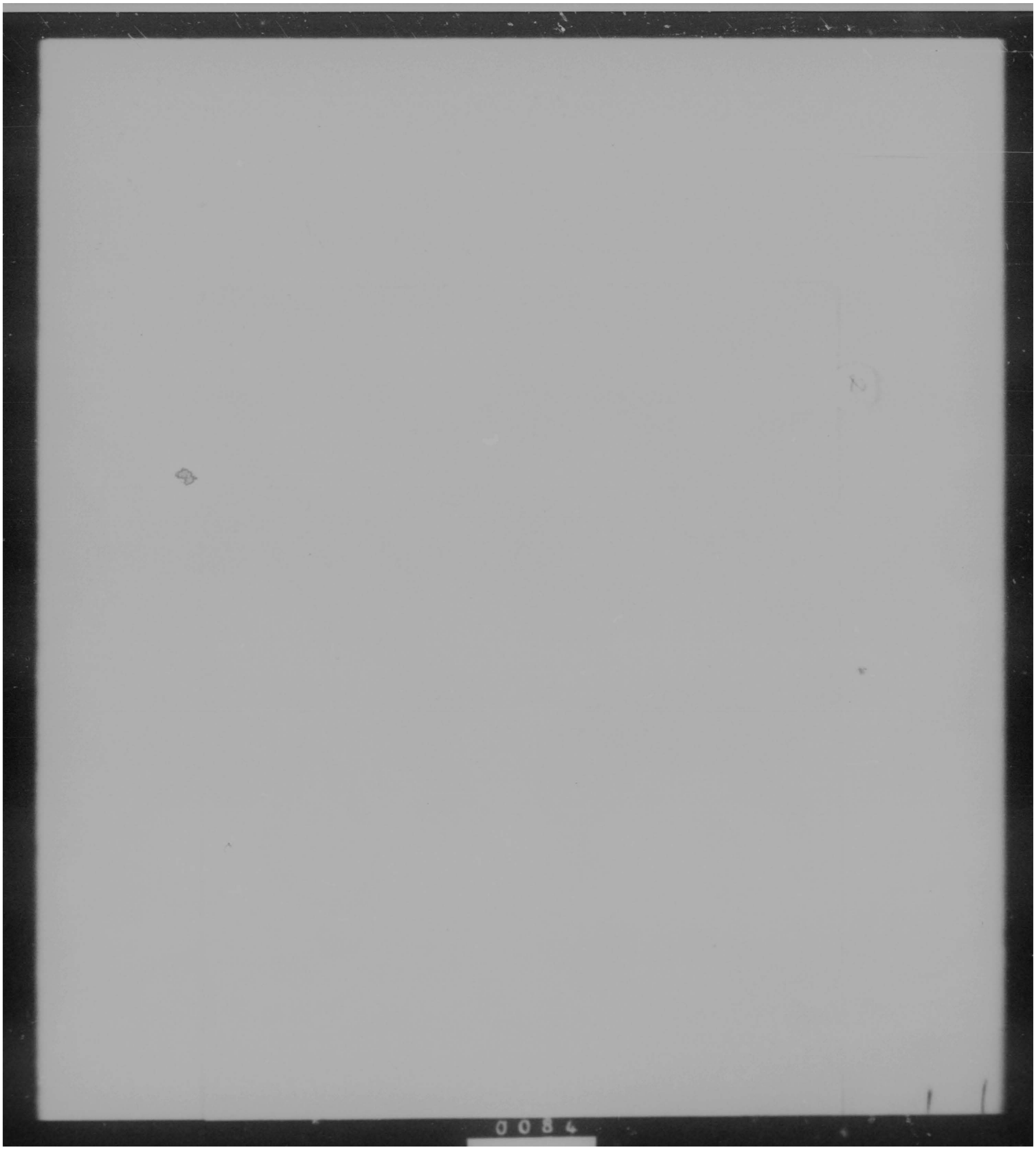

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COLONEL JEROME TAPTIN, USAF, 42D BOMBARDMENT WING COMMANDER

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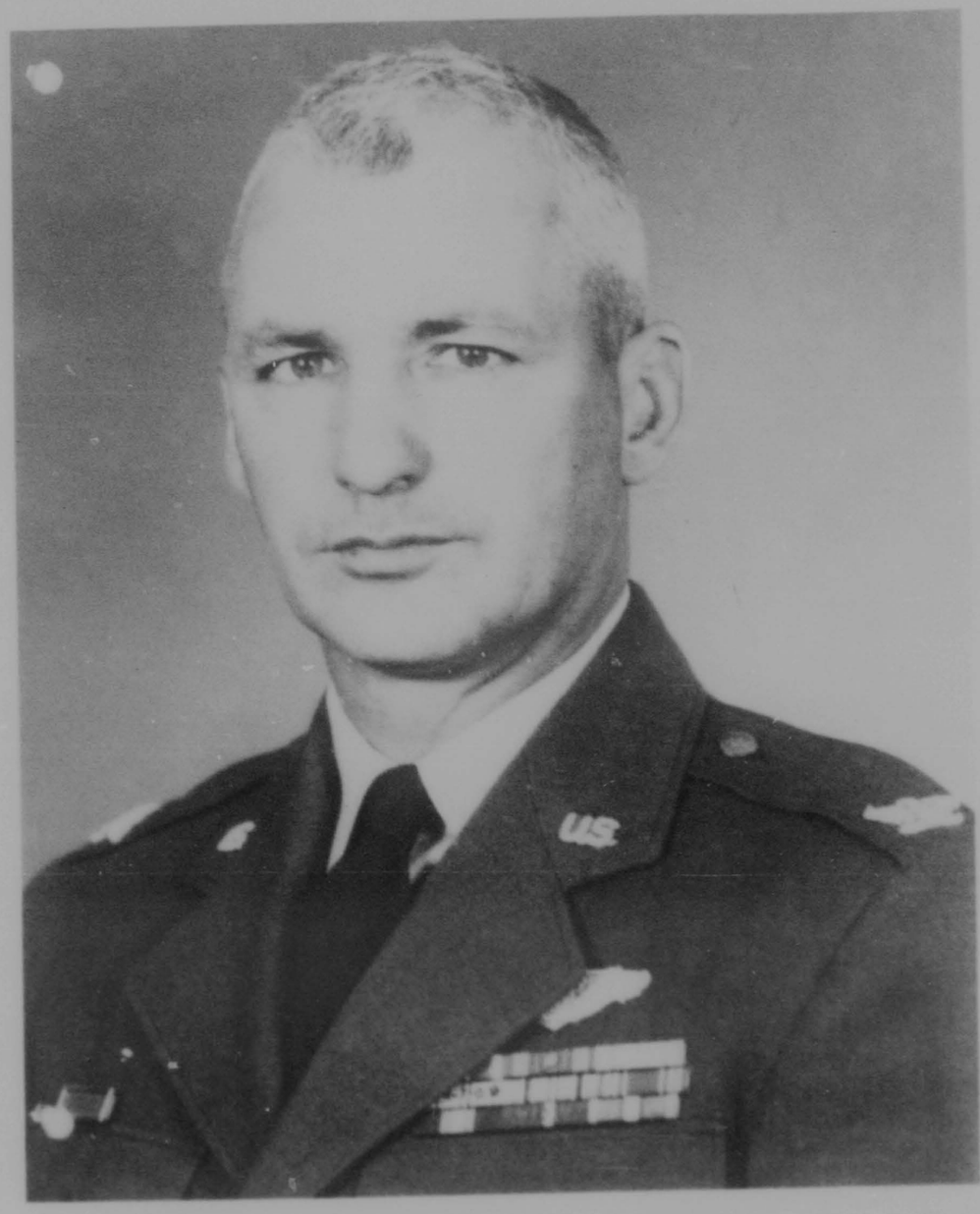

COLONEL WOODROW P. SWARTZ, USAF, 42D BOMB WING DEPUTY COMMANDER

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COLONEL JACKSON V. LOVIS, USAF, 42D AIR BASE GROUP COMMANDER (LOVING BASE COMMANDER)

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COLONEL WILLIAM V. FARRIS, USAF, 42D AIR BASE GROUP DEPUTY COMMANDER
(LORING DEPUTY BASE COMMANDER)

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Colonel John B. F. Dice, 45th Air Division Director of Personnel.

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Colonel Wendell M. Van Sickle, 45th Air Division Director of Materiel.

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Colonel Sam L. Barr, 45th Air Division Director of Operations.

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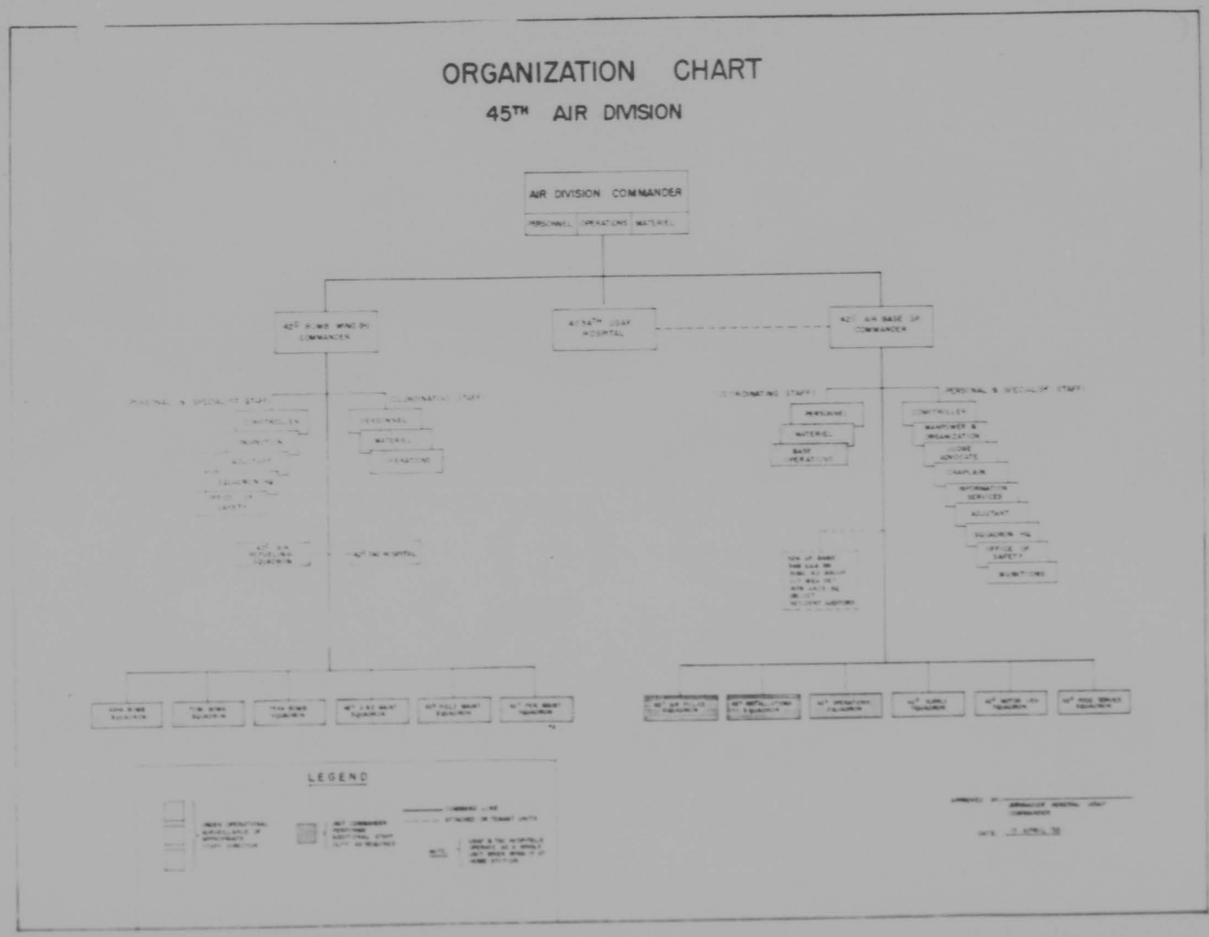
ORGANIZATION CHART

45TH AIR DIVISION



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"THIS OPERATION ORDER IS A CERTIFIED

TRUE COPY."

Edward V. Johnson, Jr.

EDWARD V. JOHNSON, Jr.
2d Lt., USAF
Information Services Officer

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SECRET

AUTH: COM 45 ADIV
DATE_____
SIGNED_____

HEADQUARTERS 45th AIR DIVISION (SAC)
LORING AIR FORCE BASE, LIMESTONE, MAINE
1 AUGUST 1955

OPERATIONS ORDER

NUMBER 129-55

CHUCK WAGON III

This document consists of 37 pages
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1 AUG 55

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HEADQUARTERS 45TH AIR DIVISION (SAC)
LORING AIR FORCE BASE, LIMESTONE, MAINE
1 AUGUST 1955

OPERATIONS ORDER NUMBER 129-55

CHART OR MAP REFERENCE: As Required

TASK ORGANIZATIONS:

42d Bombardment Wing	Colonel Tarter
69th Bombardment Squadron	Lt Colonel Scott
75th Bombardment Squadron	Major Mitchell
42d Air Base Group	Colonel Lewis

1. GENERAL SITUATION: A requirement exists to conduct an operational exercise for the purpose of recovering SAC aircrews downed behind simulated enemy lines. In conjunction with this exercise, the crews will practice escape, evasion, and survival training.

a. Enemy Forces:

(1) As briefed by Eighth Air Rescue Group.

(2) Pick up site: 42d Bomb Wing - site 1 - Canastota APRT, Canastota, New York - 43 05N, 74 46W. Aircraft Commander will contact Sheriff Cullin TP Oneida 975, Wampsville, New York, upon arrival.

(3) Pick up site: 42d Bomb Wing - site 2 - Pottstown Municipal APRT, Pottstown, Penn. Aircraft Commander will contact Sheriff Glass, TP 5-5000, Norristown, Penn, upon arrival.

b. Friendly Forces:

(1) Commander, Griffis Air Force Base, Rome, New York.

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(a) Provide necessary ground transportation for 42d Bomb Wing personnel from Griffis AFB to site #1.

(2) Commander, Pennsylwania Air National Guard.

(a) Provide necessary ground transportation for 42d Bomb Wing personnel from General Spaatz APRT to site #2.

(3) Eighth Air Rescue Group will:

(a) Provide rescue control center at Stead Air Force Base, Nevada.

(b) Provide monitoring detachments at Campbell Air Force Base, Kentucky (HOTEL), and Stead Air Force Base, Nevada (ALPHA).

(c) Select downed crew pickup sites.

(d) Coordinate deployment and redeployment of crews.

(e) Conduct detailed briefing at Lockbourne Air Force Base, 1300Z (0800 EST) 5 August 1955. Briefing will cover all phases of mission.

(f) Furnish each crew with flimsy and cryptographic material.

(g) Provide fictitious crew identification cards. Distribution to be made at crew briefing.

(h) Assign training communications frequencies to be used between downed crews and monitoring units.

(i) Provide daily intelligence summaries.

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(j) Coordinate with Eighth Air Force representative at Campbell Air Force Base in notifying appropriate Air Division or Wing when SAC crews are available for return to home station at completion of exercise.

(k) Provide Headquarters Eighth Air Force complete evaluation of each crew at termination of exercise "CHUCK WAGON III".

(l) Provide necessary base facilities and support for SAC aircraft and crews at Stead Air Force Base, Nevada, as required for conduct of exercise "CHUCK WAGON III".

(4) 63rd Air Rescue Squadron will:

(a) Brief recovery crews as directed by Commander Eighth Air Rescue Group.

(b) Deploy sufficient recovery aircraft X-Day to Campbell Air Force Base to carry out recovery mission as directed by Commander Eighth Air Rescue Group.

(c) Be prepared to accomplish recovery operations at all times during period of exercise "CHUCK WAGON III".

(d) All recovery aircrews will be equipped with URC-4 radios, and B-1 and B-2 survival kits.

(e) Maximum gross weight allowable for this exercise is 33,000 pounds.

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(f) Rescue and return all equipment from downed aircrews to Eighth Air Rescue Group not later than 48 hours after returning to Norton AFB.

(g) Debrief all recovered SAC aircrews at Campbell AFB, Kentucky, in accordance with existing directives.

(h) Redeploy squadron to Norton AFB at termination of mission as directed by Commander Eighth Air Rescue Group.

(5) 1875th AACS Squadron will:

(a) Be prepred to deploy and establish operating detachments at:

1. Stead AFB on X Minus 2, Detachment ALPHA. Detachment will be fully operational not later than 100001Z August 1955.

2. Campbell AFB on X minus 2, Detachment HOTEL. Detachment will be fully operational not later than 100001Z August 1955.

(b) Issue radio equipment (URC-4 and RS-6) crystals and LOTP's to SAC aircrews.

(c) Provide necessary radio equipment (RCS-4 and RS-6) and technical instructor personnel to assist the Eighth Air Rescue in conducting the briefing at Lockbourne AFB.

(d) Aid in recovery of aircrews as directed by Commander Eighth Air Rescue Group.

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(e) Coordinate and insure that monitoring and transmitting capability is provided for communications with the downed crews.

(f) Insure that all monitor detachment radio operators are instructed not to transmit at a speed greater than that of the downed crew.

(g) Be prepared for redeployment to home station at the termination of the exercise or as directed by the Commander, Eighth Air Rescue Group.

2. MISSION: Combat crews will be required to demonstrate proficiency as downed crews in a simulated enemy territory to:

a. Simulate as nearly as possible escape, evasion, and survival while inplace at the pickup site.

b. Demonstrate proficiency in emergency communications procedures.

c. Make contact with rescue unit.

d. Direct rescue unit to downed crew positions.

e. Be picked up and airlifted to Campbell AFB, Kentucky.

3. TASKS FOR SUBORDINATE UNITS:

a. 42d Bombardment Wing:

(1) Provide two (2) B-36 crews in accordance with Eighth Air Force Operations Order 129-55. Crews to be in place at pick up sites no later than 10 August 0001 Z.

(2) Provide one (1) officer to attend briefing at Lockbourne AFB 1300Z (0800 EST) 5 August 1955. (Capt Wallace H Ogden A02100186 Top Secret)

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(a) Officer will draw communications and other necessary equipment at Lockbourne AFB for issue to all crews participating from his organization.

(b) Conduct briefing for personnel participating in exercise "CHUCK WAGON III".

(c) Officer will be designated project officer with authority to coordinate and monitor air division and wing participating until completion of exercise "CHUCK WAGON III".

b. 42d Air Base Group:

(1) Provide necessary airlift for briefing officer and/or crews.

(a) To and from briefing as designated in paragraph as (2) above.

(b) To nearest Air Force Base as designated below.

1. 15 personnel (42d Bomb Wing) to Griffis AFB, Rome, New York, to arrive no later than 1300Z 9 August.

2. 15 personnel (42d Bomb Wing) to General Spaatz AFDT, Reading, Penn, to arrive no later than 1700Z 9 August.

(c) Insure that sufficient time is allowed to meet in place times, regardless of maintenance and/or weather. This will include a spare aircraft in the event the primary support aircraft aborts.

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(d) At completion of exercise, airlift crews from Campbell AFB, Kentucky to home base upon notification that crews are available.

(2) Provide field rations to sustain crews at pick-up site for 8 days.

(3) Provide survival equipment adequate to conduct realistic survival training regardless of climatic or terrain conditions which will include, but not be limited to the following: Sleeping bags, pauling, knives, hatchets, compass, pack straps, parachute tents, shovels and machetes as required.

c. 69th Bombardment Squadron.

(1) Provide one (13 personnel) crew which has completed basic and advance survival training (crew M22, Aircraft Commander Major McCullough) Site #1.

(2) Provide adequate clothing for climatic and terrain conditions.

(3) Aircraft Commander will be issued a pistol. One clip with 9 rounds of ammunition will be carried. This weapon will be carried by the Aircraft Commander only.

d. 70th Bombardment Squadron:

(1) Provide one (13 personnel) crew which has completed basic and advance survival training (Crew L61), Aircraft Commander Capt Stickler(Site #2.

(2) Provide adequate clothing for climatic and terrain conditions.

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(3) Aircraft Commander will be issued a pistol. One clip with 5 rounds of ammunition will be carried. This weapon will be carried by the Aircraft Commander only.

4. GENERAL INSTRUCTIONS:

a. This operation order is effective upon receipt. No execution order will be dispatched.

b. Only combat ready crews who have completed basic and advanced survival training will participate.

c. Participating crews will be given credit for survival refresher training prescribed in SAC Regulation 50-17.

d. Crew integrity should be maintained wherever possible.

e. Unclassified nickname for this operation order is: "CHUCK WAGON III".

f. Zulu time will be used throughout this exercise.

g. X-Day commences 10/0001Z, August 1955. All crews will be in place at the pickup site by this time.

h. Exercise terminate 16/1500Z, August 1955.

i. Survival and recovery procedures and training are outlined in Annex C.

j. All messages pertaining to this exercise will be classified SECRET and dispatched via "OPERATIONAL IMMEDIATE" precedence unless otherwise specified.

k. Emergency procedures:

(1) Wing Commander will contact Eighth Air Force Project Officer (Major David B. Easson, extension 7224 or 7230,

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SOCS line; drop 50) should emergency for any crew member arise.

(2) Provisions for obtaining medical care will be covered at briefings.

l. Direct communications authorized between units including Stead AFB, to coordinate matters pertaining to this exercise.

m. ISO: No press release will be made. In event of query, state, "Several SAC crews participating in normal air rescue training exercise."

n. Aircraft Commanders will insure and be responsible that crews do not damage any property on or adjoining the pick-up site, cleans and polices area of camp site and adjoining area in such a manner that does not reflect discredit to the Air Force.

5. TRANSPORTATION:

a. As specified in paragraph 1b (1) and (2) and 3b.

b. The senior member of crews deployed to commercial airport by aircraft for transportation by common carrier to pick-up site will be appointed in orders as acting transportation officer in accordance with Section IX, Air Force Regulation 75-75, 8 Sept 52.

6. REPORTING:

a. Each Aircraft Commander will render a narrative report, through channels, to Eighth Air Force Headquarters containing the following information (Attention ODT2)

(1) Name, rank, and serial number of crew members.

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(2) Narrative of crew activity from X-Day until completion of mission (debriefing).

(3) Difficulties encountered.

(4) Recommendations for changes or additions to present recovery procedures.

(5) Recommendations for conduct of future exercises of this type.

(6) Adequacy of equipment.

b. 42d Bomb Wing Intelligence Officer will interrogate crews upon their return to home station, with particular reference to the following:

(1) Utilization and value of survival equipment during exercise.

(2) Time offarrival of "downed crews" at pickup sites, time of departure of aircraft from pickup sites, time of arrival at staging base and/or home station.

(3) Difficulties encountered with respect to radio communication, equipment and techniques.

(4) Narrative report and critique of exercise will be prepared by intelligence officer and airmailed to Headquarters Eighth Air Force in duplicate (ATTENTION: ID) not later than seven days after completion of each exercise.

7. ADMINISTRATION AND LOGISTICS MATTERS:

a. Administration:

(1) Orders directing this exercise will quote the following

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statement verbatim to define purpose of TDY, "Purpose-SAC Air Operations".

(2) Funding for TDY will be in accordance with paragraph 2690, SAC Manual 172-1. SAC funding serial number CM-82 applies.

b. Supply:

(1) Each base has been authorized a pool of special equipment for use in recovery or survival exercises.

(2) B-1, B-2, A-1 and MD-6 kits will not be used for this training.

(3) Eighth Air Rescue Group will furnish emergency communications equipment to be used by downed crews.

3. COMBAT AND COMMUNICATIONS:

a. Command posts:

(1) Commander, Eighth Air Rescue Group, Stead AFB, Nevada.

(2) Commander, 63rd Air Rescue Squadron, Campbell AFB, Kentucky.

(3) Commander, Eighth Air Force, Westover AFB, Massachusetts.

b. Communications: See Annex A.

WILLIAM A. MARTIN
Brigadier General, USAF
Commander

ANNEXES:
A - Communications
B - Transportation Responsibilities
C - Survival and Recovery Training
D - Security

DISTRIBUTION:

(Continued)

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** 1 cy for participating crew

*** 1 cy for WOD and WODI, 2 cys for WODT

OFFICIAL:

ROBERT W. O'KEEFE
1st Lt, USAF
Assistant Adjutant

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45TH AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "A"

TO

45TH AIR DIVISION

NR 129-55

COMMUNICATIONS

ANNEX "A" to
45ADIV OPSORD
129-55

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45TH AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "A"

COMMUNICATIONS

1 General: Detailed briefing and debriefing will be accomplished by the Eighth Air Rescue Group

2. Point-to-point:

a. The following may be used for point-to-point traffic:

(1) SOCS (Operational and command traffic only, all calls priority three).

(2) SACCOMNET.

(3) AIRCOMNET.

(4) TWX and long distance telephone.

(5) CW radio provided by the Eighth Air Rescue Group.

3. Frequencies:

a. Between downed crews and monitor detachment.

(1) 3037.5 kcs

(2) 4357.5 kcs

(3) 9018 kcs

(4) 11975.0 kcs

(5) 13075.0 kcs

(6) 5810 kcs

4. Communications security practices will be strictly adhered to.

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5. All messages to downed crews will be encoded in accordance with paragraph 2089.0 SARGCEI (5 July 1955) and SAC Manual 200-1. Call back times assigned will be encoded for transmission to the downed crews.

6. Call signs:

   a. The collective call sign for simulated downed crews is 9MQ. Number suffixes will be assigned to individual crews at the briefing for each exercise.

   b. Call signs for the monitor detachments will be 534A and 534H.

7. Monitor detachment "HOTEL" 1875th AACS Squadron will be deployed and set up for operations at Campbell AFB, Kentucky. Monitor detachment "ALPHA" of the 1875th AACS Squadron will operate from Stead AFB, Nevada. These two detachments will monitor the five assigned downed crew frequencies.

8. Communications between the recovery aircraft and the downed crew will be conducted in accordance with paragraph 2187.0 SARGCEI (5 July 1955).

9. The downed crews will contact one of the two monitoring detachments and submit an enciphered position report. The monitor detachment will then assign the downed crew a call back time.

10. The Rescue Control Center evaluates the contents of the crew message, reviews the latest intelligence information, ascertains the availability of a recovery aircraft and then assign an ETA for the downed crew pickup. A message giving the ETA and authentication information is then sent to the monitoring detachments for relay to the downed crew at their assigned call back time.

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ANNEX "A" to
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11. After being advised by the monitoring detachment that the downed crew has receipted for the ETA message, the Rescue Control Center then directs the recovery squadron to affect the recovery specifying the route to be flown, time of recovery and authentication data.

12. Call back (ZGK) times assigned to downed crews will be consistent with radio propagation conditions and messages delay time between the Rescue Control Center.

13. Messages to downed crews will not contain abbreviations.

14. "Operational Immediate" precedence will be assigned all exercise traffic.

15. Communication difficulties encountered during this mission will be reported to the debriefing team.

16. Simulated downed crews will be furnished radio equipment, LOIP's and briefing flimsies by the Eighth Air Rescue Group.

17. It is assumed that all downed crews will not have an assigned radio operator.

18. All downed crews will have received refresher training in the operation of the RS-6 Radio Station short ly before the start of this exercise.

19. Only B-47 crews will be issued power packs to enable RS-6 radio operation on commercial power. All other crews will use hand-cranked generators.

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ANNEX "A" to
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45th AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "B"

TO

NR 129-55

TRANSPORTATION RESPONSIBILITIES

ANNEX "2" to
45 ADIV OPORD
129-55

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SHEET

45TH AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "B"

TRANSPORTATION RESPONSIBILITIES

1. General:

a. This ANNEX outlines the transportation responsibilities for the prepositioning of crews participating in this operations order. Transportation will be accomplished by means of military aircraft, government vehicle and commercial carrier or any combination thereof.

b. The senior member of crews deployed to commercial airports by aircraft for transportation by common carrier to pickup site will be appointed in orders as acting transportation officer in accordance with Section IX, Air Force Regulation 75-75, 8 Sep 54.

c. In all instances where the destination is not served by common carrier and transportation by government vehicle is not practical, transportation services will be arranged by rental of vehicles as authorized by paragraph 28, Chapter 8, Air Force Manual 77-1, 1 Mar 54. The use of rental vehicles will be restricted to a minimum distance. Transportation will be furnished by military aircraft or common carrier to the nearest possible point to the pickup site and rental service to destination.

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ANNEX "B" to
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d. Transportation officer will insure that all personnel travelling by commercial modes of transportation are thoroughly briefed prior to departure from the home station.

2. Responsibilities for government transportation of crews to the pickup sites will be as indicated.

a. Griffis AFB:

(1) Fifteen personnel of the 42d Bomb Wing from Griffis AFB to Canastota Airport, New York.

b. Pennsylvania Air National Guard:

(1) Fifteen personnel of the 42d Bomb Wing from General Spaatz Airport (Reading, Penn.) to Pottstown, Pennsylwania.

c. 801st Air Division:

(1) Three personnel of the 26th STRATRECONWG to Grimes (Urbana) Airport, Ohio.

(2) Three personnel of the 26th STRATRECONWG to Wynkoop Airport, Ohio.

d. 802nd Air Division:

(1) Three personnel of 310th Bomb Wing to Hillsboro, Kansas.

(2) Three personnel of the 310th Bomb Wing to Russell, Kansas.

(3) Seven personnel of 310th AREFS to Kinsley, Kansas.

e. 818th Air Division:

(1) Three personnel of 98th Bomb Wing to Concordia, Kansas.

(2) Three personnel of 98th Bomb Wing to Marysville, Kansas.

(3) Seven personnel of 98th AREFS to Hiawatha, Kansas.

ANNEX "B" to
45 ADIV OPORD
129-55
3255 S

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(4) Seven personnel 207th AREFS to Junction City, Kansas

(5) Seven personnel 307th AREFS to Norton (Municipal) Kansas.

f. 340th Bombardment Wing:

(1) Three personnel 340th Bomb Wing to Lawrence, Kansas.

(2) Seven personnel 340th AREFS to Sherman Field, Kansas.

g. 4050th Air Refueling Wing:

(1) Seven personnel 26th AREFS to Gardner, Mass.

ANNEX "B" to
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129-55
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45TH AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "C"

TO

NR 129-55

SURVIVAL AND RECOVERY TRAINING

ANNEX "C" to
45 ADIV OPORD
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SECRET

45TH AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "C"

SURVIVAL AND RECOVERY TRAINING

1. Crews will practice survival procedures insofar as possible. The use of commercial lodgings is not considered realistic training and is conducive to security violations. Crews are not expected to "live off the land;" however, camping equipment and rations will be issued.
2. Realistic survival conditions will be simulated to maximum extent feasible for the local situation.
3. Commercial lodgings will not be used.
4. All participating crews will be thoroughly familiar with procedures contained in SAC Manual 200-1 and be capable of sending code CW at a minimum rate of ten words per minute and receiving code at a minimum rate of five words per minute.
5. All personnel will be provided by their parent unit:
   a. Field rations to sustain them at pickup sites for eight days. The quantity of rations issued each crew will be at the discretion of the unit commander.
   b. Adequate clothing to insure comfort in seasonal climates.
   c. Survival equipment as may be pertinent and available for issue.
   d. Aircraft Commander will be issued pistol

ANNEX "C" to
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129-55
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6. Crews will be briefed and instructed in desired excape, evasion, and survival training.

7. Each crew will be provided cloth air strip identification panels. Both white and colored paneling is highly desirable for air/ground recognition of downed crews and recovery marking.

8. Crews will consist of the following number of personnel:

   a. B-36 crew - 15 standard crew; 13 featherweight crew.

   b. KC-97 crew - seven personnel.

   c. B-47 crew - three personnel.

   d. One intelligence officer and/or one intelligence survival NCO of participating unit is encouraged (it is not mandatory) to participate with crews in the exercise.

9. Downed crews will be recovered in increments of eight men or less, i.e., each B-36 crew will provide two sorties, each B-47 and KC-97 crew one sortie each.

10. All sorties flown will be actual recovery missions unless otherwise specified in the operations order.

11. Crews will be in-place at pickup sites not later than 10.0001Z August 1955.

12. Aircraft commander will insure and be responsible that crew:

   a. Does not damage any property on or adjoining pickup site.

   b. Cleans and polices the area of campsite and adjoining area in such a manner as does not reflect discredit to the Air Force.

ANNEX "C" to
45 ADIV OPORD
129-55
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c. Conduct will reflect credit to the Air Force and SAC.

13. Aircraft commanders will be responsible to keep respective crews intact at the pickup sites until their recovery has been affected.

14. Aircraft commanders will caution crew members in using water obtained from local sources. Water will be boiled, if necessary.

15. Preparation at the pickup sites of the landing area for recovery will be accomplished as specified by the Eighth Air Rescue Group at briefing.

16. Downed aircrews not successfully recovered during mission will be recovered at 16/1500Z August 1955. In event this time is not made good, downed crews will remain at pickup sites until recovered.

17. Precise judgment will be exercised not to leave JATO bottles at pick-up sites so as to prevent damage to persons or property.

18. Debriefing will be accomplished by the Eighth Air Rescue Group, Campbell AFB.

ANNEX "C" to
45 ADIV OPORD
129-55

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45TH AIR DIVISION
LOSING AIR FORCE BASE
LOUISTONE, MAINE

ANNEX "D"

TO

NR 129-55

SECRET

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ANNEX "D" to
45 ADIV OPORD
129-55

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45TH AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "D"

SECURITY

1. Crews will be thoroughly indoctrinated in the security aspects of the exercise.
2. Crews will be briefed not to discuss recovery procedures or equipment with unauthorized personnel - military or civilian.
3. Crews will take every precaution to deny unauthorized personnel close observation of the communications operation and the correlation of this cycle with the eventual pickup.
4. Exercises can be explained as routine training maneuvers to give practical training in survival under field conditions.

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ANNEX "D" to
45 AIRDIV OPORD
129-55

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"THIS IS A CERTIFIED TRUE COPY." Edward V. Johnson, Jr.
EDWARD V. JOHNSON, Jr.
2d Lt., USAF
Information Services
Officer

SECRET

INTELLIGENCE DIVISION
HEADQUARTERS 42D BOMBARDMENT WING (H) (SAC)
Loring Air Force Base
Limestone, Maine

WODI WODI

SUBJECT: (Unclassified) Critique on Eighth Air Force Operation Order 129-55 (CHUCK WAGON III) (Site 1)

TO: Commander
Eighth Air Force
ATTN: Director of Intelligence
Westover Air Force Base, Mass.

1. Utilization and value of Survival Training Equipment: Food provided for this exercise was "C" rations which proved satisfactory. All tarpaulins that were furnished had holes in them. Items which were needed and not issued were as follows: ponchos, axes, shovels, mosquito nets and mosquito repellent. The sleeping bags provided were for cold weather. The temperature, however, was 95 degrees. (SECRET)

2. a. Crew arrived at pick-up site at 1700Z, 9 August 1955.

b. First recovery aircraft arrived at pick-up site at 1800Z, 15 August 1955.

c. Second recovery aircraft arrived at pick-up site at 1830Z, 15 August 1955.

d. First recovery aircraft arrived at Campbell AFB at 2335Z, 15 August 1955.

e. Second recovery aircraft arrived at Campbell AFB at 0005Z, 16 August 1955.

f. Crew arrived at Loring AFB, Maine at 1700Z, 19 August 1955.(SECRET)

3. Radio communications, equipment and techniques:

a. It was felt by the crew that the frequency band used was too cluttered, as "ham" and commercial stations were causing interference. Suggest a clearer band should be furnished in future missions of this nature.

SECRET

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b. No equipment malfunction occurred on the RS-6 radio. The hand crank generator was satisfactory. The generator stand, however, was wobbly. The RS-6 radio, not being weather proof, shorted out when wet. This, however, is not an equipment malfunction.

c. Encoding and decoding using the Literal-One-Time-Pad was satisfactory. The monitor detachment operator transmitted messages slowly as directed in the operations order. Authentication using the false personnel data cards was very satisfactory.

d. Many difficulties were encountered while transmitting to and receiving messages from the monitor detachment at Campbell AFB.

(1) The crew transmitted for a total of 42 hours before making effective initial contact. The reasons for this, the crew believed, was that many people were trying to reach the detachment operator at initial contact time.

(2) Time required to make contact with the monitor detachment at call back time was excellent, taking only 20 minutes.

(3) During the first call back the monitor detachment operator had difficulty receiving the encoded portion of the message. He could hear and answer questions, but when the crew began transmitting groups he could not understand and told the crew to repeat. He then told the crew to switch to frequency "Alpha". The crew had not been briefed on what frequency "Alpha" was, and therefore, they were unable to transmit on that frequency.

(4) The URC-4 radio operated very well. A continuous tone was picked up by the rescue aircraft and used as a homer. (SECRET)

4. Comments and suggestions of crew members.

a. Hurricane "Connie" and inclement weather was either a direct or indirect cause of many of the difficulties encountered.

b. It was concluded that the RS-6 radio was inadequate for long distance transmissions, such as transmitting to Stead AFB from the pick-up

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SECRET

42EW, WCDI, Subj: (U) Critique on SAF O.O. 129-55 (CHUCK WAGON III)
(Site 1)

site. It was the crew's opinion that the RS-6 radio could not even make contact with Stead AFB with good weather conditions prevailing.

c. The area in which the crew was "dropped" and "picked up" was considered good by the crew. Poison ivy in the area, however, caused a few of the crew members to become infected.

d. Crews participating in survival exercises, such as, "Chuck Wagon III", have difficulty in appearing presentable at the recovery station and/or when travelling by commercial air. (SECRET)

HOWARD L. NICKS
Major, USAF
Chief, Intelligence Division

SECRET

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"THIS IS A CERTIFIED TRUE COPY."

Edward V. Johnson, Jr.
EDWARD V. JOHNSON, Jr.
2d Lt., USAF
Information Services Officer

SECRET

INTELLIGENCE DIVISION
HEADQUARTERS 42D BOMBARDMENT WING (H) (SAC)
Loring Air Force Base
Limestone, Maine

WODI

SUBJECT: (Unclassified) Critique on Eighth Air Force Operation Order 129-55 (CHUCK WAGON III) (Site 2)

TO: Commander
Eighth Air Force
ATTN: Director of Intelligence
Westover Air Force Base, Mass.

1. Utilization and value of Survival Training Equipment: Adequate food was provided in the form of "C" rations. All tarpaulins that were furnished had holes inthem. Items which were needed and not issued were as follows: ponchos, axes, shovels, sheaf knives, and files. The main difficulty encountered during this operation was the poor type of equipment provided or the lack of such. (SECRET)

2. a. Crew arrived at pick-up site at 1430Z, 9 August 1955.

b. First recovery aircraft arrived at pick-up site at 1800Z, 15 August 1955.

c. Second recovery aircraft arrived at pick-up site at 1830Z, 15 August 1955.

d. First recovery aircraft arrived at Campbell AFB at 2720Z 15 August 1955.

e. Second recovery aircraft arrived at Campbell AFB at 2350Z, 15 August 1955.

f. Crew arrived at Loring AFB, Maine at 1620Z, 19 August 1955. (SECRET)

3. Radio communications, equipment and techniques:

a. It was felt by the crew that the band of frequencies used was too cluttered, as "ham" and commercial stations were causing interference. It is suggested that a clearer band should be furnished in future exercises.

SECRET

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42EW, WODI, Subj: (U) Critique on SAFO.O. 129-55 (CHUCK WAGON III) (Site 2)

b. The following equipment malfunctions of the AS-6 radio occurred during this exercise:

(1) The generator overheated causing it to bind.

(2) The bearing of the right handle was worn.

(3) The voltage regulator did not function properly, causing the receiver to lose its tuning which necessitated retuning the receiver.

(4) The keying switch on the transmitter stuck on tone position frequently.

(5) Due to the heavy rainfall the radio equipment gave off electrical shocks.

c. Encoding and decoding using the Literal-One-Time-Pad went well. The monitor detachment operator transmitted messages slowly as directed in the operations order. Authentication using the false personnel data cards was very satisfactory.

d. Many difficulties were encountered while transmitting to and receiving messages from the monitor detachment at Campbell AFB.

(1) This crew transmitted for a total of 34 hours before making effective initial contact with the monitor detachment.

(2) A call back time was assigned of noon of the next day. However, it was not until 8½ hours after the assigned call back time that the crew made effective contact with the monitor detachment. Request call back times be assigned during hours of darkness due to more effective radio reception during that period.

(3) During the first call back the monitor detachment operator had difficulty receiving the encoded portion of the message. After the crew transmitted the message several times, the detachment operator instructed the crew to change to frequency "Alpha". The crew had not been briefed on what frequency "Alpha" was; therefore, they were unable to transmit on that frequency.

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SECRET

42EW, WODI, Subj: (U) Critique on 8AF O.O. 129-55 (CHUCK WAGON III) (Site 2)

(4) The crew transmitted a total of 58 hours before effective contact was made on a second call back.

(5) The URC-4 radio operated very well. A continuous tone was picked up by the rescue aircraft and used as a homer. (SECRET)

4. Comments and suggestions of crew members:

a. Hurricane "Connie" and inclement weather was either a direct or indirect cause of many of the difficulties encountered.

b. It was concluded that the RS-6 radio was not adequate for long distance transmissions in inclement weather or during daylight hours.

c. It is felt that the pick-up area used by this crew did not contain enough foliage.

d. Crews participating in survival exercises such as "Chuck Wagon III" have difficulty in appearing presentable at the recovery station and/or travelling by commercial air. (SECRET)

HOWARD L. NICKS
Major, USAF
Chief, Intelligence Division

SECRET

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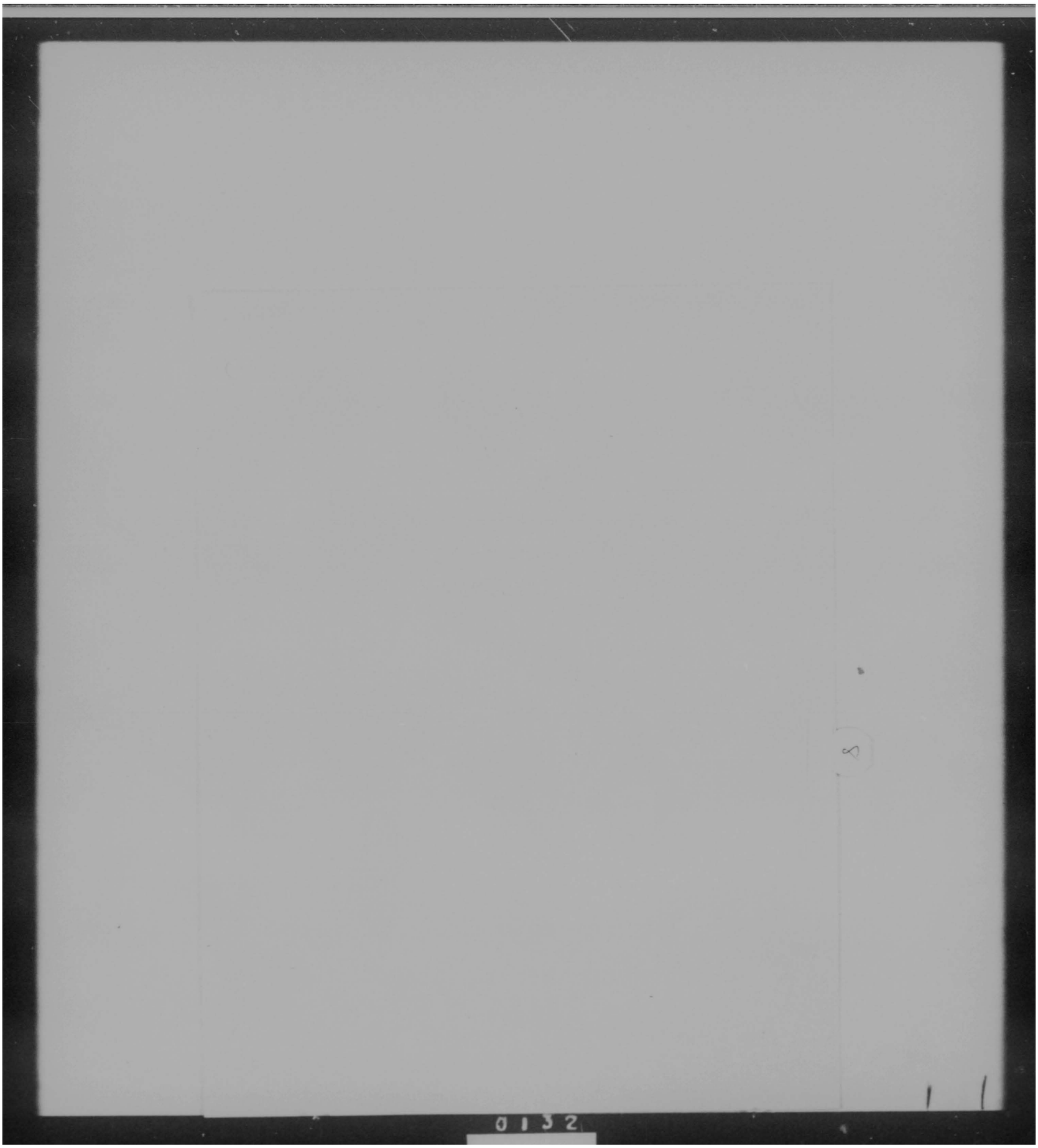

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

BOC 25 AUGUST 1955

SUBJECT: Quarter Review of Nav-Aids

TO: Commander
Eighth Air Force
Westover AFB, Mass.

1. A review of Nav-Aids has been accomplished based on the July issue of PC 57-1-1. The agencies participating were Base Communications, Base Operations, Wing Operations, and the 1974th AACS Squadron.

2. Inclosure 1 presents a picture of the Nav-Aids existing and programmed at Loring AFB. The following comments define the status of each item.

a. VOR - Operational except for occasional maintenance outages.

b. Radio Beacon. ABC-191 low power beacon is operational in the control tower on an interim basis. A URN-5 medium power beacon is programmed for FY 157 to be installed at the outer marker site of the MRN 7/8 ILS system.

c. RACON Beacon - Operational.

d. Control tower - permanent VHF and UHF radio equipment has been installed in the remote transmitter and receiver sites and is operational.

e. Direction finding.

(1) VHF/DF - VRD-2 equipment is operational and is operated in the control tower.

(2) UHF/DF - CRD-6 equipment is installed in the RAPCON and is awaiting flight check.

f. Pilot to Forecaster.

(1) VHF - Operational

(2) UHF - Installed and awaiting flight check.

g. RAPCON - a type "C" RAPCON is operational. Installation of the type "A" RAPCON is in progress. The FSA-4 concolse equipment has failed its service test inspection with a resulting delay of at least 30 days. Estimated delivery date is 1 October.

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(1) Search Radar - ACPN-18 is operational except for video map. Difficulty is experienced in tracking jet fighter aircraft.

(2) Precision radar.

(a) FPN-16 approach radar is operational for approaches to the north. A turntable for the FPN-16 is scheduled for FY 1957.

(b) A CPN-4 GCA unit provides precision approaches to the south and can be moved as required.

h. ILS

(1) SCS-51. Installation of SCS-51 will provide approach service to the north. Site preparation and allied requirements are scheduled for completion by 1 September at which time installation of equipment is to begin. Action is being taken to delete the compass locater from the middle marker site.

(2) MRN-7/8. This equipment is programmed for FY 1957. The operational plan has been forwarded and the proposed air space utilization plan has been prepared. Site procurement and preparation are programmed in the FY 56 MCP.

i. TACAN - Equipment installation is programmed for FY 356. The site to be used is the present ILS middle marker site. The middle marker will be decommissioned when the TACAN is installed. The site concurrence letter has been processed and the proposed airspace utilization plan has been forwarded.

FOR THE COMMANDER

1 Incl
Nav-Aid Chart

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C O P Y

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring AirForce Base
Limestone, Maine

MAN 4 August 1955

SUBJECT: Commendation

TO: T/Sgt Charles F. Johnson, AF 31157571
42d Air Refueling Squadron
Loring Air Force Base
Limestone, Maine

1. I have noticed with interest that you have developed a "Boom Rest" utilized for supporting the boom used in air refueling operations. This method will improve safety during maintenance. The cost of the "Boom Rest" is considerably less than the cost of previously used boom cradles at this base.

2. I wish to commend you for your efforts in developing such a device. Your concern for improving the effectiveness of your organization and the Air Force by employing better methods in accomplishing your job is well appreciated. It is my desire that your efforts be well recognized and rewarded by making this commendation a part of your permanent record.

WILLIAM R. MARTIN
Brigadier General, USAF
Commander

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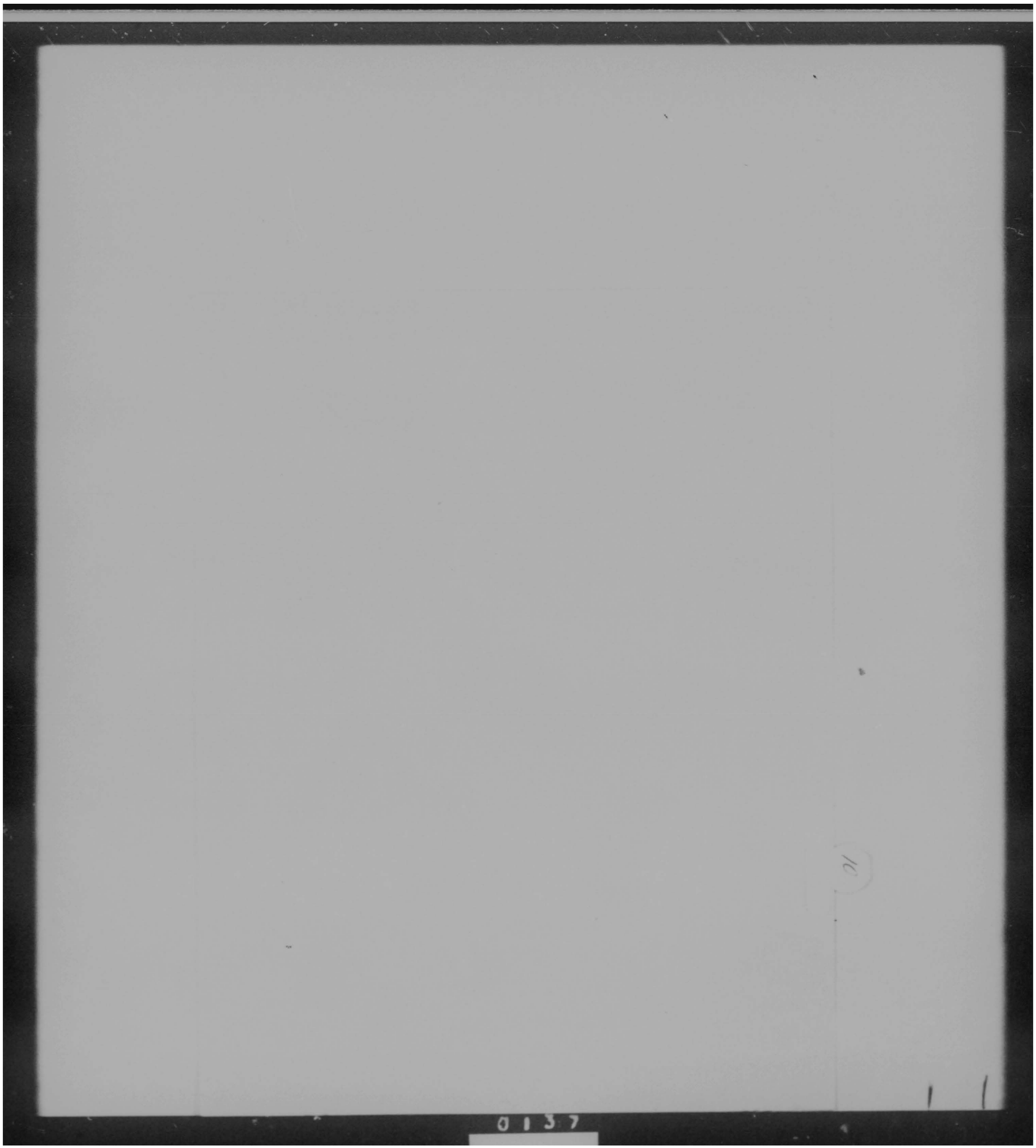

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

MAN 4 August 1955

SUBJECT: Commendation

TO: A/2C Arthur Juliano, Jr., AF 11265561
42d A & E Maintenance Squadron
Loring Air Force Base
Limestone, Maine

1. I have noticed with interest that you have developed a method for the installation, removal and position inspection of the tail turret radome. This method will save both money and manhours in accomplishing the maintenance mission.

2. I wish to commend you for your efforts in developing this method. Your concern for improving the effectiveness of your organization and Air Force by employing better methods in accomplishing your job is well appreciated. It is my desire that your efforts be well recognized and rewarded by making this commendation a part of your permanent record.

WILLIAM K. MARTIN
Brigadier General, USAF
Commander

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

MAN 4 August 1955

SUBJECT: Commendation

TO: S/Sgt Paul C. Uli, AF 18302686
42d Field Maintenance Squadron
Loring Air Force Base
Limestone, Maine

1. I have noticed with interest that you have developed a method of removing the Blade Packing Nut in disassembling and building up of each KC-97 Propeller. This method will save money, manhours, materials, and improve safety in accomplishing the maintenance mission.

2. I wish to commend you for your efforts in developing this method of removing the Blade Packing Nut. Your concern for improving the effectiveness of your organization and the Air Force by employing better methods in accomplishing your job is well appreciated. It is my desire that your efforts be well recognized and rewarded by making this commendation a part of your permanent record.

WILLIAM K. MARTIN
Brigadier General, USAF
Commander

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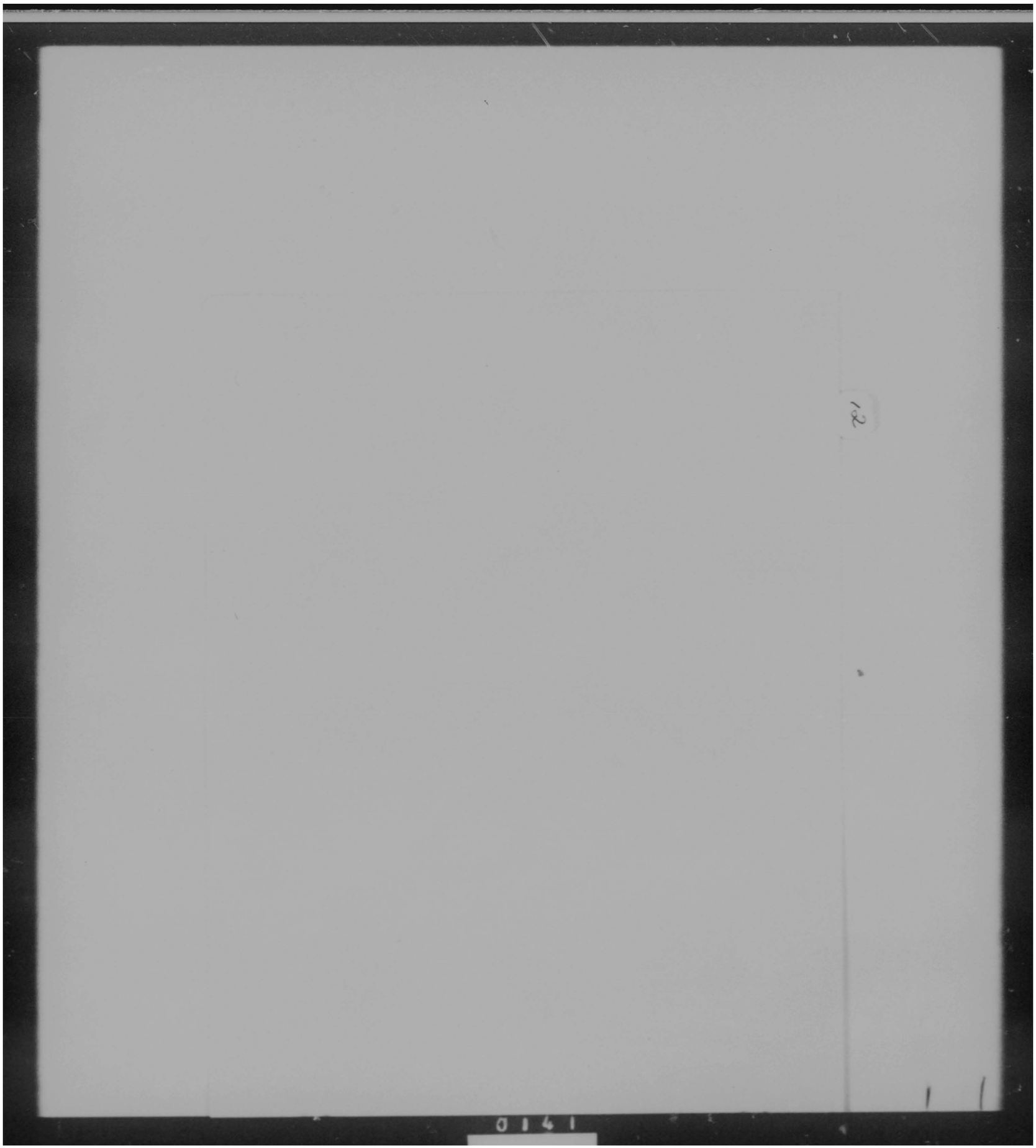

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

MAN 4 August 1955

SUBJECT: Appreciation

TO: A/2C Maurice R. Garifo
42d Field Maintenance Squadron
Loring Air Force Base
Limestone, Maine

1. I have noticed with interest that you have developed a Functional Manning Document form to be utilized at base level. This form will assist supervisors in monitoring a more effective management control over their personnel.

2. I wish to extend my appreciation for your efforts in developing this form. Your concern for improving the effectiveness of your organization and the Air Force by employing better methods in accomplishing the job of supervision is well appreciated. It is my desire that your efforts be well recognized by making this letter of appreciation a part of your permanent record.

WILLIAM K. MARTIN
Brigadier General, USAF
Commander

Exhibit D

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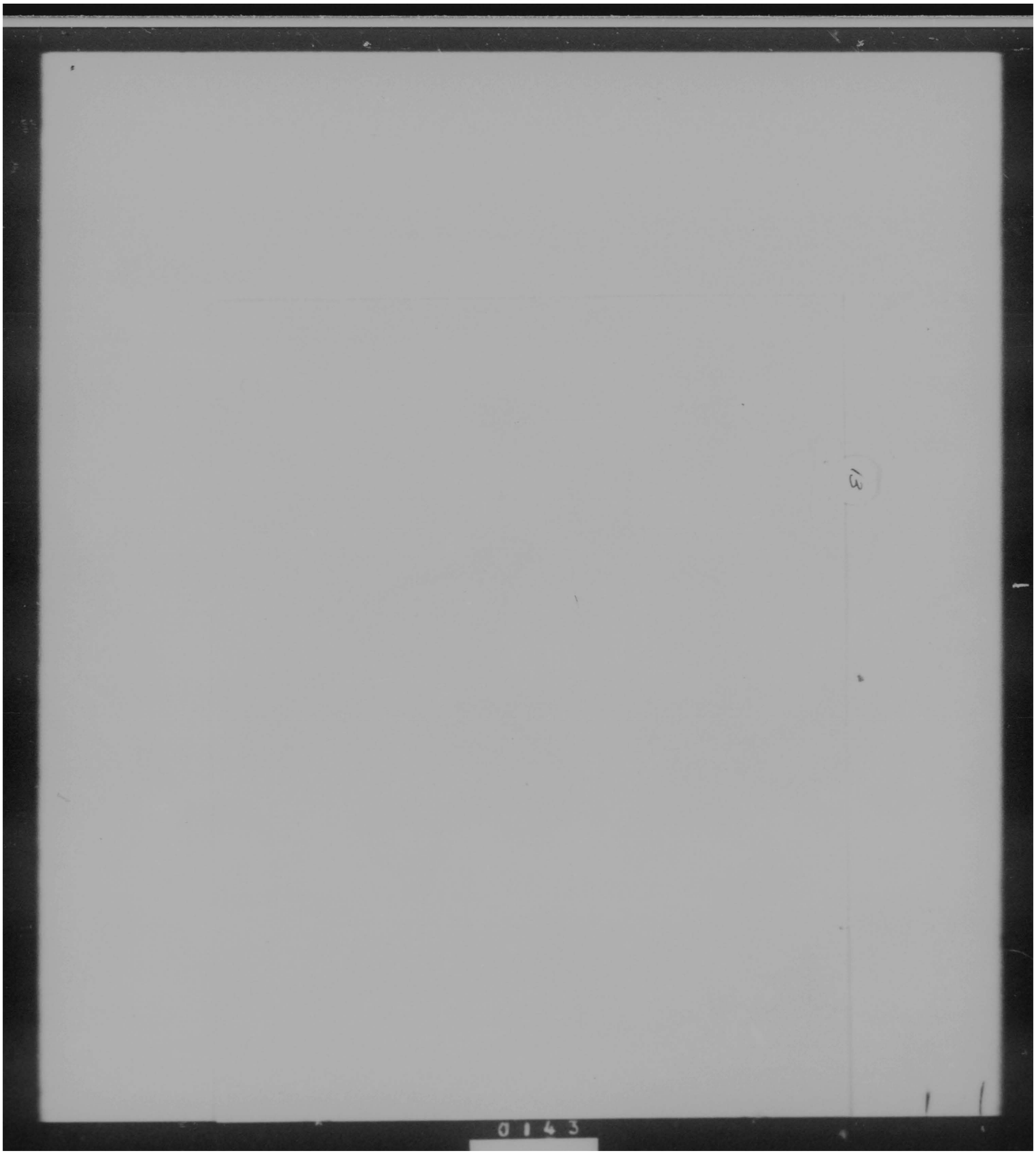

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PUBLISHED IN 12 AUGUST 1955 ISSUE OF THE LIMELITE

Management Improvement Awards To Four At LAFB

In presenting Management Improvement Suggestion awards to four airmen last Thursday, Division Commander, Brig. Gen. William K. Martin said, "It is a pleasure to present Management Improvement Awards for suggestions that have a direct connection with the mission of the Air Force; ie. support of USAF aircraft." Each of the four men earned their recognition by discovering and developing an idea that would add to economy and simplify various types of operations.

T/Sgt. Paul Uli, T/Sgt. Charles Johnson, and A/2c Arthur Juliane each received a letter of commendation, Management Improvement Certificate, $25 cash award, and time off. The ideas submitted by these men are such that they may be used Air Force wide.

A/2c Morris Garifo received a letter of appreciation and a three

(Continued on Page Thirteen)

Division Commander, Brig. Gen. William K. Martin presents Management Improvement Suggestion awards to T/Sgt. Paul Uli, T/Sgt. Charles Johnson, A/2c Arthur Julian, and A/2c Morris Garifo.

day pass. His suggestion is suitable for base level adoption.

Sgt. Uli devised a propellor blade packing nut wrench. Sgt. Johnson designed a cradle affair that holds the boom on a KC-97 during maintenance. Its nature is such that it can be carried on the aircraft. A/2c Juliano developed a tool that facilitates installation, removal, and inspection of a radome tail turret. A/2c Garifo developed a "Functional Manning Document" form to supplement the "Unit Manning Document." It is a management tool for supervisors at the functional level.

Originally these were embrionic ideas that came up out of a desire to find a better and faster way of doing a job. The men followed through to a finished product and submitted them to Management Improvement Suggestion committee. These men have made things easier for themselves as well as benefiting many others.

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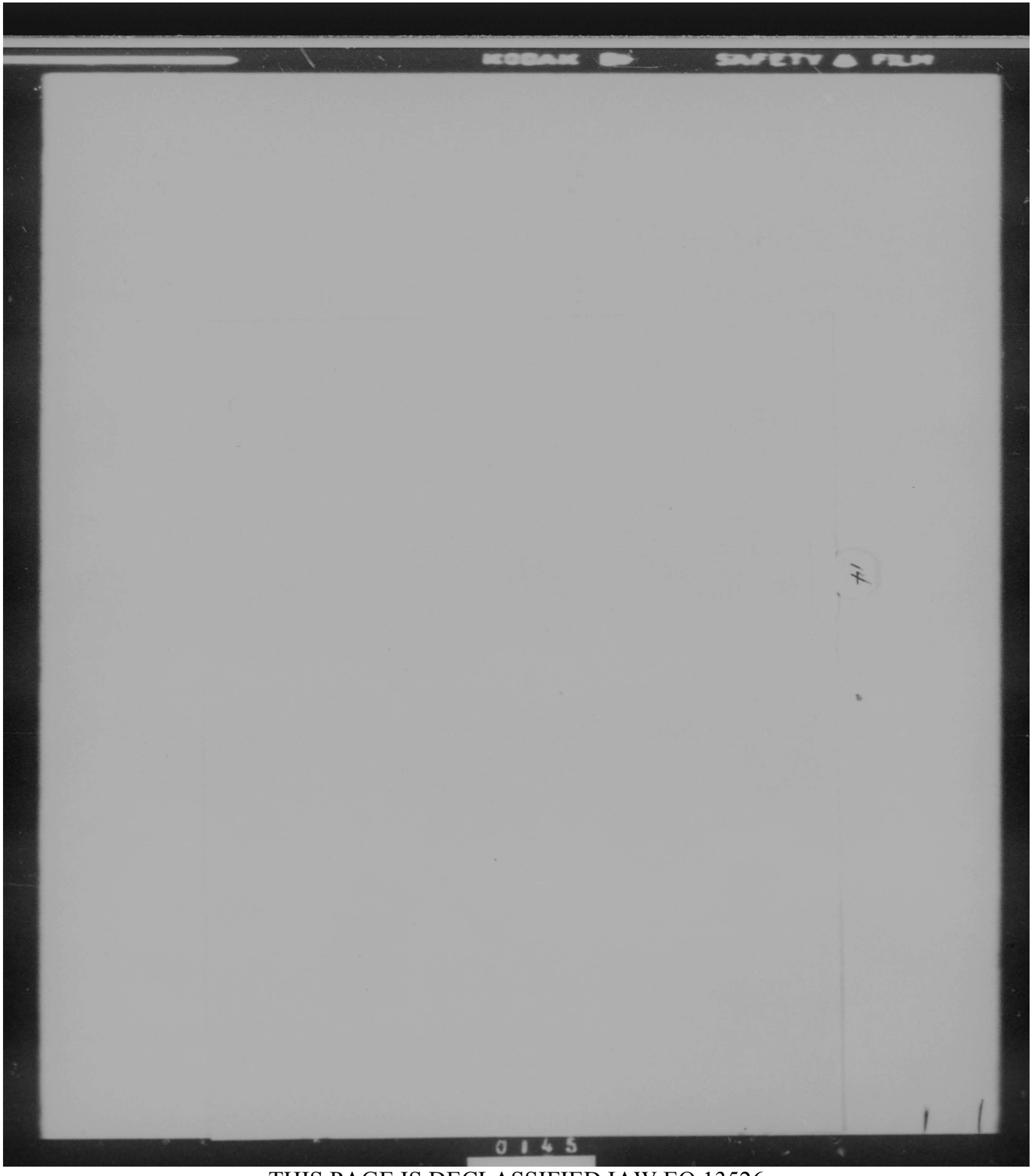

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

ADO 1 September 1955

SUBJECT: Transmittal of Minutes of Division Safety Committee Meeting, 26 August 1955

TO: See Distribution

1. Forwarded are the minutes of the 45th Air Division Safety Committee Meeting conducted 26 August 1955.

2. Request each addressee forward their indorsements of action taken or comments as indicated in paragraph 4a of the attached minutes to arrive in Division Operations not later than 14 September 1955.

BY ORDER OF THE COMMANDER:

Frank C. Elliott

FRANK C ELLIOTT
Captain, USAF
Adjutant

1 Incl
As Stated

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71BHS - 2
42AREPS - 2
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42TAC HOSP - 2
42OPR SQ - 2
42INSTLS SQ - 2
42APS - 2
42FSS - 2
42MVS - 2
42SUP SQ - 2
1974 AACS - 2
1292 AACS - 2

cc: ADC - 1
ADO - 2
ADM - 1
WCO - 1
WOD - 1
WOM - 1
WOS - 9
ABC - 1
DOS - 10
DOF - 1
BM - 1

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

ADO 1 September 1955

SUBJECT: Division Safety Committee Meeting, 26 August 1955

TO: See Distribution

1. The 45th Air Division Safety Committee Meeting convened at 0800 hours, 26 August 1955, in the Wing Conference Room, with the following members present:

Brigadier General William K. Martin, 45th Air Division Commander
Colonel Woodrow P. Swancutt, 42d Bombardment Wing Deputy Commander
Colonel San L. Barr, Director of Operations, 45th Air Div, Chairman
Colonel W. M. VanSickle, Director of Materiel, 45th Air Division
Lt Col James G. Langford, Flight Surgeon, 42d Tactical Hospital
Lt Col Robert R. Love, Provost Marshal, 42d Air Police Squadron
Lt Col William W. Parris, 42d Air Base Group Deputy Commander
Major Lorenzo Callando, Director of Safety, 42d AB Gp, Alt Recorder
Major John W. Ekenbo, Dep Dir of Operations, 45th Air Div, Alt Chairman
Capt Peter W. Gottschling, AIO Representative, 42d Installations Sq
Capt Freeman J. Williams, Director of Safety, 42d Bomb Wing, Recorder
1st Lt Leonard Lewandowski, 42d Air Base Group Flying Safety Officer

2. Colonel Barr reviewed the functions of the Division Safety Committee and the regulations establishing the Offices of Safety and setting up the Division Safety Committee.

3. The following were items of old business:

a. Status of Chocks in Aircraft: The 42d Air Refueling Squadron is almost 100% and the 69th, 70th and 75th Bombardment Squadrons have all available chocks in aircraft. More chocks are being obtained.

b. "Yellow-Mat" Vehicle Painting: The third vehicle has been painted and is available.

c. In-Flight Lunches: An inspection was made of In-Flight Lunches and it was found that the cause of some bad lunches was due to rush jobs. Chicken is still being served.

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d. SAC Regulation 51-18: Eighth Air Force Regulation 55-19 sets up the local flying area. There is some confusion with the acrobatic area in the Presque Isle Area. Major Callando will coordinate this and bring the facts to the next meeting. RAPCON will control.

e. Review of Base Regulation 22-2: A meeting was held to rewrite the regulation. At the present time the new regulation is being coordinated.

f. Hardstands: Wing is now using two of the hardstands in the 69th area that were isolated. A work order has been submitted to obtain flashing lights to go at the top of the rail on the applicable hangars. AIO will mount the lights at the top of the building to catch any door that opens.

4. The following were items of new business:

a. Indorsement of Letter of Transmittal of Minutes of Division Safety Committee Meeting: All units attached to the 42d Bombardment Wing will forward their comments to the Wing Director of Safety and the units will be given a 10 day suspense to forward their comments to the Wing Director of Safety. The Wing Director of Safety will compile all information in a consolidated form and forward it through the Wing Commander to Division Operations. The Wing Director of Safety will have an additional 3 day suspense. Units assigned or attached to Air Base Group will forward their indorsements to the Air Base Group Director of Safety who will in turn consolidate the information and indorse it through the Base Commander to Division Operations. Air Base Group has the same suspense time as Wing. The copy of the minutes attached to the Letter of Transmittal of the minutes should not be returned with the indorsement.

b. Proposed Operations Orders and Regulations: All Operations Orders, proposed flying regulations or procedures of flying should be coordinated with Flying Safety prior to publication.

c. Random Approaches: A letter has been sent to Base Operations that no random approaches will be made except in emergency.

d. ILAS Procedures: ILAS procedures will be made a part of the Link Course. Base Operations.

e. Runway Construction: Construction has been started on the runway. Caution all personnel of the construction going on. Care should be exercised when taxiing or taxing off. Pilots will be briefed on the runway available, the information will be posted on bulletin boards and a NOTAM will be published.

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f. Flyover Mission during September: The question of whether or not Loring could handle this mission due to the runway construction was discussed. General Martin pointed out that Eighth Air Force and Loring should agree on the length of runway required for 40,000 pounds fuel off-load for KC-97 aircraft during this period. Division and Wing Operations.

g. Office of Safety: The TWX received in March setting up the Offices of Safety stated that the Directors of Safety would hold that position only. Air Base Group is unable to fulfill the requirements of that TWX and a TWX is being sent to Eighth Air Force requesting they be authorized to assign the Director of Safety in Air Base Group as an additional duty. The TWX will be coordinated with Division Operations.

h. Status of VOR: General Martin directed that a tracer be sent on the letter concerning the VOR. Flying Safety and AACS will have a meeting on VOR and draft a regulation. Major Edenbo stated that a meeting was being held this date with a representative of the 44th Bombardment Wing to discuss Loring VOR. General Martin stated that these facilities would be used in case of emergency if necessary prior to approval by higher headquarters. He further instructed that RAPCON will use the tear drop let down on all jet penetrations until a decision has been made on the VOR. Division and Base Operations.

i. Traffic Lanes on Airfields: Wing desires to have traffic lanes for vehicles on the airfield painted. Wing will make initial recommendation.

j. Flags and Staffs on Vehicles: Eighth Air Force is in the process of getting permission from higher headquarters to eliminate the flags and staffs. This base should have definite information on this subject within five days.

k. Accident Boards: Eighth Air Force has experienced trouble in keeping Accident Boards intact until action has been completed on the accident.

l. Telephone Reports of Accidents: The Senior Commander concerned will be informed of accidents before the telephone report is made to Eighth Air Force.

m. Tower Officer: The SAC Regulation requiring a tower officer is obsolete. Wing is going to request Eighth Air Force to place the Tower Officer in RAPCON.

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Hq 45th AD, Loring AFB, Limestone, Me, ADO, Subj: Division Safety Committee Meeting, 28 August 1958

n. Squadron Safety Meetings: Eighth Air Force has recommended that Squadrons conduct Flying Safety Meetings at Wing level to instill more interest in the meetings and put them on a competetive basis.

o. Ground Accidents: It was recommended that the number of days lost by personnel involved in ground accidents be cut down. The Hospital and Ground Safety will work together in determining the injuries to be reported as ground accidents.

p. Loose Line Equipment: Eighth Air Force has recommended that loose line equipment such as stands and B-10's should be put in a pool when not in use. Wing will follow up on this subject.

q. Fork Lifts: The brakes on the 15,000 pound fork lift are only 50% effective in a turn. All operators of this equipment should be informed of this discrepancy.

r. Towing of Aircraft: The speed limit of special purpose vehicles towing aircraft will be 5 miles per hour. This will be incorporated in the Base Regulation 77-1.

s. Liability of Accidents: All Commanders should review the pecuniary liability for ground accidents.

t. Civilian Injury Rate: The civilian injury rate at this base is high above the Eighth Air Force average. Also, there have been only four military injuries so far this month.

u. Runway Markers: Runway markers are required by ATM 6003, dated 14 January 1955. Markers will be made and tested for use in this climate. Base Operations.

v. Statements: Base Operations and Wing Operations will investigate the incident of 17 August.

w. Accident Free Stamp: It was suggested that the feasibility of obtaining a stamp reading "Accident Free for _____ Days" be explored. This stamp could be used on the bottom of Forms 175 or clearances. Base and Division Operations.

x. Runway Condition Stamp: Recommend a stamp to give the runway condition also be used. The stamp should read: "Useable runway _____, Emergency runway _____." In this way there would be no question of the runway length at any time. Base and Division Operations.

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Hq 45th AD, Loring AFB, Limestone, Me, ADO, Subj: Division Safety Committee Meeting, 26 August 1955

y. Flying Time of Personnel Checked out in Base Flight Aircraft: General Martin directed that Base Operations go over the records of personnel checked out in base flight aircraft for 60 day period and give him the number of hours flown by those personnel. With winter coming soon it is believed that pilots do not have sufficient flying time at the present to prepare them for cross country flights during the winter months.

z. Passenger Carrying: Base Operations uses the most qualified pilots available for transporting passengers. Base Operations was directed to determine if better control should be required.

aa. Run-Up Areas: The control tower will implement Wing instructions as to where to run up engines. Insure that run up spots are designated and the control tower knows about it.

bb. Senior Staff Operations Control Officer: General Martin stated that Wing should consider appointing senior staff operations control officers who would be on duty for a 24 hour period. Lieutenant Colonel Risher, Major Hunt, Squadron Commanders and Operations Officers could be used for this. They would check the runway and taxiway from the Wing view point. Those officers would be on call during the 24 hour period they were on duty and in that way the Wing Commander would not have to be called all the time. Colonel Swancutt stated that Wing had a similar procedure. General Martin and Colonel Swancutt will discuss this further.

5. The meeting was adjourned at 1010 hours, 26 August 1955.

BY ORDER OF THE COMMANDER:

FRANK V ELLIOTT
Captain, USAF
Adjutant

DISTRIBUTION:
"A"

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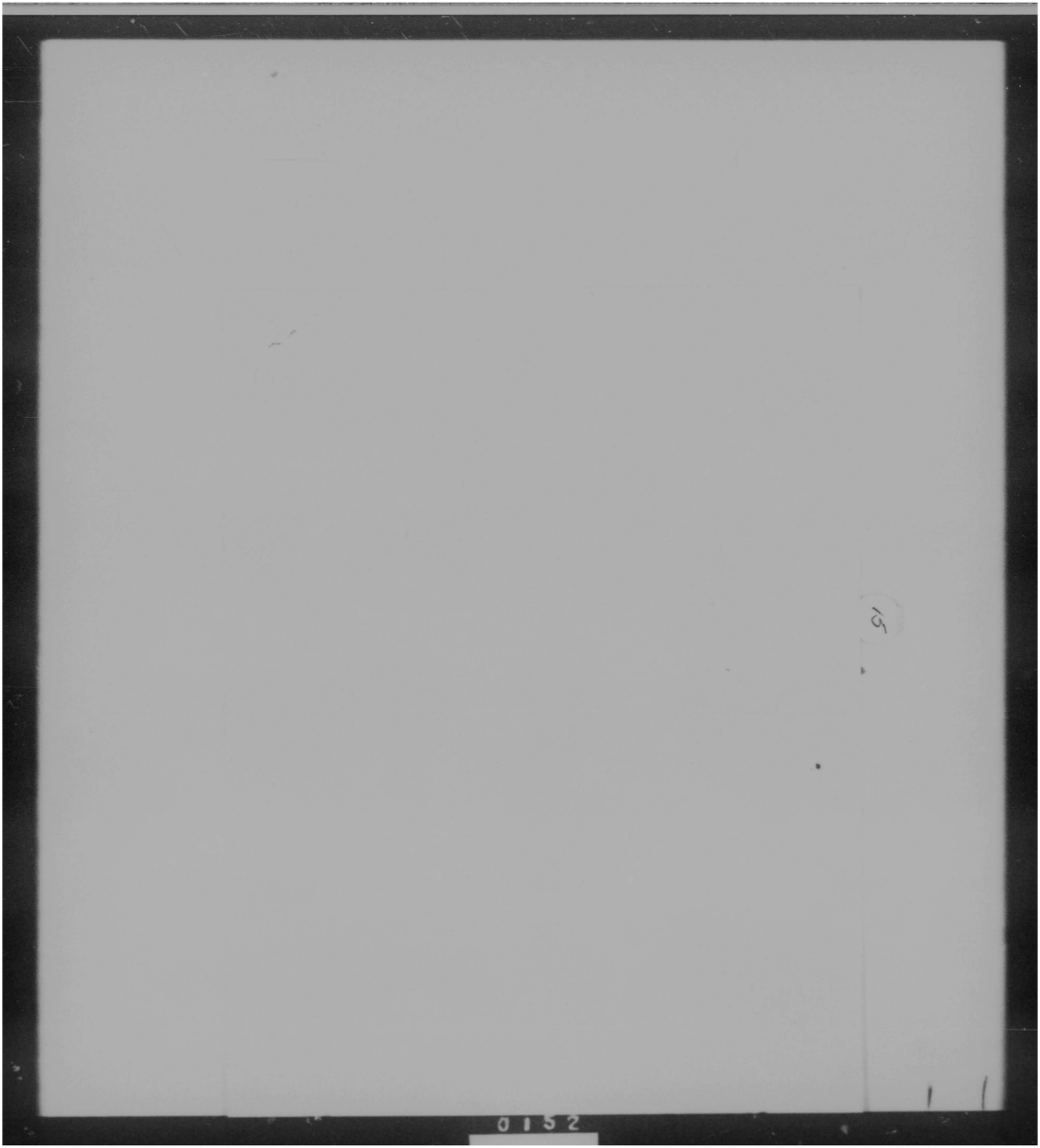

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PRODUCTION CONTROL MANUAL

OUTLINE

FOREWORD

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2. Periodic Maintenance

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(10) Storage

(11) Shop Equipment

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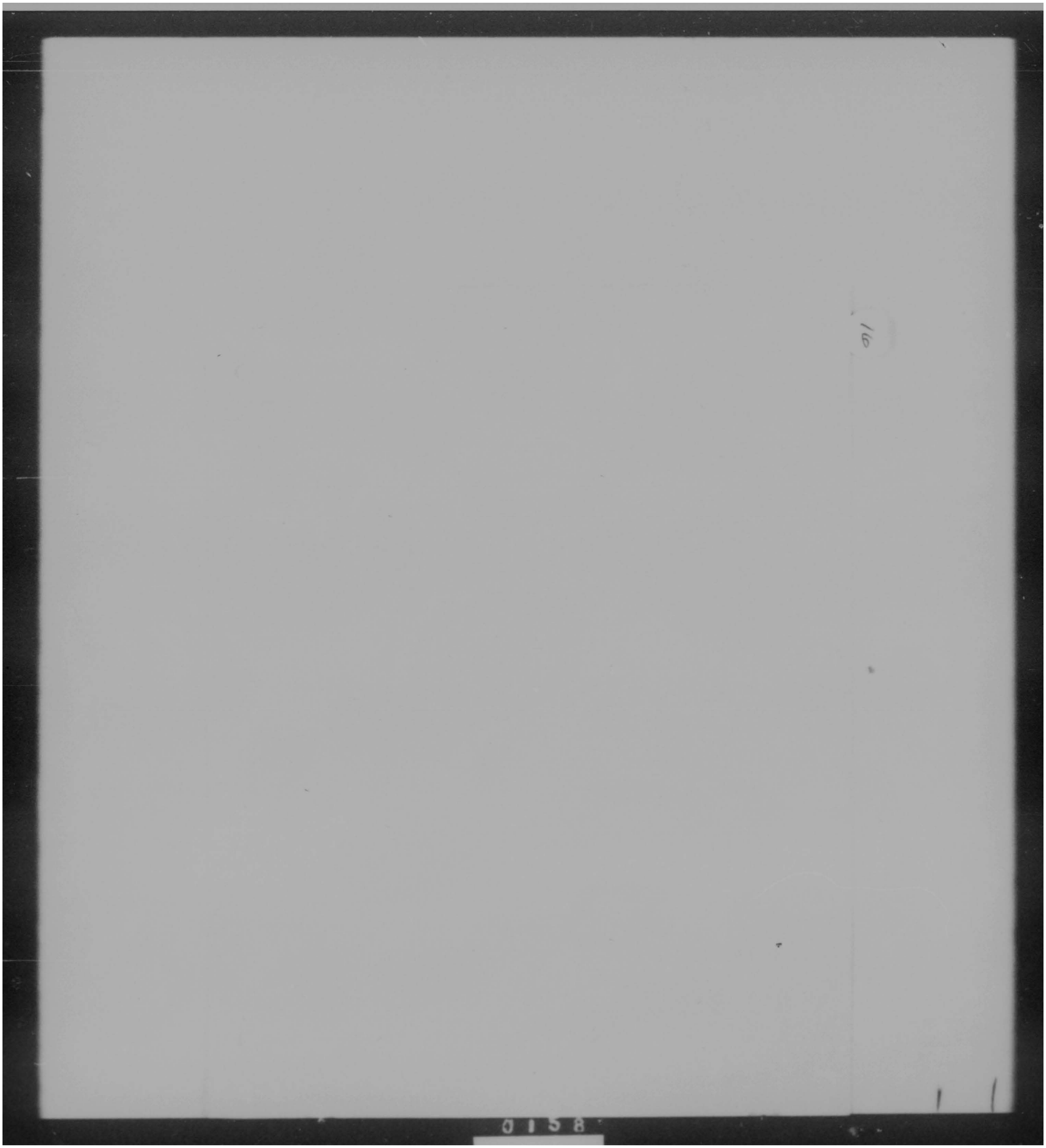

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HEADQUARTERS
42D AIR BASE GROUP (SAC)
Loring Air Force Base
Limestone, Maine

13 August 1955

Minutes of Meeting on Snow Removal Tests at Loring Air Force Base, Winter 1955-1956

1. The meeting was conducted by Colonel Jackson W. Lewis, 42d Air Base Group Commander, for the purpose of discussing the snow removal tests which are going to be conducted at Loring Air Force Base during the winter 1955-1956 by the Air Proving Ground Command. Meeting was held in the Conference Room, Air Installations, Loring Air Force Base, Limestone, Maine, 1445 hours, 11 August 1955.

Those in attendance were as follows:

Colonel J W. Lewis, Commander, 42d Air Base Group, LAFB, Maine
Colonel V. M. Van Sickle, Dir/Materiel, 45th Air Division, LAFB, Maine
Lt Colonel W. B. Pequignot, 42d Air Base Group Comptroller, LAFB, Maine
Major W A Wenberg, AFGC-AFCTC/SSC, Eglin AFB, Fla.
Major L D Parson, Installations, WADC, WPAFB, Ohio
Major E F Fleming, Base Operations Officer, LAFB, Maine
Major L Callendo, OIC S/O B Flt, LAFB, Maine
Major H D Terwilliger, Base Materiel Officer, LAFB, Maine
Captain L L Coggiola, Purchasing & Contracting Officer, LAFB, Maine
Captain H King, C/B & A Div, Hq 42d Air Base Group, LAFB, Maine
1st Lt R D Felty, Hq, Eighth Air Force, Westover Air Force Base, Mass.
2nd Lt Dale Tothero, WADC, WPAFB, Ohio
Mr. Holland W Lusk, WADC ARDS, WCLRI-2, WPAFB, Ohio
Mr. G D Frock, Installation Consultant, WADC, WPAFB, Ohio
Mr. E F Nichols, Installations, Hq, SAC, Offutt AFB, Nebr
Mr. G C Thorvaldson, Dep Installations Engr, LAFB, Maine
Mr. A L Freeman, Asst Purchasing & Contracting Officer, LAFB, Maine
Mr. W. J. Jalbert, Roads & Grounds Section, Installations, LAFB, Maine

2. Colonel Lewis introduced Major W. A. Wenberg, Eglin AFB who explained the purpose of these tests. He indicated the tests would be for comparing all equipment available at the present time on Loring AFB and feasibility of new equipment to be brought in by the Air Proving Ground Command.

"THIS IS A CERTIFIED TRUE COPY."

EDWARD V. JOHNSON
2d Lt USAF
Information Services Officer

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Minutes of Meeting on Snow Removal Tests at Loring Air Force Base

3. Major Wenberg distributed lists of "Service Test Equipment for Loring Air Force Base", which is to be furnished to AFGC by WADC, a copy of which is attached. Delivery dates on this equipment, except carriers, should be approximately 1 October 1955. The carriers should be in by 15 November, but delivery may extend to 15 December 1955. The AFGC Snow Removal Test is scheduled to be in operation by 1 December 1955.

4. Questions were presented by Major W. A. Wenberg, AFGC, on facilities that would be available at Loring AFB such as office space; building for covered maintenance; outside storage areas; availability of personnel at Loring AFB to work on these tests and if none available, how many personnel could Loring accommodate.

5. Colonel Lewis answered the question on personnel by stating that we are undermanned on this base and would not be able to furnish any personnel. We have housing and messing facilities for additional military personnel without their dependents. There is a possibility that housing can be obtained in nearby communities for civilian personnel. Technical personnel and other personnel of certain classes can be put in our BOQ's. Loring AFB will be able to provide finance, dental, medical, housing, messing facilities, but no Army clothing as we have only the Air Force type uniforms. Loring has barracks space for aviation engineers.

6. Major Wenberg stated that this test would be similar to last year's test, with observers coming in at intervals to check on the results. The other men would be TDY to Loring AFB for a period of about six months. Confirmed that these men will have a Secret clearance, and that line clearances will be a minor problem.

7. Colonel Van Sickle recommended that AFGC erect a prefabricated building for covered maintenance. Loring AFB would provide them with heat and light. Loring does not have adequate building space now, but will try to make arrangements to provide AFGC with administrative space. Outside storage is no problem; there is space available for that. Major Wenberg and Mr. Luna both agreed that a building 40' x 100' would be large enough for the covered maintenance work and that floor space of 350 to 500 square feet would be sufficient for administrative work. AFGC will try to obtain a building for the covered maintenance work with the aid of WADC and Loring will locate space for their office.

8. AFGC will have personnel from their command receive the equipment when it arrives on the base, in order that it may be properly stored and accounted for. Personnel requirements would be approximately 84 personnel to man the equipment with a sufficient number of standby equipment operators to allow for

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injuries, sickness, shifts, etc. The equipment will require two operators for each unit, one to operate and the other to be an assistant. Personnel secured to operate this equipment should have prior snow removal experience, as there is quite a difference in moving snow than dirt. Colonel Lewis suggested that the personnel arrive here ahead of the test equipment, so they could spend some time working with Loring AFB personnel in the snow removal operations. WADC will support ARDC with technicians to see that proper evaluation of the equipment is made. Someone from Walters AFB will be in charge of Agitation Engineers. ARDC will bring their own office personnel to keep the records and do the administrative work. Office fixtures, as available, to be provided by Loring AFB.

9. Responsibility for designating the areas of operation of the test equipment of ARDC, time of operation, etc. will be controlled by the Base Commander and Base Installations Engineer. The operating of the test equipment will be integrated with our own snow removal equipment. There will be certain times when ARDC will have their equipment do all the work for further testing, but this will have to be a time when our operational requirement would allow it. A new snow removal plan for the coming winter is being written by Base Installations, including the ARDC Snow Removal Test Equipment, and will be completed by 15 October 1955.

10. Mr. Thorvaldson explained our procedures on snow removal operation for the past year. This plan will serve as a basis for the new one to be written up for this coming winter.

11. Spare parts will be secured through our facilities by Local Purchase with funds from ARDC. Each unit of equipment will have approximately 5 per cent spare parts shipped with it. The carriers will have to be shipped from the manufacturer with spare parts. Loring AFB has had much difficulty in procuring spare parts and requested that an inventory of the vehicles that are coming to Loring AFB, along with a list of manufacturers of the parts be given to Loring Purchasing and Contracting Officer as soon as possible. An estimate of fuel, oil and lubricants requirements is to be furnished by ARDC to the Budget and Accounting Section, Loring AFB, along with a citation of obligation authority on funds for the procurement of same or a statement as to whether it is on a reimbursable basis.

12. Mr. Lass inquired into what type of radios will be used in our equipment and Colonel Van Sickle stated that we had VRC-2 radios, not enough for each piece of our major snow removal equipment.

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Minutes of Meeting on Snow Removal Tests at Loring Air Force Base

13. A final conference at AFOC will be held in the near future.

14. Meeting adjourned at 1615 hours.

1 Incl
List of Service Test
Equipment for Loring AFB

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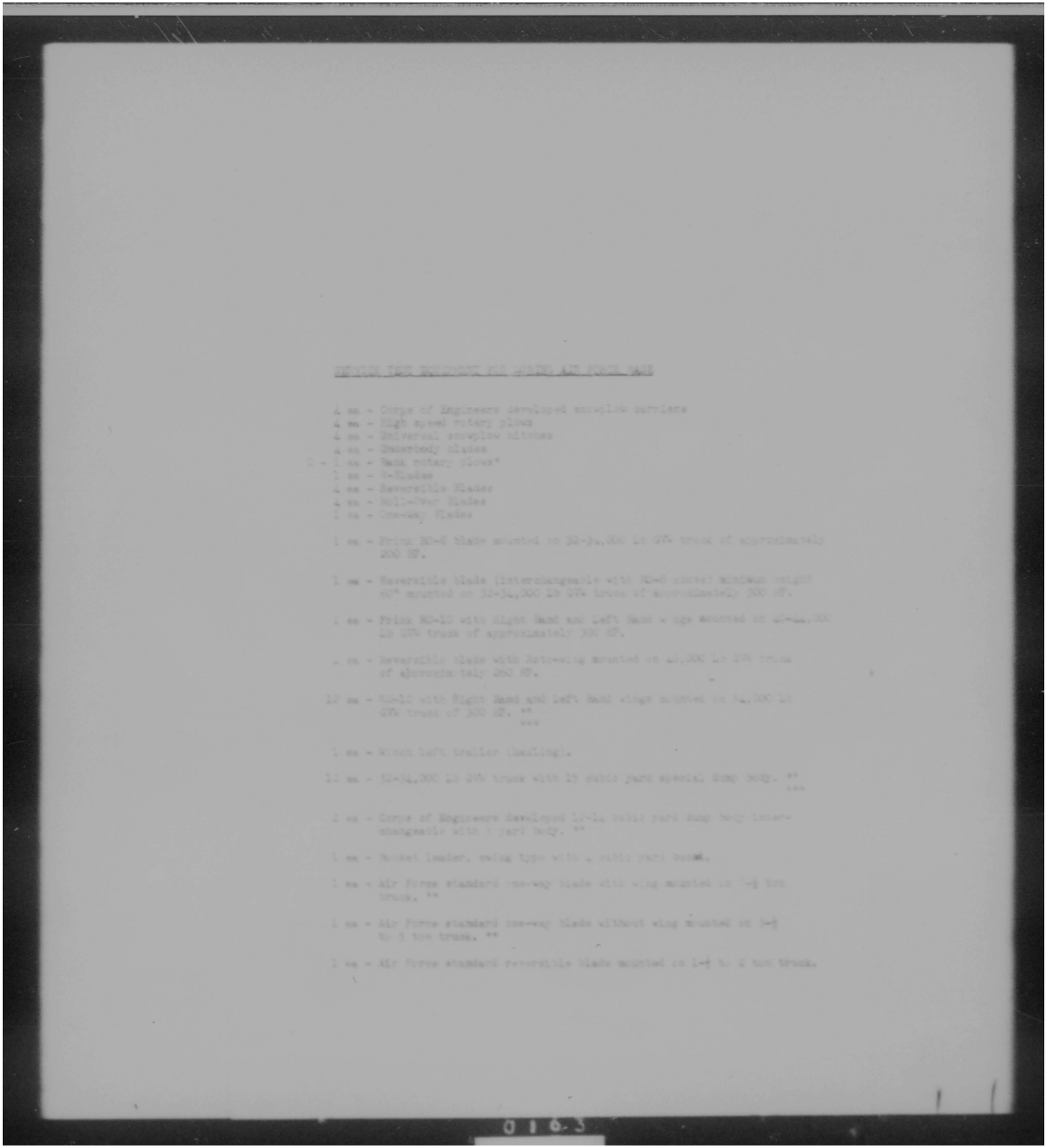

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1 ea - Air Force standard one-way blade with Roto-wing mounted on 4 ton truck. **

1 ea - Air Force standard rotary with loading chute mounted on 32-34,000 lb GVW truck. **

1 ea - Front mounted bucket loaders with 5 yard snow bucket. **

1 ea - Gros Sno-Flyer, Model A66 rotary plow.

1 ea - Sicard Snowmaster, Model 30 rotary plow. ***

* Unless substantially different from Air Force standard rotary this unit will not be tested.

** This equipment is approved for FY 56 buying program (conference WADC, 14-15 June 1955) and will be used for comparative purposes.

*** Loring Air Force Base has been authorized by Hq USAF to local purchase this equipment.

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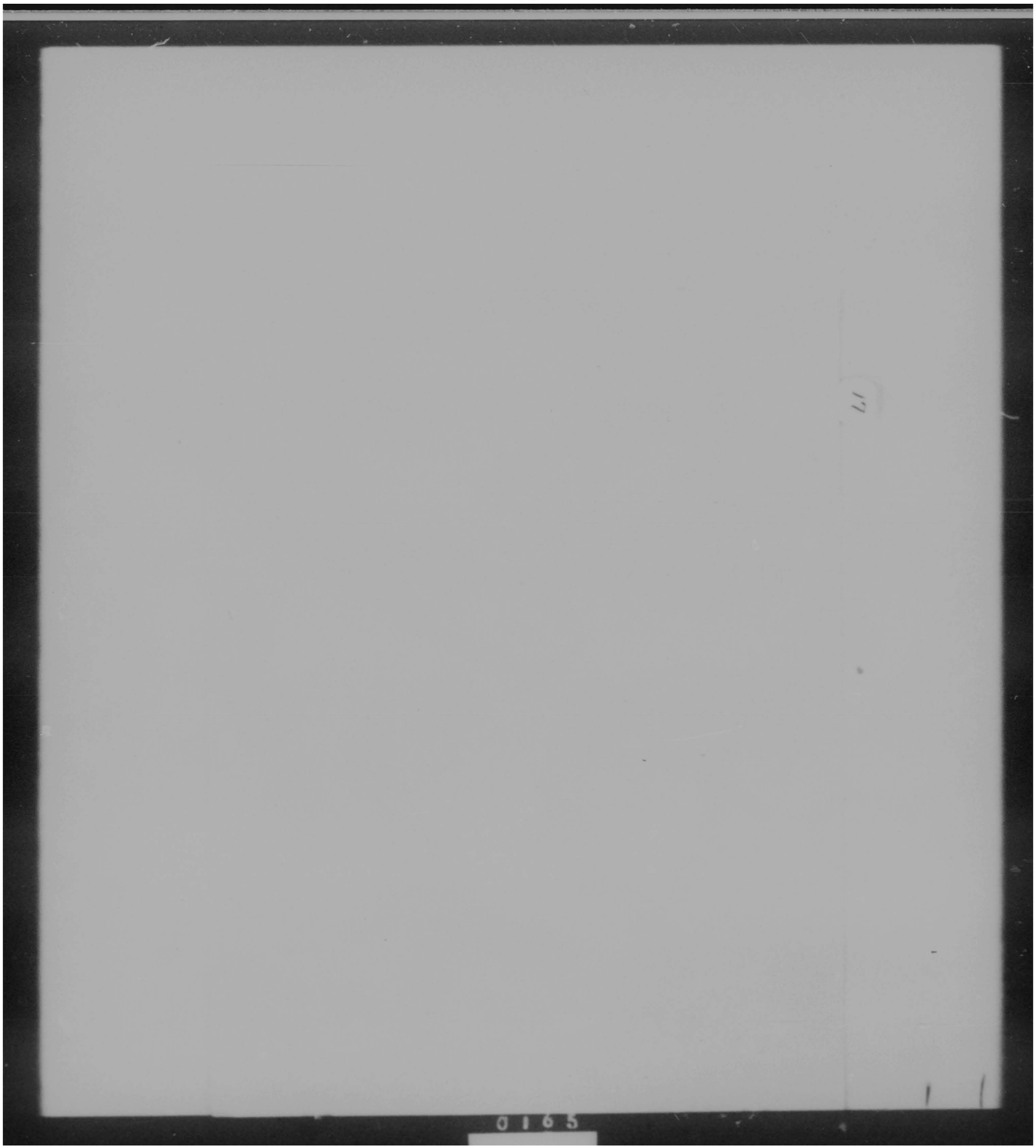

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REPORT OF AIRCRAFT STATUS AND PURPOSE OF FLIGHT

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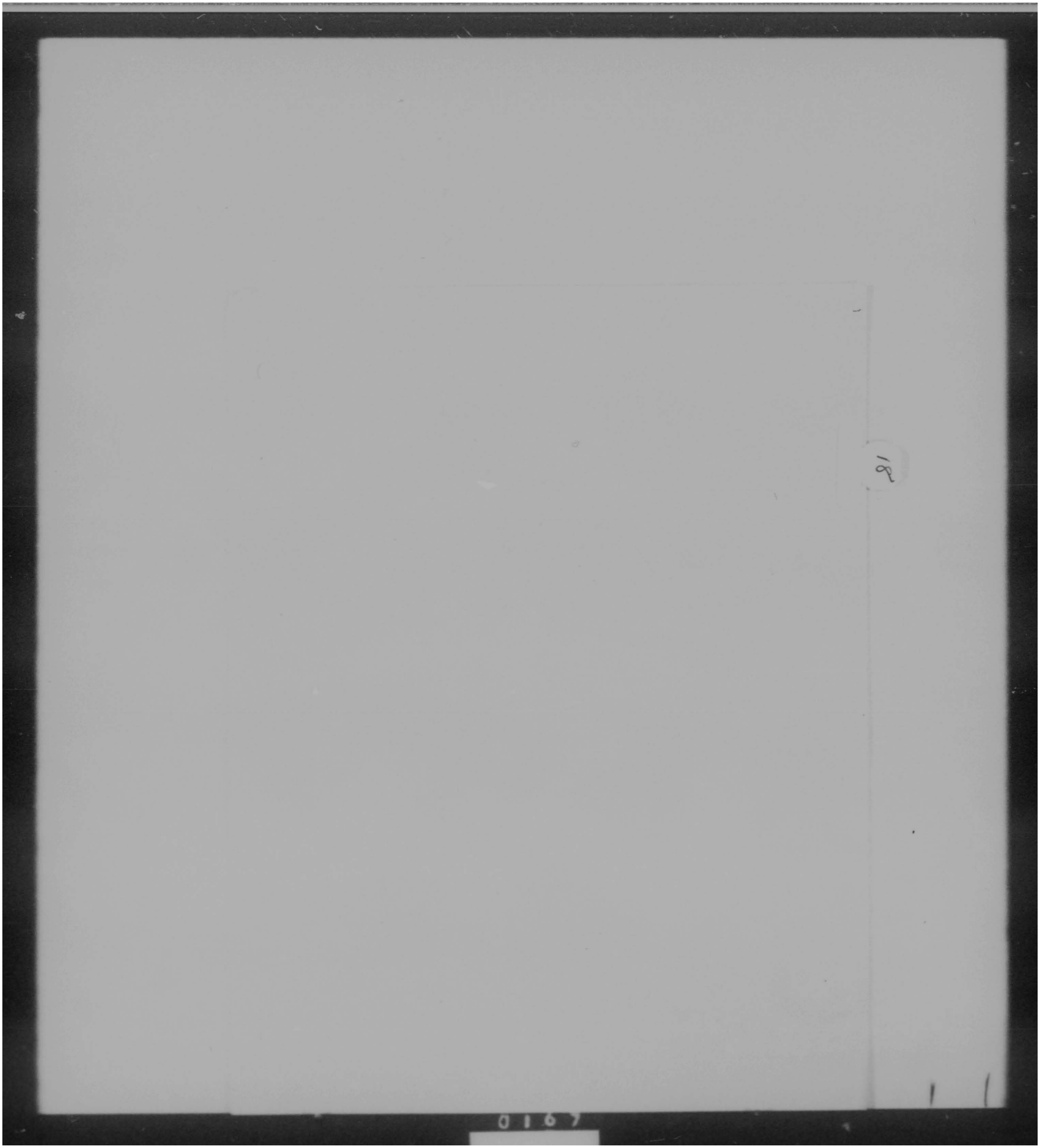

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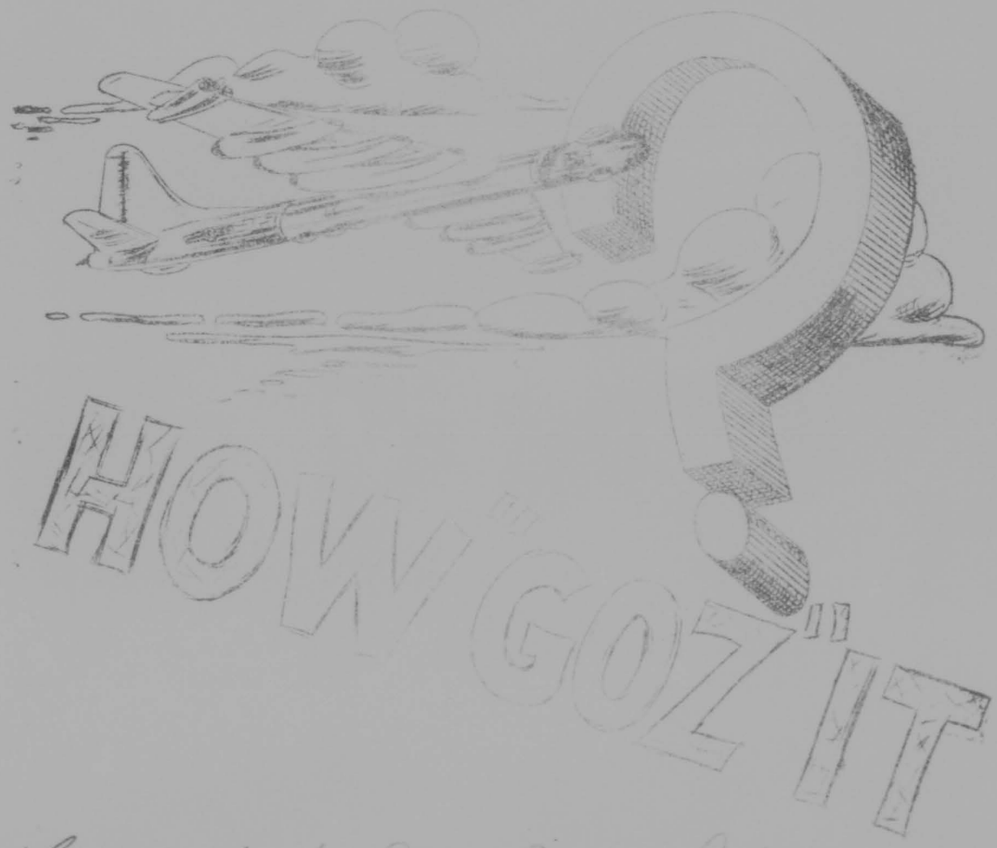
42D BOMBARDMENT WING (H)
LORING A.F.B.
AUG 5

YOUR MAINTENANCE REPORTS



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Compiled by the Records Analysis Section
MAINTENANCE CONTROL

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Item															
FLYING TIME PROGRAMED	1090	1087	900	330	326	298	394	334	302	368	330	300	682	684	496
FLYING TIME ACCOMPLISHED	1058	1085	923	312	351	306	392	374	304	354	360	313	605	606	484
VG FLYING HRS PER ACFT OSSESSED PROGRAMED	35.2	33.4	27.2	33.0	32.7	27.1	35.8	30.4	27.5	36.6	36.1	27.3	29.9	28.0	22.3
VG FLYING HRS PER ACFT OSSESSED ACCOMPLISHED	33.4	33.8	28.0	31.2	34.8	27.9	35.6	34.0	27.6	33.1	32.7	28.5	28.8	28.9	23.1
RAJECTED POSSESSED ACFT	31	32.7	33	10	10.7	11	11	11	11	10	11	11	21	21	21
CT. POSSESSED ACFT	31.7	32.1	33	10	10.1	11	11	11	11	10.7	11	11	21	21	21
UMBER PERIODS FLOWN	89	80	69	26	26	19	31	28	23	32	29	27	111	114	75
VG TIME PER FLYING PERIOD	11.8	13.1	12.8	12	13.5	14.7	12.6	13.4	12.7	11.1	12.4	11.3	5.4	5.3	6.4
E CANCELLATION RATE (%)	66.4	70.3	72.4	65.2	65.6	73.8	72.7	73.1	79.9	65.2	72.7	70.4	70.4	68.7	76.5
ION RATE (%)	.2	.2	.4	1.2	.4	.4	0	0	.2	1.2	0	.7	0	1.8	13.6
ON RATE (%)	.4	.2	0	.5	0	0	.9	.8	0	5.8	0	0	0	2.8	0
CT RATE (%)	10.2	12.4	10.2	17.8	16.1	13.4	9.1	10.1	12.3	7.5	15.8	9.8	4.2	2.8	2.8
OR RATE (%)	17.9	11.2	12.7	19.4	5.5	16.4	17.3	16.1	6.3	17.1	11.5	15.1	11.4	2.9	8.1
OC'S COMPLIED WITH	129	141	99	56	42	40	37	50	32	36	49	27	62	94	66
R& FLTS COMPLETED	91	96	78	32	40	26	45	21	24	14	35	28	124	119	117
OST FLTS COMPLETED	43	36	38	14	13	16	15	10	11	14	13	11	24	31	28

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PART II
BASE FLIGHT

Item	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
FLYING TIME ACCOMPLISHED	450	434	445
AVER FLYING HRS PER POSSESSED ACFT ACCOMPLISHED	43.6	41.3	42.3
AVER. NO. ACFT POSSESSED	11	10.5	9.4
IN-COMMISSION * RATE (%)	63.9	75.1	65.4
AOCP RATE (%)	11.9	8.1	.5
FOC RATE (%)	0	1.3	.3
DOCK RATE (%)	14.6	13.9	21.4
AOCM RATE (%)	9.7	1.6	12.4
PERIODIC INSPECTIONS COMPLETED			*
[illegible] COMPLETED	[illegible]	[illegible]	[illegible]
TRANSIENT ACFT HANDLED	[illegible]	[illegible]	[illegible]

* Includes one transient B-25

Item	[illegible]	[illegible]	[illegible]
TB - [illegible] ([illegible] ACFT)	[illegible]*	[illegible]	[illegible]
TB - 25 N (1 ACFT)	59	50	[illegible]
C - 45 G (2 ACFT)	91	110	95
C - 47 A (2 ACFT)	127	121	127
C - 119 C (1 ACFT)	51	43	73
H - 19 B (2 ACFT)	47	47	35

* 2 Acft assigned this period

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PART III

MAINTENANCE CONTROL

		B-36	KC-97
1.	Supply Liaison:		
	a. Percent of ANFE	34.9	25.3
	b. Cannibalization Request Processed	4	14
	c. Manhrs Expended due to Cannibalization	3:30	21:00
	d. Number of ANFE Items	48	28

2. Quality Control:

a. Periodic Inspection

	Number of Periodic Inspections Performed	Average Discrepancy Per Acft Red Diagonal	(Refer to Regd Red Cross
(1) Dock #1	2 (B-36)	44.5	2.5
(2) Dock #2	3 (B-36)	38.0	1.8
(3) Dock #3	4 (KC-97)	10.2	2.7
(4) Base Flight			
a. C-45	1	16.0	3.7
b. C-119	0	0	0
c. H-19	1	20.0	1.0
d. B-25	3	34.0	1.0
e. C-47	2	30.0	2.0

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Quality Control (Cont'd)

b. Post Flight Inspection:

	Number Post Flight Inspections Performed	Avg Discrepancy Per Acft Red Diagonal	(Acft & Eng) Red Cross
69th Bomb Sq	2	31.0	2.5
70th Bomb Sq	4	23.25	4.0
75th Bomb Sq	2	30.0	2.0
AREF Sq	6	10.8	1.8

c. Average Number of Discrepancies Per Acft Periodic (A&E)

Periodic	Number	Red Diagonal	Red Cross
Dock #1	2 (B-36)	21.5	0.0
Dock #2	3 (B-36)	17.3	0.0
Dock #3	4 (KC-97)	4.75	0.25

d. Average Number of Discrepancies per Acft. Post Flight (A&E)

69th Bomb Sq	2	17.5	0.0
70th Bomb Sq	4	16.25	0.0
75th Bomb Sq	2	25.5	0.0
AREF Sq	0	0.0	0.0

e. Unit Change Insp Avg Discrepancies noted per Insp

	No. of Insp	Avg Red Diag	Avg Red Cross
(1) Recip Eng Install (B-36)	12	3.66	0.75
(2) Jet Eng Install	1	1.0	0.0
(3) KC-97 Eng Install	0	0.0	0.0

f. Built Up Eng Insp 0

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Quality Control (Cont'd)

	No. of Insp.
g. Special Insp in compliance with TWX	0
h. Major Components Insp	0
i. Insp on outgoing engines	0
j. Insp of engines to be changed	0
k. Engine Fire Insp	0
l. B-36 Test Flights Performed	19
KC-97 Test Flights Performed	14
m. Unsatisfactory Reports	
(1) 42d FM Sq	59
(2) 42d PM Sq	2
(3) 42d A&E Sq	104
(4) 69th Bomb Sq	2
(5) 70th Bomb Sq	36
(6) 75th Bomb Sq	0
(7) 42d Ops (Adm)	2
(8) 42d Motor Vehicle Sq	0
(9) 1974th AACS Sq	3
(10) 42d Instl Sq	0
(11) Hq, Maint Control, Etc.	2
(12) 42d Supply Sq	0
(13) 42d ARS Sq	3
(14) 2-7 Weather Det	0
(15) Hq ABGp (Base Flight)	0
	213

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3. Job Control: (Dispatches & Work Orders Processed)

	Fwd Last Mo.	Issued	Completed	Cancelled	Dispatches Carried Fwd
A. Field Maint	65	1376	1306	69	66
B. A & E Maint	72	1025	992	40	65
C. Field Maint (WO's 48's)	38	473	511	0	0

4. Records Unit:

Tec Kits Received	New TO's Received	TOC's Complied W/	TO Kits Requ	TO's NCW Outstanding	No. of Compliance Completed
222	0	165	7	0	322

5. Maintenance Standardization Team:

Tech Maint Instr Pub.

7

a. One class of R-4360- engines was completed, one class of J-47 engine completed, two classes B-36 familiarization completed, one class of basic weapons completed, and one class of Radio completed.

b. Two classes were completed on engine conditioning, eight classes completed on ground powered equipment, instruction in accordance with SAC Reg 66-17, six classes completed on B-36 familiarization of firefighting personnel, two classes completed on inspection of propellers blades.

c. The following list of Projects were completed during the month of August 1955.

(1) Investigation of Malfunctions (Radio) Aircraft 1094.

(2) Research concerning several TMI's.

(3) Ground Safety Deficiency.

(4) Research concerning Job assignment bibliography.

(5) Investigation of Magneto Drives.

(6) Magneto timing difficulties.

(7) Assisting Flying Safety Officer with deficiency concerning aircraft 26

(8) 8th AF engine conditioning report.

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Maintenance Standardization Team (Cont'd)

(9) Supply priorities A & E.

(10) Weapons difficulties pertaining to SAC Manual 66-4.

(11) A & E deficiencies pertaining to power.

(12) Supply difficulties concerning calendar inspections.

(13) Deficiency concerning difference of two local regs concerning the ordering of publications.

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PART IV

EXELD MAINTENANCE SQUADRON

Item	June	July	August	3 Mo Avg
Recip Eng Build Up	15	20	14	16.3
Recip Eng Tore Down	13	20	7	13.3
Recip Eng Chg (B-36)	25	18	13	18.7
Recip Eng Chg (Other)	0	0	0	0
Recip Eng Chg (KC-97)	3	1	2	2.0
Recip Eng Build-Up(KC97)	3	2	2	2.3
Recip Eng Tore-DownKC97	3	1	2	2.0
Recip Eng Test Run	10	18	15	14.3
Recip Eng Shipped to SAAMA (QEC)	10	8	5	7.7
Recip Eng Received from SAAMA (QEC)	6	5	8	6.3
Jet Engines Changed	3	4	4	4.2
Jet Engine Build-Up	0	0	3	1.0
Jet Eng Minor Repairs	4	3	2	3.0
Jet Eng Tore-Down	2	1	3	2.0
Turbos Changed	1	2	0	1.0
Cylinders Chg (B-36)	31	44*	51**	42.0
Cylinders Chg (KC-97)	3	1	4	2.7
Master Controls Chg	2	2	4	2.7
Carbureters Changed	2	1	1	1.3

Item	June	July	August	3 Mo Avg
Props Installed	70	57	42	56.3
Props Removed for Repair, Modification, & Overhaul	28	27	17	24.0
Props Repair, Modification, & Overhauled,	15	24	9	16.0
Props Shipped to Overhaul Depot	13	6	8	9.0
Personnel Chutes Inspected & Repacked	790	892	803	828.3
Deceleration Chutes Repacked	11	27	15	17.7
B-5 Life Vest Inspected	352	381	314	349
Anti-exposure Suits Inspected (R-1)	1343	455	934	910.7
Safety Belts Inspected	76	78	54	69.3
TOG's of Parachutes (C-2A)	45	42	30	39.3
One Man Life Raft Inspected (F-2A)	113	213	18	115.3
Twenty Man Life Rafts Insp (E-2B)	43	8	6	19
Six Man Life Rafts Inspected	0	0	4	1.3

REMARKS: * 20 Cylinder Changes accomplished by engs other than unit change crew.

** 13 Cylinder changes accomplished by engs other than unit change crew.

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PART V

PERIODIC MAINTENANCE SQUADRON

1. Periodic Inspections:

   a. B-36 see Page 9a

   b. KC-97 see Page 9b

2. PMS Manhour Accounting:

Acft	Code	Title	Comp Units	Total Hrs Expended	Avg Hrs Exp For one Per
B-36	04	Pre-Dock	6	2221.0	370.2
B-36	05	In-Dock	5	8744.0	1748.8
B-36	06	Post-Dock	6	2650.0	441.7
		Total Avg Time Per One Periodic			2560.7
KC-97	04	Pre-Dock	3	228.4	76.1
KC-97	05	In-Dock	4	1877.3	469.3
KC-97	06	Post-Dock	4	850.8	213.5
		Total Avg Time Per One Periodic			758.9
B-36	10	TOC 379.[illegible] MH's expended			

(This represents 74.4% of all TOC's accomplished by the Wing. Wing Total 509.[illegible] MH's

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PERIODIC MAINTENANCE DATA

AIRCRAFT NO.	SQUADRON	PRE-DOCK DAYS	IN DOCK DAYS	POST DOCK DAYS	TOTAL TURN AROUND TIME DAYS (FM, AGE, PM)	AOCP	AOCM		AGFT SOLD IN	CARRY OVER UNTIL	ACTUAL PMS TURN AROUND TIME **	TOC MAN HRS	REMARKS
A	B	C	D	E	F	G	H		I	J	K	L	M
							FM	AE					
TOTAL		[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]			78	[illegible]	
AVERAGE		[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]			[illegible]	[illegible]	

**ACTUAL PMS TURN AROUND TIME
Col F Minus G Minus H = K

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PERIODIC MAINTENANCE DATA

A	B	C	D	E	F	G	H		I	J	K	L	M
AIRCRAFT NO.	SQUADRON	PRE-DOCK DAYS	IN DOCK DAYS	POST DOCK DAYS	TOTAL TURN AROUND TIME DAYS (C+D+E)	AOCP	AOCM		ACFT SOLD IF ____ CARRY OVER UNTIL ____		ACTUAL TURN AROUND TIME*	TOC MAN HRS	REMARKS
							PM	AE					
AVERAGE													

*ACTUAL PMS TURN AROUND TIME
Col F Minus G Minus B = K

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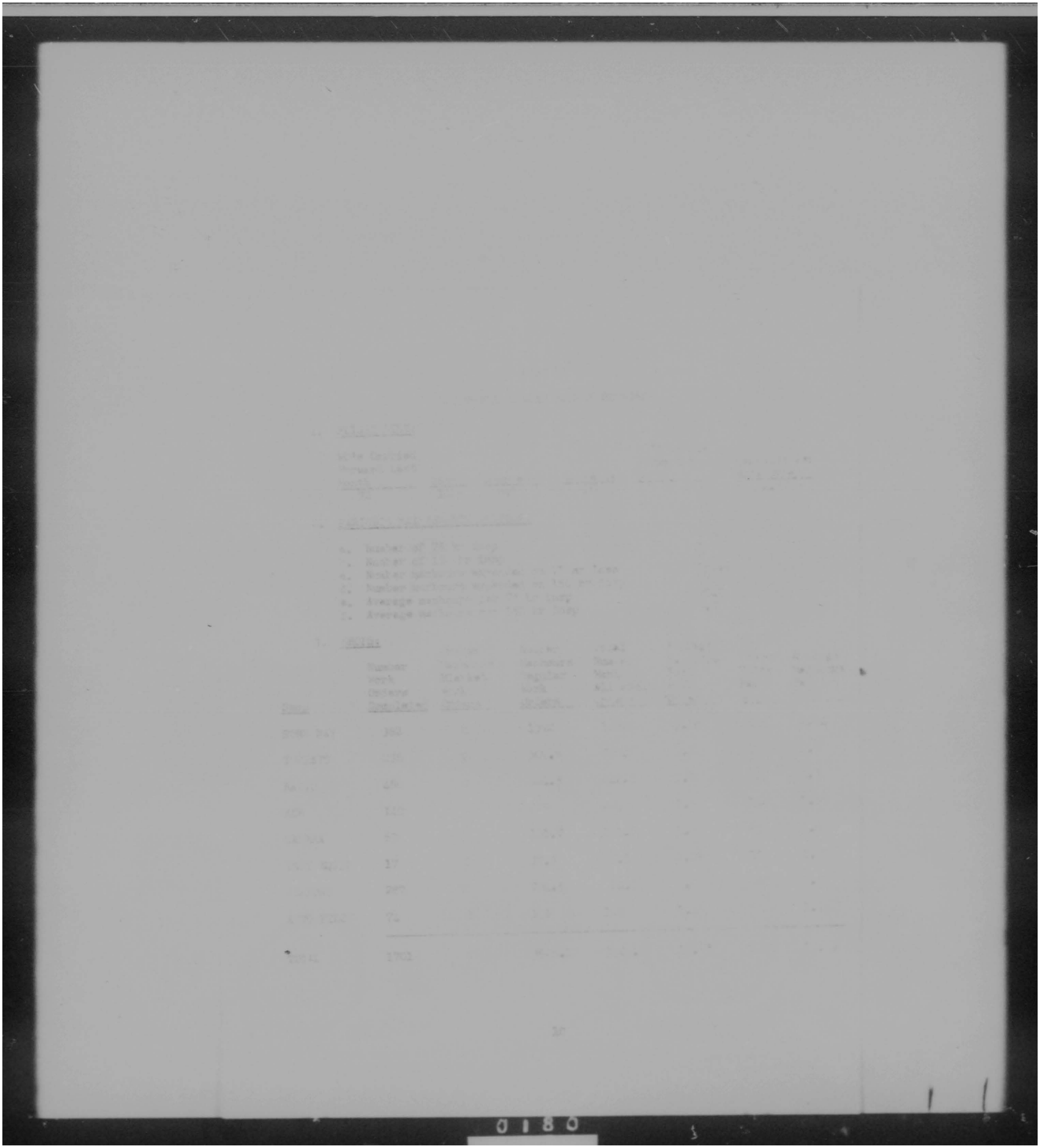

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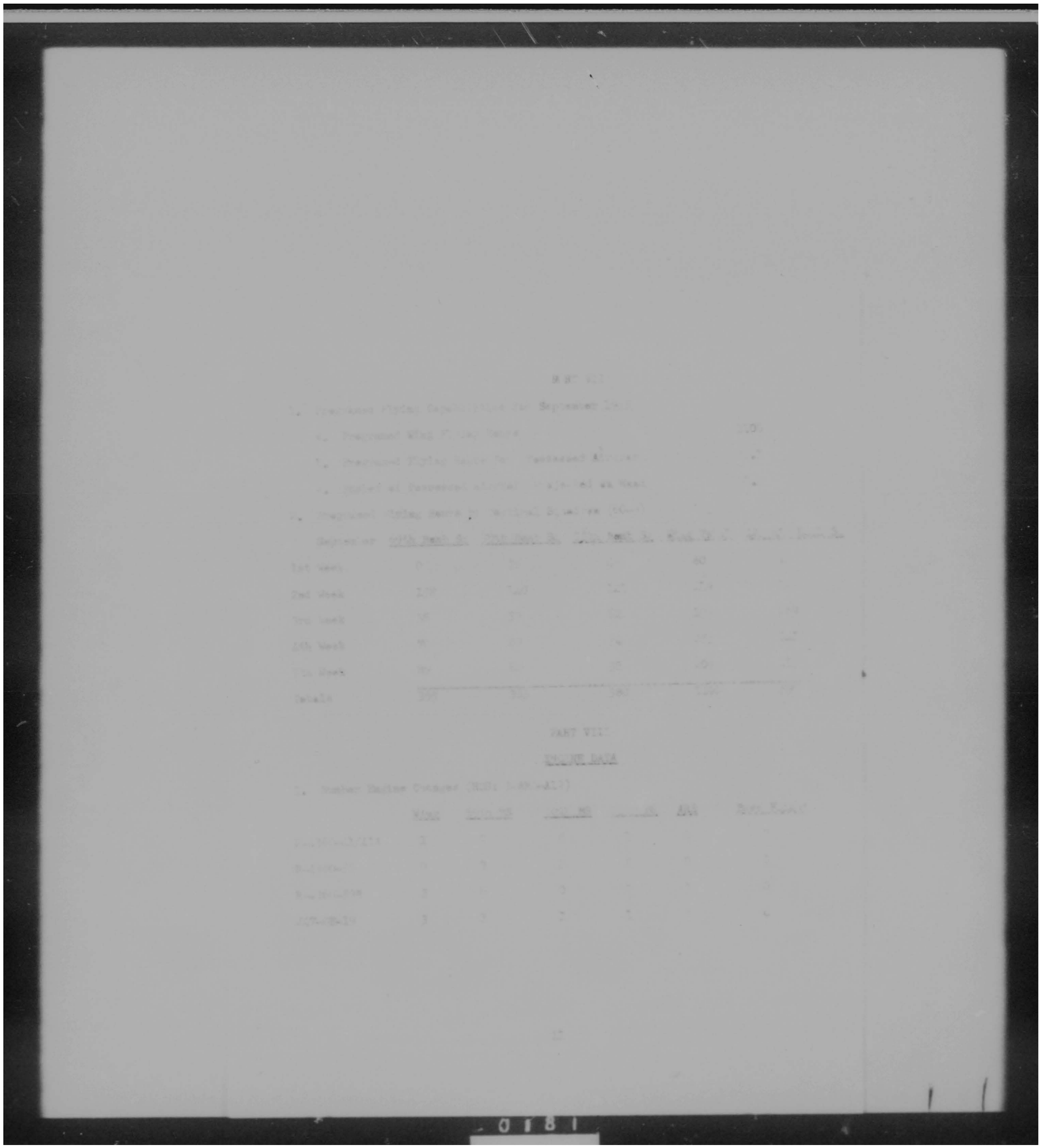

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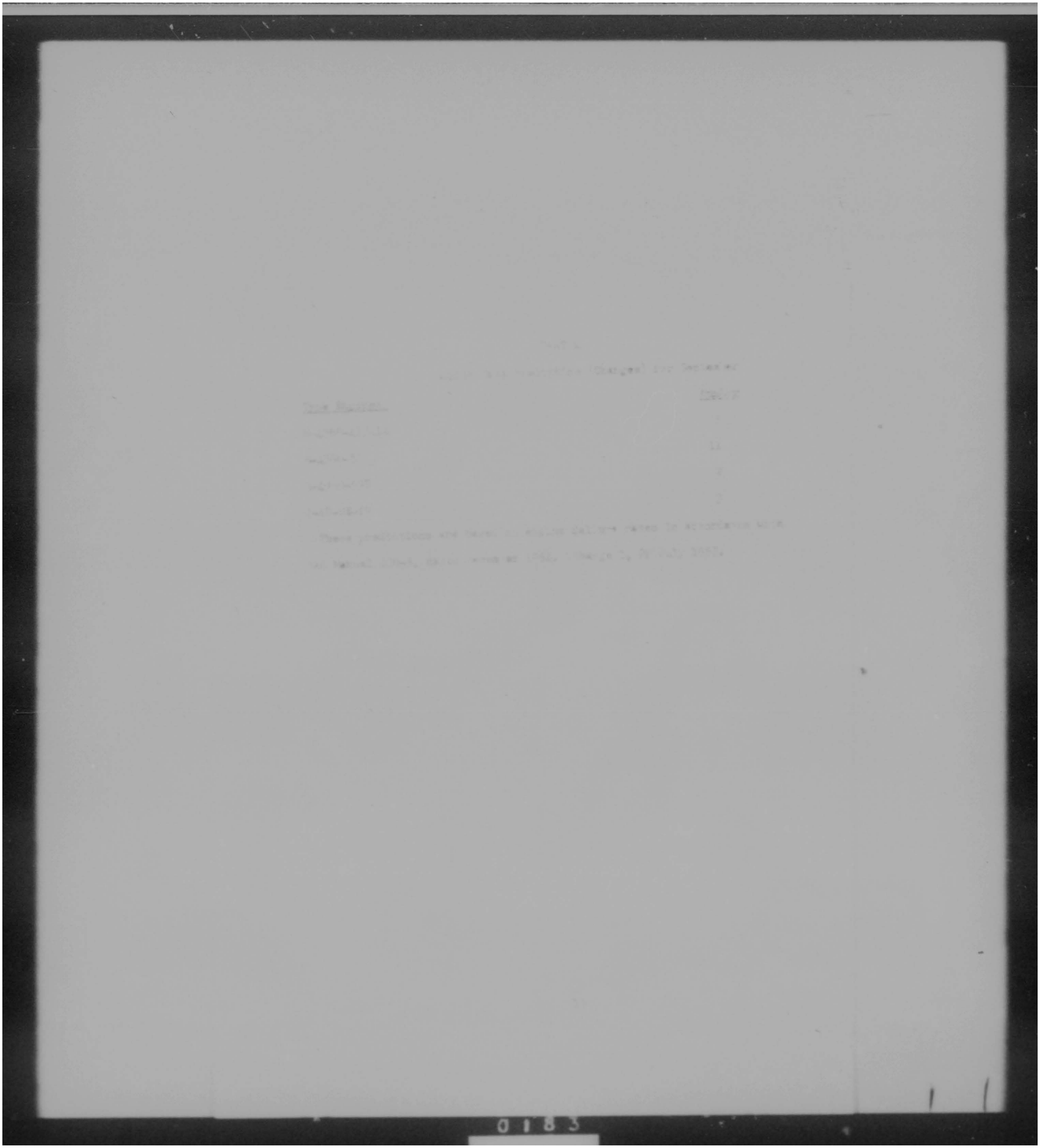

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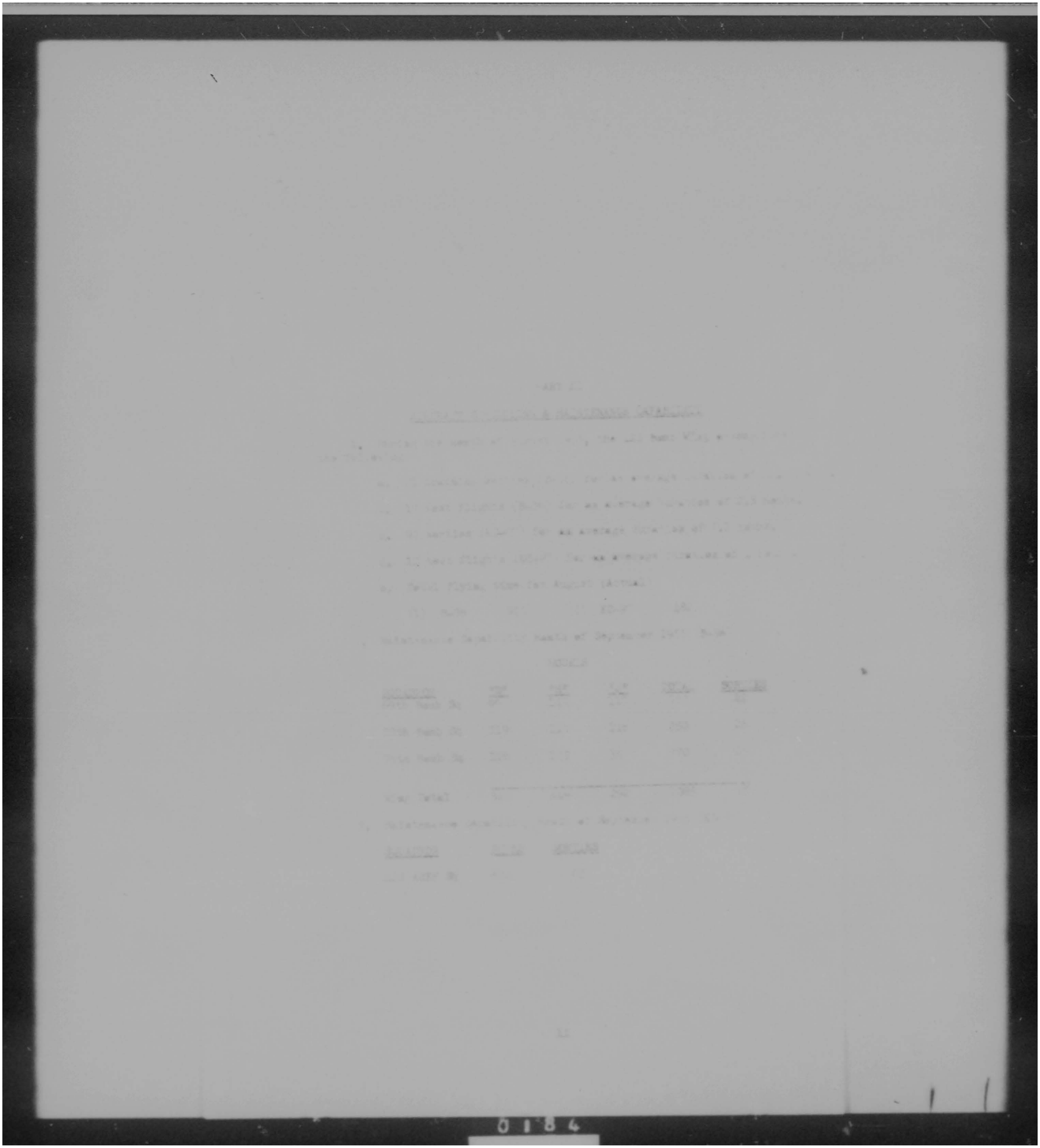

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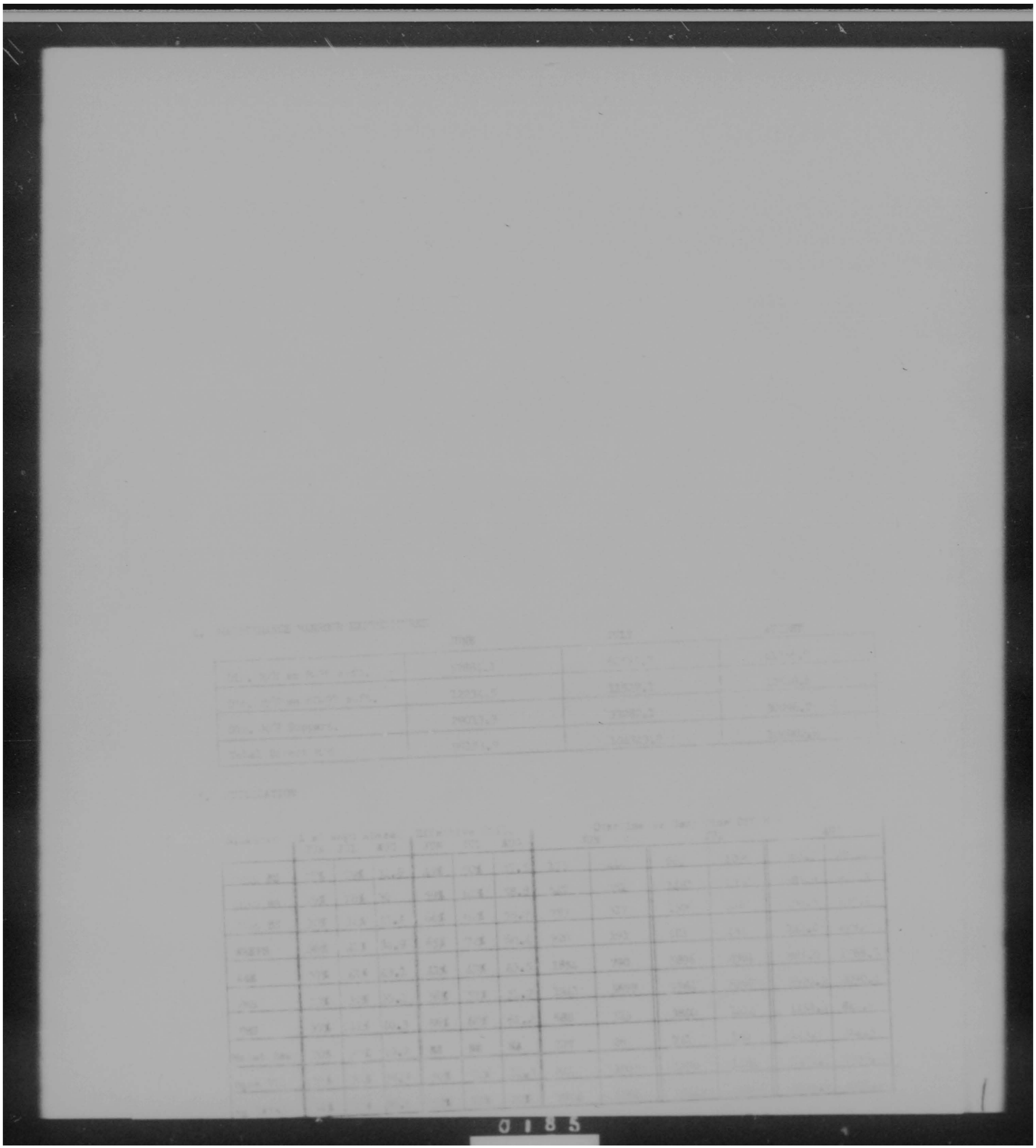

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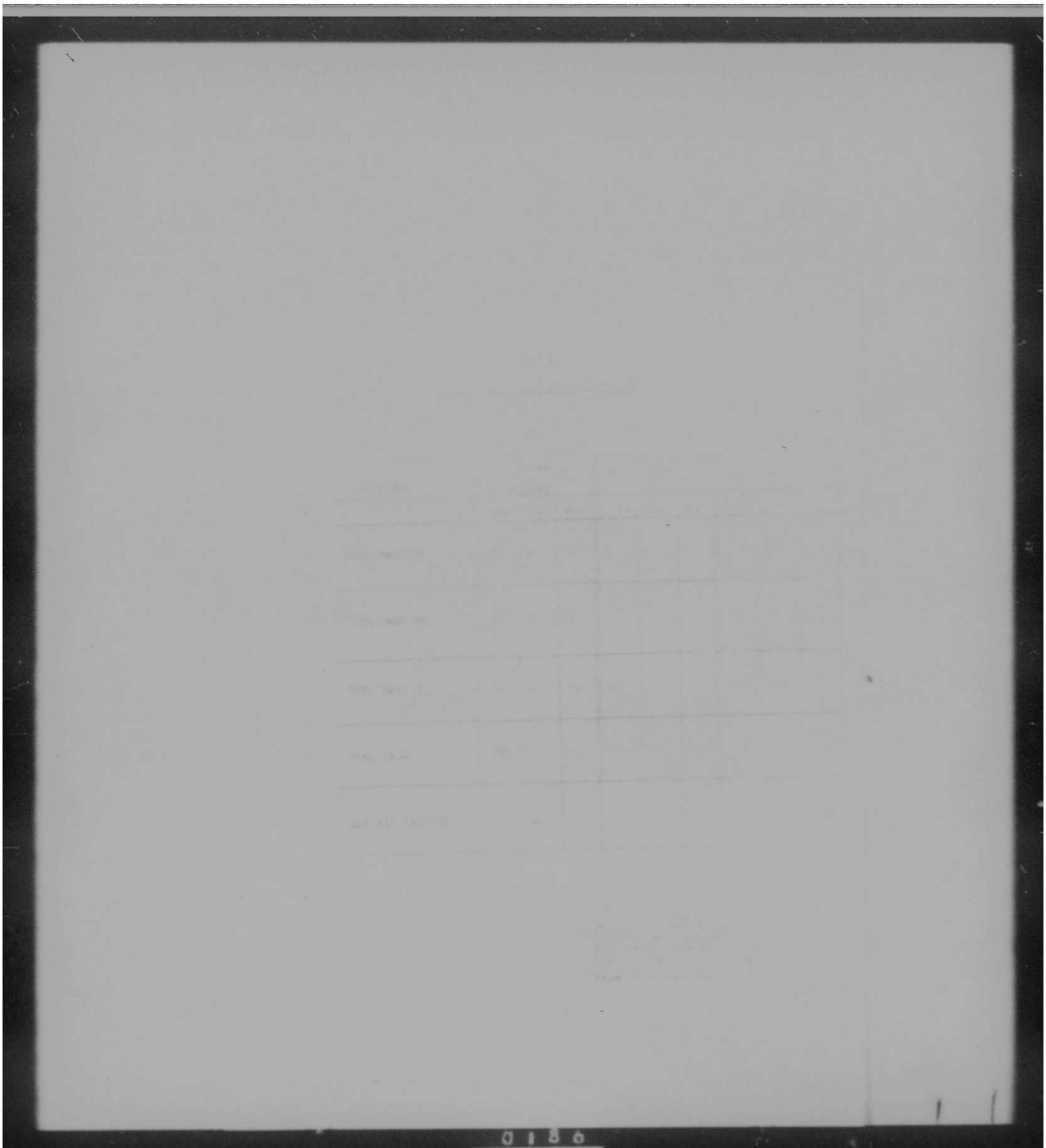

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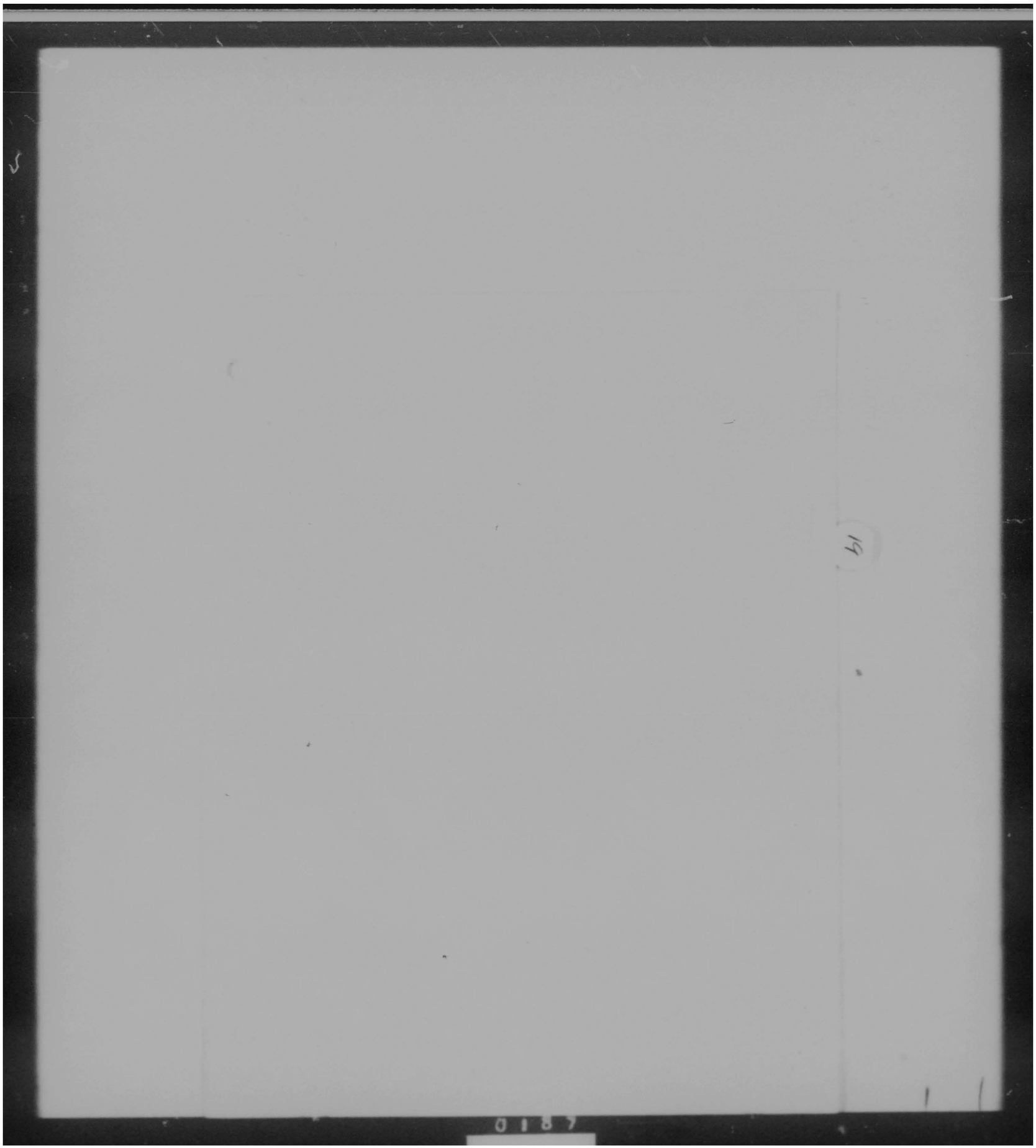

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ADC 1 September 1955

MEMORANDUM FOR: Director of Personnel, 45th AD

SUBJECT: Untrainable 010's

1. To further clarify the position of the untrainable 010's in the USAF manning documents, I would like to know the following information:

a. Establish clearly that untrainable 010's, although within Air Force troop strength, are not considered in our effective manning.

b. The number of 010's assigned to the 45th Air Division.

c. The method by which these individuals were classified as untrainable 010's.

d. What percentage of the 010's can be upgraded into the trainable category.

e. Through what method of evaluation is the above accomplished.

f. What schooling is available within the Air Force structure to raise the aptitude of an untrainable 010.

g. How often can this aptitude test be taken by an individual.

2. The morale and welfare of these individuals, since they are a considerable number, is a fact and must be considered. For that reason, the following questions are submitted:

a. Does the untrainable 010 know his aptitude rating and his deficiencies?

b. Who has that information?

c. Is there a regulation that states that these individuals cannot be promoted?

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Memo for Dir/Pers, Subj: Untrainable OIO's

3. The above information is essential in order to insure that Loring and the Air Force has a satisfactory solution to the problem of untrainable OIO's within the Air Force.

W. K. MARTIN
Brigadier General, USAF
Commander

cc: BP
WDP

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BP Untrainable 010's
ADP BP 7 Sep 55

1. In reply to memorandum from General Martin dated 1 September 1955, the following information is submitted: (Paragraph numbering will correspond to that of ADC memorandum.)

a. Untrainable 010's are considered in our effective manning for the purpose of filling authorized helper level positions.

b. There are 751 helper level airmen assigned to the 45th Air Division. There are 284 authorized helper level positions in the 45th Air Division. There are 200 helper level airmen on OJT for various AFSC's. The breakdown for Wing and Group is as follows:

AFSC	AUTH	ASGD	NET ASGD	UAFSC	AFSC TNG INTO & NO	
			42d Bombardment Wing			
32010		5	5	5		
43010		38	38	38		
46010		5	1	3	46230	2
47010		1	1	1		
53010		15	1	1	53430	14
55010		5			55231	5
57010		1	1	1		
60110		5			60130	5
60310	2	12	12	12		
62010	2	5	5	5		
64010	1	22	20	18	64131	2
					64132	2
70010		45	29	29	70230	16
71010		1			71130	1
73010		3			73231	3
92210		3	3	3		
90010	12	23	16	16	90230	2
					90530	1
					90630	3
					98230	1
TOTAL:	17	191	133	134		57
			42d Air Base Group			
22010		1	1	1		
23010	3	1	1	1		
29010	1	7	5	5	29130	5
43010	2	5	5	5		
46010		11	8	5	46130	6
47010	2	5	4	4	47131	1
53010		1	1	1		
55010	27	28	23	23	55231	5

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BP, Subject: Untrainable 010's

AFSC	AUTH	ASGD	NET ASGD	UAFSC	AFSC TNG INTO & NO	
56010	19	18	11	11	56430	6
					56130	1
57010	42	61	50	50	57130	11
60110		3	3	3		
60310	2	15	13	15		
62010	94	118	114	118		
64010	10	52	39	37	64130/31/32	15
67010		2			67130	1
					67230	1
68010		4	1	1	68230	3
70010	8	56	44	46	70230	10
71010		1	1	1		
72010		4	3	3	72130	1
73010		5	3	3	73231	2
74010	1	12	12	12		
77010	57	149	70	72	77130	77
92210	1	1		1	92230	1
TOTAL:	269	560	412	417		143

c. Airmen are administered the Airman Classification Battery at the Basic Training Wings. Those airmen who do not attain a minimum usable aptitude index of 4 are awarded AFSC 00010 are are assigned to using organizations. In the event all helper level positions are filled, these airmen can be used and reported in any authorized helper level position. Meaning of usable aptitude index: As used in SAC Regulation 52-2, this term is intended to mean an index in an aptitude area which is considered necessary for training and progression in an Air Force Specialty for which a manning requirement exists. Thus, an equipment operator aptitude index of 4, which is needed for training in the 603 career ladder and 57 career field, is termed usable only if manning requirements exist in those specialty areas.

d. There is no set percentage that can be upgraded into the trainable category. Attention is invited to letter Headquarters Eighth Air Force, PDP3A, Subject: Training of Low Aptitude Type Airmen, dated 23 April 1955 (Inclosure No. 1).

e. Paragraph 18d(3)(b), Air Force Manual 35-8, authorizes the squadron commander to request retesting if in his opinion the original or currently reported ACB or AQE scores are invalid for one of the following reasons:

(1) A marked discrepancy exists between an airman's aptitude index and his ability as determined from other information or personal observation.

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BP, Subject: Untrainable OLO's

(2) Facts available indicate that the test was administered under unfavorable conditions.

(3) Air Force Form 20 has been lost or destroyed.

f. These airmen can raise their educational level through USAFI. This is highly recommended due to the fact that a large percentage of these Category IV airmen have not completed grammar school or high school and therefore probably lack sufficient command of the English language to intelligently read and understand the instructions and questions in the ACB and AQE tests. One squadron in the Air Base Group conducted formal instructions in general education to assist these airmen in passing the AQE test.

g. AFPRT 1, Instructions for Administering and Scoring the AQE Tests, states that airmen will not be allowed to be retested. However, Air Force Manual 35-8, which governs all testing conducted in the Air Force, authorizes the squadron commander to request retesting for reasons listed in paragraph 1e above.

2. a. The Basic Training Wings are supposed to advise the untrainable OLO's of their aptitude index during the period utilized in counseling and classifying these men. The situation is explained to them upon arrival at this station by either the Classification NCOIC or the Assignment NCOIC. At this time airmen are also advised of the possibilities of bettering their scores and being placed on OJT.

b. The aptitude scores are recorded on the airman's Form 20 or Form 7, and the individual squadron classification clerk maintains these records at the appropriate Wing or Group Unit Personnel Section.

c. Paragraph 10a, Air Force Regulation 39-29, outlines the requirements for promotion. It states that the airman must be at the apprentice (3) level before being promoted to Airman Second Class.

1 Incl
Ltr PDP3A
23 Apr 55

FRED C. SIMPSON, Lt Col, USAF
Base Director of Personnel

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

PDP3A 23 April 1955

SUBJECT: Training of Low Aptitude Type Airmen

TO: See Distribution

1. The increasing number of requests for waivers of Project Guidance to train basic airmen (AFSC 00010) and low aptitude helper level personnel (010) airmen possessing no usable aptitude index above 3) indicate the probability of incomplete understanding of current technical training and manning policies by your unit commanders. Air Force personnel procurement is governed by a qualitative distribution formula established by the Department of Defense. That directive prescribes that 27% of non-prior service personnel enlisted in the Air Force must be in mental category group IV (AFQT range 13-30). It is intended by both the DOD and Headquarters USAF that these personnel be assigned to authorized manning document positions having limited job requirements. These positions are identified on manning tables with the appropriate helper level AFSC.

2. As a matter of general policy, the Air Force believes that the limited job requirements of helper positions can be satisfied by unskilled personnel. Thus no provisions for training airmen selected for directed duty in helper positions were included in the USAF Program Technical Training. The policies contained in the PTT contemplate the continued assignment of subject personnel in helper positions through, out their period of Air Force service. It is not intended that they be entered into formal on-the-job training, nor is it expected that they progress above pay grade E-2.

3. It is recognized that exceptions to the above policy must be permitted for personnel who, despite low aptitude scores, show outstanding potential or accomplishment in their assigned career fields. Waiver provision to permit their OJT is included in Project Guidance directives. However, the validity and the reliability of the AGB and AQE are sufficiently high as to make a great number of waiver requests unwarranted. This headquarters concurs with any reasonable course of training action which will improve your manning position. However, the advisability of training large numbers of low aptitude personnel into the 3 level specialty is subject to question. Such practice must result in:

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PDP3A, Subject: Training of Low Aptitude Airmen

a. Concentrating undue numbers of low aptitude personnel in a single career ladder.

b. Depriving the career field of its scheduled input of relatively high aptitude personnel from pipe-line resources.

c. Creation of a new progression problem since such airmen experience considerable difficulty in passing the AFJKT and APT.

4. In view of the increasing complexity of equipment and procedures within the Air Force, this headquarters believes that the assignment of low aptitude personnel to a career field should be limited to the present manning document authorizations for helpers. This can be facilitated by limiting training opportunities only to those personnel assigned in helper level Utilization AFSCs who conclusively demonstrate outstanding abilities.

5. Request the above information be given appropriate dissemination within your command.

BY ORDER OF THE COMMANDER:

/s/ Richard D Lebson
/t/ RICHARD D. LEBSON
1st Lt., USAF
Assistant Adjutant

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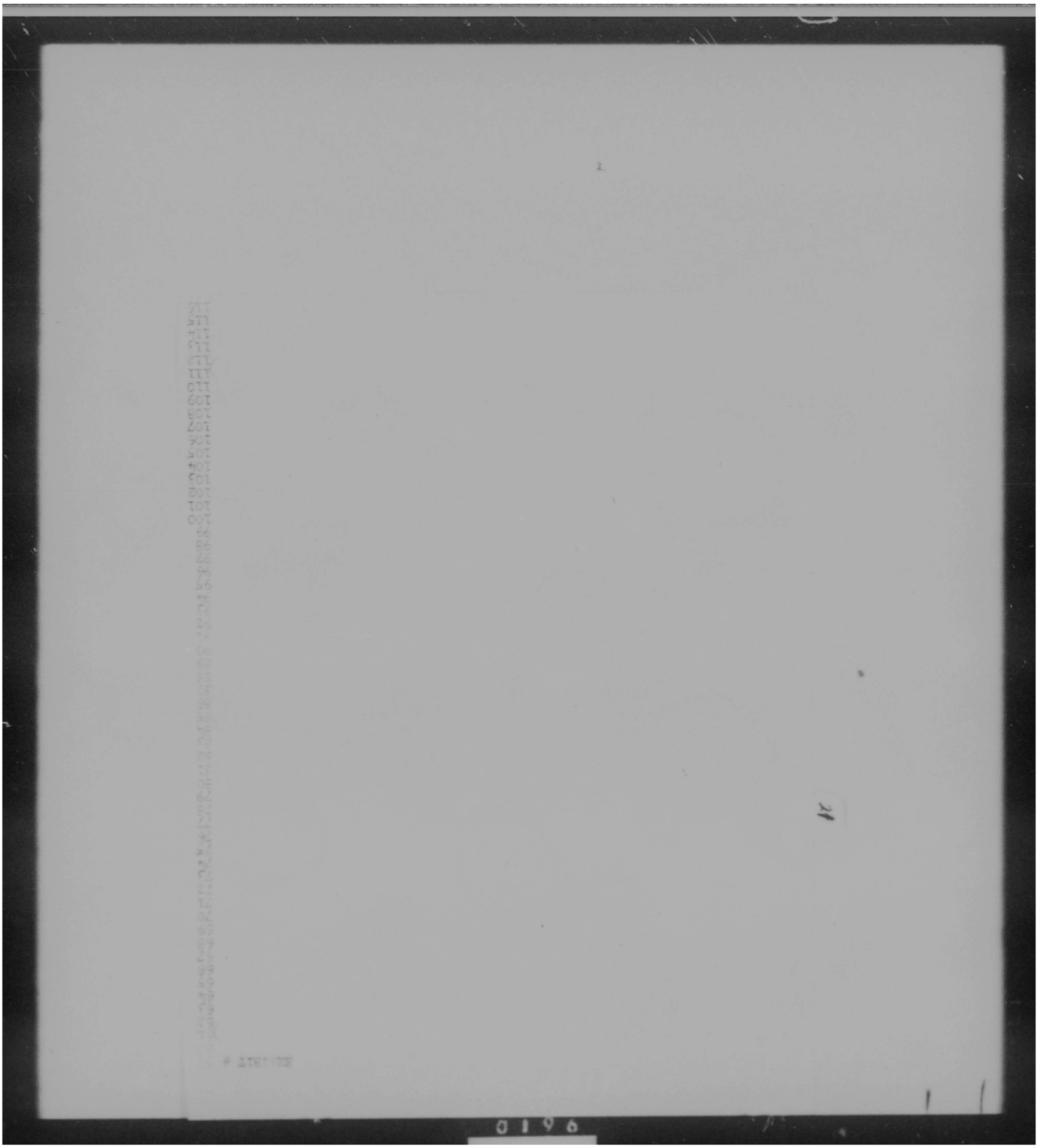

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BI-MONTHLY REPORT OF PROFESSIONAL ACTIVITIES
OF AIR FORCE HOSPITALS

Reports Control
Symbol AF - M9

Period Covered
10 June 1955

USAF HOSPITAL
Loring Air Force Base
Limestone, Maine

Date Ending
31 August 1955

SECTION I ---- HOSPITAL COMMANDER'S REPORT

1. Admissions: a. Total - 462 b. Active Duty Military - 176 c. Other - 286

2. Transfers and Reassignments:

a. To Army Facilities:

Register Number	Arm or Sv of Patients	Principal Diagnosis	Reason for Transfer
5100	Army	Observation, medical, suspected encephalopathy due to old trauma: Nov 52 (details unknown) manifested by severe left parietal headaches. LD, Yes.	Required specialized neurological and neurosurgical diagnosis and treatment.
4867	Army	Pterygium, left eye. LD, Yes.	Ophthalmological surgery required.
4831	Army	Observation, psychiatric, suspected maladjustment, situational, acute. LD, Yes.	Specialized psychiatric diagnosis and treatment required.

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HOSPITAL COMMANDER'S REPORT (Con't)

b. To Navy Facilities:

Register Number	Arm or Sv of Patients	Principal Diagnosis	Reason for Transfer
5067	Civ Dep	Pneumonia, lobar, n.e.c., right, upper, middle, and lower, organism undetermined.	Thoracic surgical and medical care of specialized nature needed.

c. To Air Force Facilities:

Register Number	Arm or Sv of Patients	Principal Diagnosis	Reason for Transfer
4968	Air Force	Pterygium, left eye. LD, Yes.	Ophthalmological surgery required.
4917	Civ Dep	Arthritis, n.e.c., cervical spine, cause undetermined.	Specialized diagnosis and treatment needed.
4884	Civ Dep	Convulsions, etiology undetermined.	Neurological diagnosis and treatment required
4956	Civ Dep	Atresia of anus, congenital, partial.	Specialized surgical treatment required.
4973	Air Force	Heterotropia, right, exotropia, cause undetermined. LD, Yes.	Specialized ophthalmological diagnosis and treatment required
4970	Air Force	Myopia. LD, Yes.	Specialized ophthalmological diagnosis and treatment required.
4971	Air Force	Observation, medical, suspected epilepsy, petit mal. LD, Yes.	Specialized neurological diagnosis and treatment required.
4975	Air Force	Calcification of ligament, right elbow cause undetermined. LD, Yes.	Specialized orthopedic diagnosis and treatment required.

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HOSPITAL COMMANDER'S REPORT (CON'T)

Register Number	Arm or Sv of Patients	Principal Diagnosis	Reason for Transfer
4974	Air Force	Observation, psychiatric. LD, Yes.	Specialized psychiatric diagnosis and treatment required.
4947	Civ Dep	Observation, medical, suspected retrobulbar neuritis.	Specialized neurological, ophthalmalogical, and medical diagnosis and treatment required.
5027	Civ Dep	Tumor of cervical spine, type undetermined, primary site of origin.	Specialized neurosurgical diagnosis and treatment required..
4955	Air Force	Wound, lacerated, multiple, of index, middle, and ring fingers, left, with partial digital artery and nerve involvement. LD, Yes. Fracture, compound, n.e.c., multiple, of index, middle, and ring fingers, left, with partial digital artery or nerve involvement. LD, Yes. AI when patient, while on duty as a jet engine mechanic, put his hand in air intake of jet to clean it out, thinking motor had stopped, causing patient to have left hand cut by compressor blade, 1045 hours, 22 Jul 55, Hangar # 1, Flight Line, Presque Isle AFB, Maine	Specialized surgical care required.

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HOSPITAL COMMANDER'S REPORT (CON'T)

Register Number	Arm or Sv of Patients	Principal Diagnosis	Reason for Transfer
4915	Air Force	Observation, medical, suspected epilepsy. LD, Yes.	Specialized neurological diagnosis and treatment required.
4922	Air Force	Exostosis, n.e.c., left tibial tuberosity, cause undetermined, primary site of origin. LD, Yes.	Specialized orthopedic diagnosis and treatment required.
4910	Civ Dep	Stricture, esophagus, type undetermined, due to swallowing lye when she was a child. Observation, surgical, suspected foreign body, esophagus.	Specialized bronchoscopic treatment required.
4925	Civ Dep	Cortical seizure, focal (Jacksonian) motor, left face and left side of body, arm and leg, cause undetermined.	Specialized neurological and neurosurgical care required.
4972	Air Force	Fracture, simple, n.e.c., neck, left, mandible, no artery or nerve involvement. AI when patient, while off duty, was a passenger in an auto which went out of control and ran into a ditch, causing patient to hit dashboard with left side of face, 0230 hours, 28 Jun 55, Highway #89, between Limestone and Caribou, Maine. LD, Yes.	Specialized orthopedic or dental surgical treatment required.

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HOSPITAL COMMANDER'S REPORT (CON'T)

Register Number	Arm or Sv of Patients	Principal Diagnosis	Reason for Transfer
4935	Civ Dep	Tuberculosis, pulmonary, active, moderately advanced. Not PR.	Specialized tuberculosis treatment required.
5068	Air Force	Observation, medical, suspected petit mal epilepsy.	Specialized neurological diagnosis and treatment required.
5122	Air Force	Deflection of nasal septum, cause undetermined. LD, Yes.	Specialized ENT diagnosis and treatment required.
5109	Civ Dep	Alcoholism, chronic, severe, manifested by confusion, tremors; predisposition, moderate; stress, minimal; impairment, moderate. Not PR.	Specialized psychiatric treatment required.
5185	Air Force	Pterygium, right, LD, Yes.	Specialized ophthalmologic treatment required.
4914	Air Force	Anxiety reaction, acute, severe, manifested by shaking spells with sweating, left chest pains, palpitations and occasional crying; Stress, mild; Predisposition, moderate; Impairment, moderate. LD, No. EPTS.	Specialized psychiatric treatment required.

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HOSPITAL COMMANDER'S REPORT (CON'T)

Register Number	Arm or Sv of Patients	Principal Diagnosis	Reason for Transfer
5235	Air Force	Observation, psychiatric, suspected sexual deviate. LD, No. EPTS.	Specialized psychiatric diagnosis and treatment required.
5241	Air Force	Fracture, simple, n.e.c., of subcondylar portion of both rami of mandible, no artery or nerve involvement. AI when patient, while on duty as a cook became dizzy and fell, striking his jaw on table top, 0930 hours, 29 Aug 55, Caswell AF Station, Maine. LD, Yes.	Specialized dental, surgical, or orthopedic treatment required.
5234	Civ Dep	Patent ductus arteriosus.	Specialized vascular surgery required.
5238	Civ Dep	Aneurysm, arteriovenous, congenital, probably common artery or branch, cause undetermined.	Specialized vascular surgery required.

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HOSPITAL COMMANDER'S REPORT (CON'T)

3. Professional meetings held during the two months were as follows:

a. Weekly professional staff meetings were held in the hospital.

b. An evening meeting was held on Thursday, 25 August 1955. This was a joint meeting of all medical officers present for duty, members of the consulting staff and civilian physicians from the neighboring communities.

Following the dinner, the paper was presented by Drs. Langford and Behrens of the hospital staff. The presentation was "Basic Problems of Military Medical Planning for Emergencies and Disasters" by the Hospital Commander, Lt Col Langford and "The Treatment of Burns" by the Chief of Surgical Services, Capt Behrens.

c. The Dental Section conducted a two-day course of instruction and training program on 22 and 23 August 1955. The program was "Construction of Cast Partial Dentures" and was conducted by a representative from the research division of the Ney Gold Company.

4. Narrative comments concerning all professional activities:

a. The mission of the hospital is not seriously affected by changes in Air Force doctor staffing in any specific areas.

b. No specialties normally available have been curtailed due to failure to receive qualified replacements.

c. There is no excessive workload on the professional staff.

JAMES G. LANGFORD
Lt Col, USAF (MC)
Commander

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HOSPITAL COMMANDER'S REPORT (CON'T)

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c. There is no excessive workload on the professional staff.

JAMES G. LANGFORD
Lt Col, USAF (MC)
Commander

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SPECIALTY: Pediatric Section - Inclosure #1

This premature white female infant was born in the Loring AFB Hospital on 19 August 1955, weighing 5 lbs 4-3/4 oz. The mother had had an uneventful prenatal course and her expected date of confinement was 29 August 1955. She had had uremia and pyelonephritis with the first two pregnancies. The delivery was uneventful and spontaneous. The cry initially was lusty and the infant's condition throught to be good immediately at birth.

In a short time the child's color became poor with difficult respirations and poor cry. When first examined by the pediatrician, the child had only a fair appearance, was cyanotic if out of oxygen, the air exchange was rather poor, there was a slight asymmetry of the chest, with the right chest being somewhat less expanded. There was mild retraction of the sternum on inspiration. The child was placed in an Isolette incubator with a vaporizer and antibiotics and gradually over a period of the next two days, the condition deteriorated progressively. The air exchange became less as time progressed. X-ray initially revealed moderate areas of consolidation and on the day of the infant's demise showed diffuse, almost complete consolidation of both lungs. The infant expired at 2102 hours, 21 August 1955.

A postmortem examination was performed which revealed a fairly well-developed, fairly well-nourished white female newborn infant who was an obvious premature and immature infant. There was no free pleural fluid. The lungs were both non-expanded, dark red, meaty in consistency and appeared non-air-containing. Sections were taken from the lungs and from all the other thoracic and abdominal viscera and sent to the First Army for microscopic examination. There was no gross abnormality of the heart. The trachea and bronchi were clear of secretions. This is felt to be a case of a premature infant with poor lung expansion.

J. W. GEORGE
Captain, USAF (MC)
Chief of Pediatric Section

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SPECIALTY: Pediatric Section - Inclosure #2

This infant was born in the Loring Air Force Base Hospital on 23 July 1955 after a full term normal pregnancy. The infant was a breech delivery and at delivery was found to have a large cystic mass attached to the occipital and cervical region of the head and neck. This was assumed to be an encephalo-meningo-myelocele. There was marked difficulty in delivering the head and shoulders due to this marked deformity and the child was somewhat traumatized at delivery. There was a period of several minutes before respirations could be established. The infant had aspirated a moderate amount of meconium-stained amniotic fluid. The cystic sac was approximately the same size as the infant's skull and had a broad base of attachment to the occipital and posterior cervical region of the skull and neck and to the upper thoracic region of the back. The child appeared otherwise fairly normal. There was a large bony defect palpable in the occipital skull, the suture lines and fontanelles were quite open. There was only a fair air exchange following resuscitation.

The child was placed in an incubator with warmth and moisture and given nothing by mouth for the first twenty-four hours. The child's color and respiration improved somewhat and at about thirty hours of age, oral feedings of sterile water were initiated. On the second day of life the child began to have irregular jerky respirations and periods of apnea and cyanosis and the condition gradually deteriorated. Despite resuscitative measures the infant expired at 1000 hours on 26 July 1955.

On the day of birth, consultation by telephone was obtained with the Chief of Neurosurgery at the Chelsea Naval Hospital in Boston, who recommended conservative care for the first week of life and if the child survived at that time, referral to the Chelsea Naval Hospital for an attempted surgical repair.

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SPECIALTY: Pediatric Section - Inclosure #2 (con't)

AUTOPSY REPORT:

External examination revealed this to be the body of a newborn female infant appearing of the stated age of three days. There was a large rounded fluid-filled sac, approximately the same size as the infant's head, attached to the occipital area of the skull and to the posterior cervical area of the neck, covered with skin and partially with hair. The infant's body was pale. There were petechial hemorrhages over the lower extremities. There was a peculiar fullness to the skin of the neck and a marked receding appearance to the chin. The large sac on the posterior surface of the head was opened and a yellow, straw-colored clear fluid exuded. The sac was lined by a shining, glistening membrane which was continuous with the meninges of the brain. There was a thin meninginal layer and a thicker dural layer. On opening this sac and draining off the fluid, there was exposed an approximately 5 cm rounded defect in the occipital skull, through which one could see a rather malformed cerebellum and brain stem. The skull was opened and the brain removed, the cerebral hemispheres appearing normal. The cranial nerves coming off the brain appeared normal. The brain stem revealed a malformation of the cerebellar hemispheres and of the brain stem. The brain was placed in formalin for further examination.

An incision was made over the cervical and thoracic spine, posteriorly and the spine seemed normal to palpation. Complete exposure of the thoracic spine was not accomplished. The infant was then placed on its back and a Y-shaped incision used to open the chest and abdomen. The examination of the chest revealed no free fluid in the pleural cavities. The right lung was red in color and meaty in consistency and seemed to contain little air. The left lung showed alternate areas of atelectasis or non-expansion and other areas of marked over-expansion.

Examination of the heart revealed it to consist of a single auricular chamber with two ventricles and a high septal defect (interventricular septal defect). There was some type of anomaly of the major vessels coming off the heart, both of which arose from what appeared to be a thickened, enlarged right ventricle. The pulmonary veins appeared to empty into the large single auricle.

On opening the abdomen, there was seen to be a situs inversus of the abdominal organs, with complete transposition of the abdominal viscera. Except for this and for the presence of an accessory spleen, the abdominal organs were normal. There were no areas of atresia of the bowel noted. The heart and lungs were removed "en block" and will be sent along for further dissection. Specimens were taken from all of the abdominal organs and will be sent for microscopic examination.

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AUTOPSY REPORT (Con't)

The impression at completion of gross post mortem examination was:

1. Meningocele, occipital

2. A congenital heart malformation with a three-chambered heart and a high ventricular septal defect, with possible anomalies of the great arterial and venus vessels arising from the heart.

3. A situs inversus of the abdominal organs.

J. W. GEORGE
Captain, USAF (MC)
Chief of Pediatric Section

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SPECIALTY: Pediatric Section - Inclosure #3

This seven-month old white male infant was admitted to the Loring Air Force Base Hospital on Sunday, 7 August 1955, for a herniorrhaphy on the right side. The child was discovered to have a fever of 103.5° at that time and on further questioning, the following history was elicited:

Around the first of August the child began to have a cold with stuffy nose and slight respiratory difficulty. He was seen in the Emergency Room of the LAFB Hospital on the night of 3 August, at which time a pharyngitis and otitis media were discovered and the child started on terramycin, oral suspension, in full dosage. Two days later, on 5 August, the parents took the child to a local civilian physician who discontinued the terramycin and started the child on some unknown medicine, said to be administered for the child's diarrhea.

The child was next seen in the Emergency Room of the Loring AFB Hospital on the night of 6 August, at which time a fever was discovered. An upper respiratory infection was said to be present and the child was given 300,000 units of procaine penicillin and was to be admitted to the hospital the following day. On 7 August, the child was admitted to the Surgical Service as described above. The child was seen by the OD and thought to have an upper respiratory infection, with otitis and pharyngitis, and started on 300,000 units of procaine penicillin daily. The child continued to have a fever of 103 - 104° and was seen in consultation by the Pediatric Service on 8 August, at which time an otitis media was noted. There were questionable findings of decreased breath sounds and dullness in the right side of the chest. There was no respiratory difficulty at this time. The child's penicillin dosage was increased to 200,000 units of aqueous crystallin penicillin, q6h and a chest x-ray ordered. The chest x-ray revealed an almost homogeneously opaque right lung field, and on the following day, 9 August, the child began to have moderate to marked respiratory difficulty and cyanosis of the lips. The child was placed in a Croupette at this time with Alevaire nebulization. A throat culture was taken. The antibiotic regime was instituted as follows: aqueous crystallin penicillin, 400,000 units q6h, terramycin, 125 mgms q6h, gantrisin, 1/2 gm intramuscularly q8h.

Physical examination at this time revealed a well-developed, well-nourished, but quite pale white male infant who was acutely ill. There was marked respiratory distress and grunting respiration. There was cyanosis of the lips on removal from the oxygen for prolonged periods. The upper respiratory tract revealed a bilateral otitis media and a moderate pharyngitis. Examination of the chest revealed a clear left lung field and a right lung field which was flat to percussion and with very little in the way of breath sounds heard to auscultation, except for tubular breathing which seemed to come from the bronchi.

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SPECIALTY: Pediatric Section - Inclosure #3 (Con't)

Additional laboratory work available at this time revealed a 10 gm hemoglobin, a 41,500 WBC, with 64 polys and 36 lymphs, and a normal urinalysis. The neurological examination at this time was entirely normal.

The child was continued on full antibiotic dosage with oxygen without appreciable improvement and with continued spiking fever to 103 to 104° daily. On 12 August the child's hemoglobin was 9.5 gms. At that time he was given a small, 75 cc, whole blood transfusion. His throat culture revealed a small growth of alpha streptococci and a moderate growth of aerobacter and E.Coli. Chest x-ray obtained on 10 August revealed some clearing of the right lung field and no shift of the trachea in either direction. The child was followed very carefully by physical examination and x-ray. On 12 August, the chest x-ray revealed again a homogeneous opacity of the right lung field. Fluoroscopy at that time revealed no evidence of tracheal shift. The right diaphragm could not be seen and the left diaphragm was seen to move normally. No evidence of foreign body could be seen.

The child was seen in consultation at that time by Dr. Draper Warren, consultant in Internal Medicine, who felt that no evidence of fluid was present at that time. A first strength PPD was negative on that date. A chest x-ray on 15 August for the first time revealed some evidence of tracheal shift to the left with again the same homogeneous opacity of the right lung field, with no evidence of fluid level or foreign body. Because of the child's lack of response to treatment and the continued opacity of the right lung field, a thoracentesis was done on 15 August, which revealed a rather thin purulent fluid which was cultured and which contained a hemolytic staphylococcus aureus. Approximately 30 - 45 ccs were withdrawn from the chest and no more could be obtained from three withdrawal sites. The chest was tapped on 16 August and again 30 ccs of a thin purulent fluid were removed. At this time sensitivities were obtained which showed the staphylococcus aureus to be sensitive to chloromycetin and slightly sensitive to aureomycin. The child was started on intramuscular chloromycetin and on intravenous aureomycin. On 18 August the child was again tapped and at this time 100 ccs of the same fluid was withdrawn and 75 mgms of aureomycin instilled in the pleural cavity. The child's temperature came down to approximately normal levels at this time. The child was continued on intramuscular penicillin and on oral chloromycetin and aureomycin.

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SPECIALTY: Pediatric Section - Inclosure #3 (con't)

The child was transferred to the Chelsea Naval Hospital where the chest taps were repeated with the same results insofar as the organism and its sensitivities. After three or four days of repeated tapping, a rubber drain was placed in the pleural cavity at this hospital and the child's condition has improved markedly.

J. W. GEORGE
Captain, USAF (MC)
Chief of Pediatric Section

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SPECIALTY: Pediatric Section - Inclosure #4

This two year old white male infant was admitted to the Loring Air Force Base Hospital on 3 August 1955 with the transfer diagnosis of meningitis. The child's present illness was said to have begun two days before admission, when he suddenly ran a very high fever of 105.8°. He was seen at the Presque Isle AFB Dispensary at that time. No definite diagnosis was arrived at and the child was treated with procaine penicillin, oral terramycin and oral gantrisin. The following day his fever had dropped, he seemed symptomatically slightly better and he was again given the same medications. On 3 August, the day of admission, the child's fever had reappeared. The child had marked signs of meningitis, with stiff neck, back, and legs, a high-pitched cry, and a position of ophistotonus. A lumbar puncture was done at the Presque Isle Dispensary which revealed a cloudy fluid with approximately 1000 WBC's, mostly polys: no organisms could be seen.

The child was transferred to this hospital where the spinal fluid sugar was found to be 35 mgms % and no definite organisms were seen. The spinal fluid was cultured, the child was put on a wide spectrum of antibiotics, including massive doses of both intravenous and intramuscular penicillin, intramuscular chloromycetin, and intramuscular gantrisin. The child showed the typical picture of a severe meningitis at that time.

The child's condition slowly improved over a period of three or four days and his fever had disappeared in approximately three days. The child was continued on 1 million units of aqueous crystallin penicillin and full dosages of gantrisin and chloromycetin for a period of eleven or twelve days. On the last five to six days of treatment, the child was completely afebrile and in the last four days of treatment was symptomatically and physically quite normal. The medication was discontinued and the child remained in the hospital for five days on no medication. His temperature remained normal, his condition remained entirely normal. The follow-up lumbar punctures revealed a white count of 8 polys on 11 August, with a normal sugar and no increase in the Pandy. The child was discharged on 19 August 1955 and a lumbar puncture on 18 August revealed a clear fluid under no increase in pressure, with 15 WBC's, 3 polys, and 12 lymphs, a normal sugar and no increase in the Pandy. All spinal fluid cultures have been negative for pyogenic organisms and cultures for acid-fast organisms are continuing. Acid-fast smears have been negative. The sedimentation rate on the day of discharge was 49 mms per hour with 10.5 gms hemoglobin. This was not corrected and

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SPECIALTY: Pediatric Section - Inclosure #4 (Con't)

would probably be close to normal if a correction for the anemia had been done. The child was discharged on no medication other than oral iron and will be seen in one week in the Loring AFB Pediatric Clinic and closely followed there.

J. W. GEORGE
Captain, USAF (MC)
Chief of Pediatric Section

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SECTION II ---- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Medical Service:

2. a. Number of patients admitted to the service or section: 113

   b. Number of outpatient visits to the service or section: 1048

3. Number of patients occupying beds at end of period: 12

4. Number of patients hospitalized longer than 90 days at end of period: 0

5. Number of operations performed: None

6. Somatic Therapy: None

7. Complications: None

8. Hospital Deaths: None

9. Remarks, unusual problems, etc: See Inclosure #5

10. Officers Assigned:

Name	Grade	Specialty No. (With Suffix)	Proportion of Total Time Assigned to this Service
CORNISH, L. R.	Captain	9356	50%
LIPPY, W. H.	1/Lt	9326	50%

Lawrence R Cornish

LAWRENCE R. CORNISH
Captain, USAF (MC)
Chief of Medical Service

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SPECIALTY: Medical Service - Inclosure #5

The patient is a nineteen year old white married female, who entered this hospital 7 August 1955 with a history that she had been well until approximately four days prior to admission when she noted the sudden onset of severe shortness of breath, followed by pain in the anterior upper left chest. This had been preceded by no cold or other illness and was entirely spontaneous in onset. At the time of onset of the symptoms, the patient was lying in bed. She was seen by a physician at that time and treated with a sedative. She got along well for three days with only mild shortness of breath and no pain, until the day of admission, when in the evening while watching a movie in a drive-in theater, she again experienced the same symptoms with severe dyspnea followed by pain in the anterior chest. She was seen at a civilian hospital and transferred to this hospital for diagnosis and treatment. She had not had chills or fever. She had a mild non-productive cough but this was not a prominent symptom in her illness.

The past history reveals that she is a housewife, she had the usual childhood illnesses, plus pneumonia. She has had no serious adult illnesses. There is a negative family history and there were no operations or injuries.

The systemic review was non-contributory, although she thought that she had had more shortness of breath on heavy exertion than other people; however, this has not been severe enough to bother her activities nor to seek medical aid. There is no history suggestive of rheumatic fever.

Physical examination at the time of admission revealed a well-developed, well-nourished white female who was having moderate distress on breathing. The head and neck revealed no abnormalities; eyes, ears, nose and throat were clear; the chest expansion was equal; the lungs were clear to percussion and auscultation. Examination of the heart revealed that it was not clinically enlarged, there was a normal sinus rhythm and no murmurs. On examination of the heart after forced expiration, with holding of the breath, there was a crackling sound heard over the apex and over the tricuspid area that was synchronous with the heart beat. This was not of the nature of a friction rub. The abdomen was soft and flat, there were no masses or tenderness, and no organs palpable. The remainder of the examination was within normal limits.

The laboratory work on admission revealed a white blood count of 5,800 with 72 neutorphils and 28 leukocytes. Hemoglobin was 13.5 gms. The sedimentation rate was 54 mms per hour, corrected to 39 mms per hour. The urine was essentially negative. An EKG revealed no abnormalities. Examination by

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SPECIALTY: Medical Service - Inclosure #5 (Con't)

chest x-ray revealed a halo-like configuration around the left border of the heart that was approximately 1/4" across.

With these findings a diagnosis of mediastinal emphysema was made, and the treatment was merely bed rest and supportive care. Within two days the patient's symptoms had cleared and the x-ray findings were no longer present. Following this, during the rest of her hospital stay, she had no further difficulty and there were no further clinical signs. She was discharged to the Medical Clinic on 12 August 1955.

LAWRENCE R. CORNISH
Captain, USAF (MC)
Chief of Medical Service

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SECTION II ---- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Surgical Service

2. a. Number of patients admitted to the service or section: 131

   b. Number of outpatient visits to the service or section: 521

3. Number of patients occupying beds at end of period: 8

4. Number of patients hospitalized longer than 90 days at end of period: None

5. Number of operations performed: 71

	Major	Minor
a. Emergency	3	2
b. Elective	7	59

6. Somatic Therapy: None

7. Complications: None

8. Hospital Deaths: None

9. Remarks, unusual problems, etc.: None

10. Officers Assigned:

Name	Grade	Specialty No. (With Suffix)	Proportion of Total Time Assigned to this Service
BEHRENS, D. T.	Captain	9416 C	100 %
FRASCATI, F. P.	1/Lt	9326	75%

Gordon W Scott for

DONALD T. BEHRENS
Captain, USAF (MC)
Chief of Surgical Service

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SECTION II ---- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Gynecological Service

2. a. Number of patients admitted to the service or section: 36

   b. Number of outpatient visits to the service or section: 649

3. Number of patients occupying beds at end of period: 5

4. Number of patients hospitalized longer than 90 days at end of period: 0

5. Number of operations performed:

	Major	Minor
a. Emergency	0	4
b. Elective	1	13

6. Somatic Therapy: None

7. Complications: None

8. Hospital Deaths: None

9. Remarks, unusual problems, etc. None

10. Officers Assigned:

Name	Grade	Specialty No. (With Suffix)	Proportion of Total Time Assigned to this Service
BADE, P. H.	Captain	9356	40%
MALACKOWSKY, M.N.	1/Lt	9326	25%

Paul H. Bade

PAUL H. BADE
Captain, USAF (MC)
Chief of Gynecological Service

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SECTION II ---- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Obstetrical Service
2. a. Number of patients admitted to the service or section: 171
   b. Number of outpatient visits to the service or section: 1658
3. Number of patients occupying beds at end of period: 11
4. Number of patients hospitalized longer than 90 days at end of period: 0
5. Number of operations performed: 1
6. Somatic Therapy: None
7. Complications: 7
8. Hospital Deaths: 4(infants)
9. Estimated maximum obstetrical capacity: 75
10. Total number of deliveries: 156
    a. Complicated: 7
    b. Uncomplicated: 149
11. List number of deliveries with complications:

Register Number	Complication	Disposition
4814	Premature separation of placenta	Discharged
4917	Threatened abortion(early)	Discharged
5024	Hemorrhage, postpartum, due to retained placenta.	Discharged
5036	Toxemia, pre-eclamptic.	Discharged
5123	Premature separation of placenta	Discharged

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SPECIALTY: Obstetrical Service (Con't)

11. List number of deliveries with complications (con't)

Register Number	Complication	Disposition
5138	Eclampsia, postpartum	Discharged
5243	Toxemia, pre-eclamptic	In hospital at present

12. Number of births:

a. Still births:	2
b. Full term live births:	143
c. Premature live births - Total:	11
(1) Under 500 grams:	0
(2) 500-999 grams:	0

13. Neonatal Deaths:

Name	Age at Death	Cause of Death
Guilfoyle, Sharon A.	1 hr 10 min	Congenital atelectasis
Pearson, Blaine M.	2 hrs	Congenital atelectasis
Cockraft, Cynthia	3 days	Meningocele
Cockran, Donna	2 days 21 hrs	Prematurity with congenital atelectasis

14. Remarks, unusual problems, etc: None

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SPECIALTY: Obstetrical Service (Con't)

15. Officers Assigned:

Name	Grade	Specialty No. (With Suffix)	Proportion of Total Time Assigned to this Service
BADE, P. H.	Captain	9356	50%
MALACKOWSKY, M.N.	1/Lt	9326	50%

Paul H Bade

PAUL H. BADE
Captain, USAF (MC)
Chief of Obstetrical Service

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SECTION III ----REPORT OF OUTPATIENT SERVICE

1. Workload:

Visits -- Total: 10251

	Total	Military	Other
To Facility:	10251	5036	5215
To Home:	0	0	0
Treatments:	13977	6051	7926

2. Officers Assigned:

Name	Grade	Specialty No. (With Suffix)	Proportion of Total Time Assigned to this Service
CORNISH, L.R.	Captain	9356	25%
SNYDER, M.	Captain	9754	100%

LAWRENCE R. CORNISH
Captain, USAF (MC)
Director of Clinics

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SECTION IV ---- REPORT OF LABORATORY SERVICE

1. Total number of examinations clinical laboratory: 14901

2. Total number of tissue examinations: None

3. Capabilities of laboratory for other than routine blood and urine examinations:

Complete blood banking facilities, diagnostic bacteriology and parasitology. Rana pipens (frog pregnancy test), clinical chemistry, serological procedures, including bacteriological virus and blood banking serology.

4. Remarks, unusual problems: None

5. Officers Assigned:

Name	Grade	Specialty No. (With Suffix)	Proportion of Total Time Assigned to this Service
GETTMAN, F.C.	1/Lt	9151	100%

Frank C. Gettman
FRANK C. GETTMAN
1/Lt, USAF (MC)
Laboratory Officer

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SECTION V ---- REPORT OF RADIOLOGY SERVICE

1. Number of examination: 1724
   a. Fluoroscopic: 25
   b. Radiographic: 1649
   c. Electrocardiographic: 50
2. Number of treatments, if any: None
3. Remarks, unusual problems, etc.: None
4. Officers Assigned:

Name	Grade	Specialty No. (With Suffix)	Proportion of Total Time Assigned to this Service
CORNISH, L. R.	Captain	9156	25%

LAWRENCE R. CORNISH
Captain, USAF (MC)
Chief of Radiology

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SECTION VI ---- REPORT OF PHARMACY SERVICE

1. Total number of prescriptions filled: 4020

   a. Military: 1847

   b. Civilian: 2173

2. Remarks, unusual problems, etc.: None

3. Graduate pharmacists assigned:

Name	Grade	Specialty No. (With Suffix)
LEJA, J. C.	2/Lt	9031

4. Officers Assigned:

Name	Grade	Specialty No. (With Suffix)	Proportion of Total Time Assigned to this Service
LEJA, J. C.	2/Lt	9031	5%

J. W. GEORGE
Captain, USAF (MC)

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REPORT OF PHYSICAL THERAPY SERVICE

1. Number of patients participating:	424
2. Total man hours of functional activity:	292 hrs
3. Treatments: Misc.	
a. Infra-red:	28
b. Whirlpool:	144
c. Therapeutic Exercises:	96
d. Diathermy	142
e. Ultra Violet:	68
f. Massage:	34
g. Paraffin Bath:	0
h. Electrical Stimulation:	4
i. Muscle Re-education:	5
TOTAL:	521

4. Officers Assigned:

Name	Grade	Specialty No. (With Suffix)	Proportion of Total Time Assigned to this Service
STUCKMAN, L. E.	1/Lt	9215	100%
ARMOUR, L. H.	A/3c	900210	100%

DONALD T. BEHRENS
Captain, USAF (MC)

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SECTION VII ---- REPORT OF NURSING SERVICE

1. Total number of personnel assigned to Nursing Service: 35

   a. Military nurses: 12

   b. Civilian nurses: 10

   c. Medical technicians: 0

   d. Nurses aides: 13

2. Professional meetings held during the period: 1

   Captain Myrna A. Snyder presented a paper on Hemophilia.

3. Remarks, unusual problems, etc: None

4. Personnel changes:

   1/Lt Evelyn C. Doerty and 1/Lt Gertrude E. Hawxhurst departed 9 August 1955 for overseas assignments.

   Captain Regina H. Maresh departed 25 August 1955 to be relieved from active duty on 31 August 1955.

   2/Lt Joan E. O'Connor returned 16 July 1955 from TDY at Gunter AFB -- attending Flight Nurses' School.

   Captain Patricia A. McCartney left 30 August 1955 on TDY of approximately 14 days, for the purpose of emergency assistance in polio program at Childrens' Hospital, Boston, Massachusetts.

CHIEF OF NURSES — MARGARET M. KIEFER, Major

Signature: Margaret M. Kiefer

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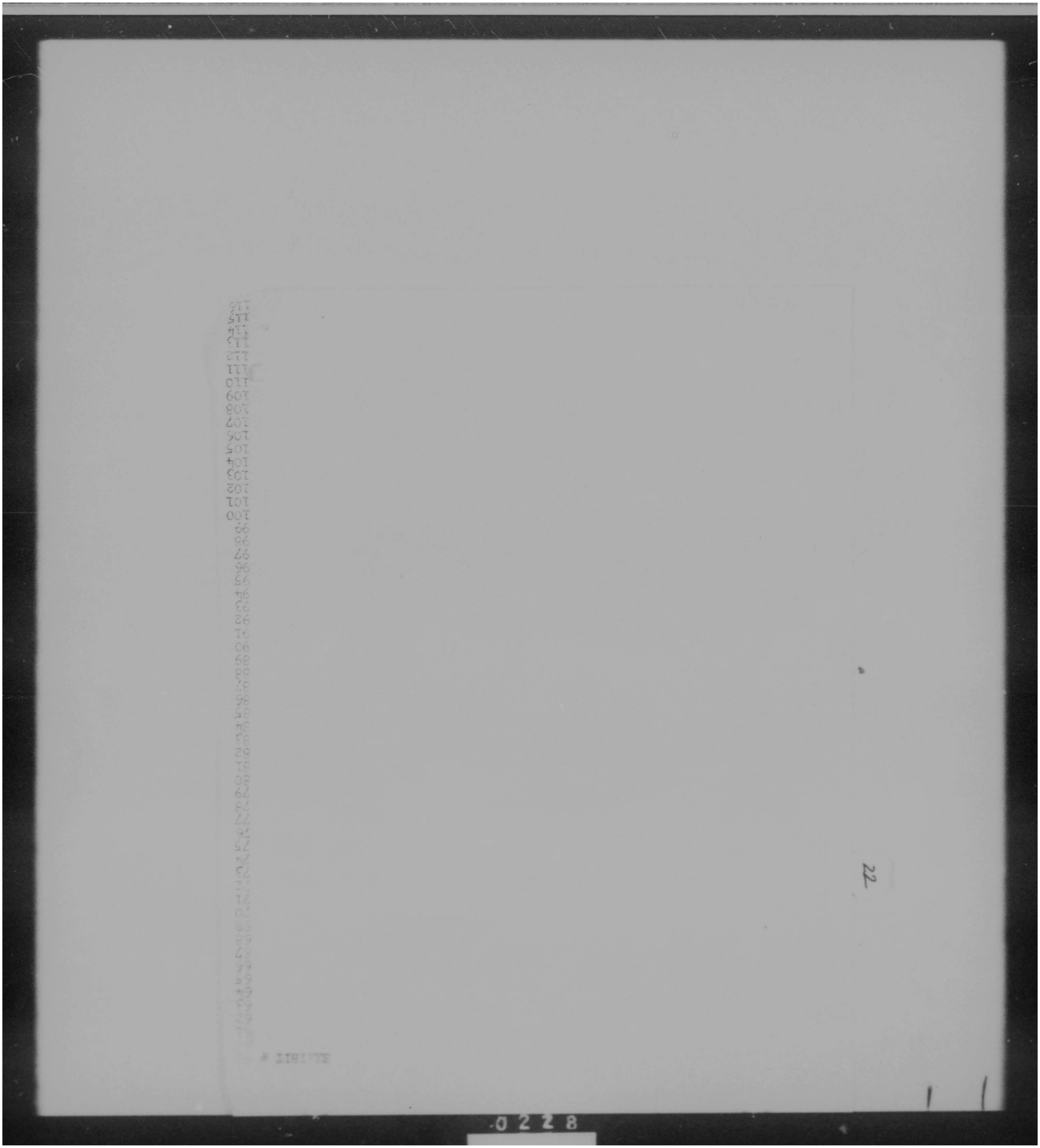

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CONFERENCE REPRESENTATIVES

I. EIGHTH AIR FORCE HEADQUARTERS, Westover Air Force Base, Mass.

Major General Walter C. Sweeney, Jr.	Commander
Major General James C. Selser, Jr.	Deputy Commander
Colonel David A. Burchinal	Chief of Staff
Colonel Elkins Read, Jr.	Comptroller
Colonel Harold E. Humfeld	Director of Operations
Colonel Jay P. Thomas	Director of Plans
Colonel Wilson R. Wood	Inspector General
Colonel Charles A. Dunn	Director of Personnel
Colonel William H. Reddell7	Director of Materiel
Colonel Rockly Triantafellu	Director of Intelligence

II. EIGHTH AIR FORCE DIVISION COMMANDERS

Brig. Genera. Claude E. Putnam, Jr.	Commander, 818th
Brig. General Hewitt T. Wheless	Commander, 801st
Brig. General William K. Martin	Commander, 45th
Brig. General John R. Sutherland	Commander 802d
Brig. General Henry R. Sullivan, Jr.	Commander, 21st

III. EIGHTH AIR FORDE BOMB WING COMMANDERS

Colonel Abe J. Beck	Commander, 340th (M)
Colonel Jerome Tarter	Commander, 42d (H)
Colonel Jim Wells	Commander, 310th (M)
Colonel Alfan N. Moore	Commander, 390th
Colonel William F. Coleman	Commander, 98th (M)
Colonel Louis G. Thorup	Commander, 307th

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IV. EIGHTH AIR FORCE REFUELING WING COMMANDERS

Colonel Elbert D. Reynolds	Commdner, 4050th (M)
Colonel Orie O. Schurter	Commander, 4060th (M)

V. EIGHTH AIR FORCE STRATEGIC RECONNAISANCE WING COMMANDERS

Colonel Olbert F. Lassiter	Commander, 55th
Colonel William J. Meng	Commander, 26th
Colonel Charles M. Eisenhart	Commander, 91st

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(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 SEPTEMBER 1955—30 SEPTEMBER 1955

at Loring Air Force Base, Limestone, Maine

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(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 SEPTEMBER 1955---30 SEPTEMBER 1955

Prepared for the Historical
Section of the Information Services Offide,
42d Air Base Group, by 1st Lt. Charles R. Hughes (Historical
Officer) and A/2c Homer F. Welch, Jr.,
25 October 1955.

(Eighth Air Force, Strategic Air Command)

for W. K. MARTIN
Brigadier General, USAF
Commander

CHARLES R. HUGHES
1st Lt., USAF
Historical Officer
(Information Services
Staff Officer)

HOMER F. WELCH, Jr.
A/2c AF 19495273
Historian (actg.)

SECRET

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BRIGADIER GENERAL WILLIAM K. MARTIN

COMMANDER

45TH AIR DIVISION

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COLONEL JACKSON W. LEWIS

COMMANDER

42D AIR BASE GROUP

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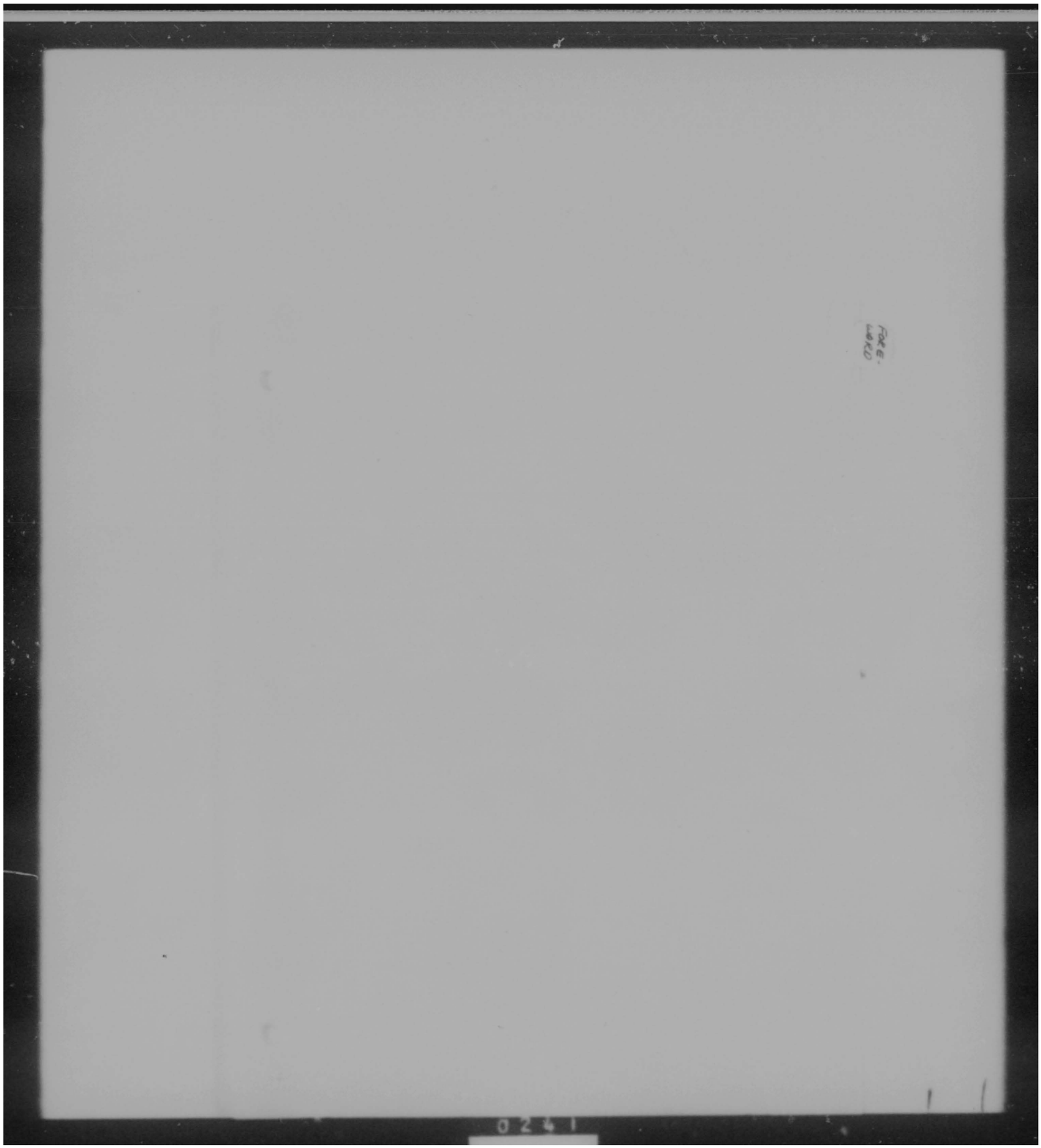

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F O R E W O R D

This report contains the history of the 45th Air Division (SAC) from the period 1 September 1952 to 30 September 1953. The origin and organization of this Air Division are recounted along with important activities--mission and mission implementation, operations and training, supply, maintenance, personnel and facilities--being emphasized for the reporting period.

The information contained herein, relative to the history of the 45th Air Division, at Loring Air Force Base, Limestone, Maine, a unit of the Eighth Air Force (SAC), covers activities of the 42nd Air Base Group and assigned squadrons, the 4054th USAF Hospital and Division Headquarters. It is related to previous monthly histories of this Air Division since activation.

The present report was supervised by First Lieut. Charles P. Hughes, USAF, AO 3113361, Historical Officer (Information Services Staff Officer), and written by Airman Second Class Homer P. Welch, Jr., USAF, AF 19495277, (acting) Historian.

Like other months' reports, this history is subject to revision, and additional information or suggested corrections will be welcomed.

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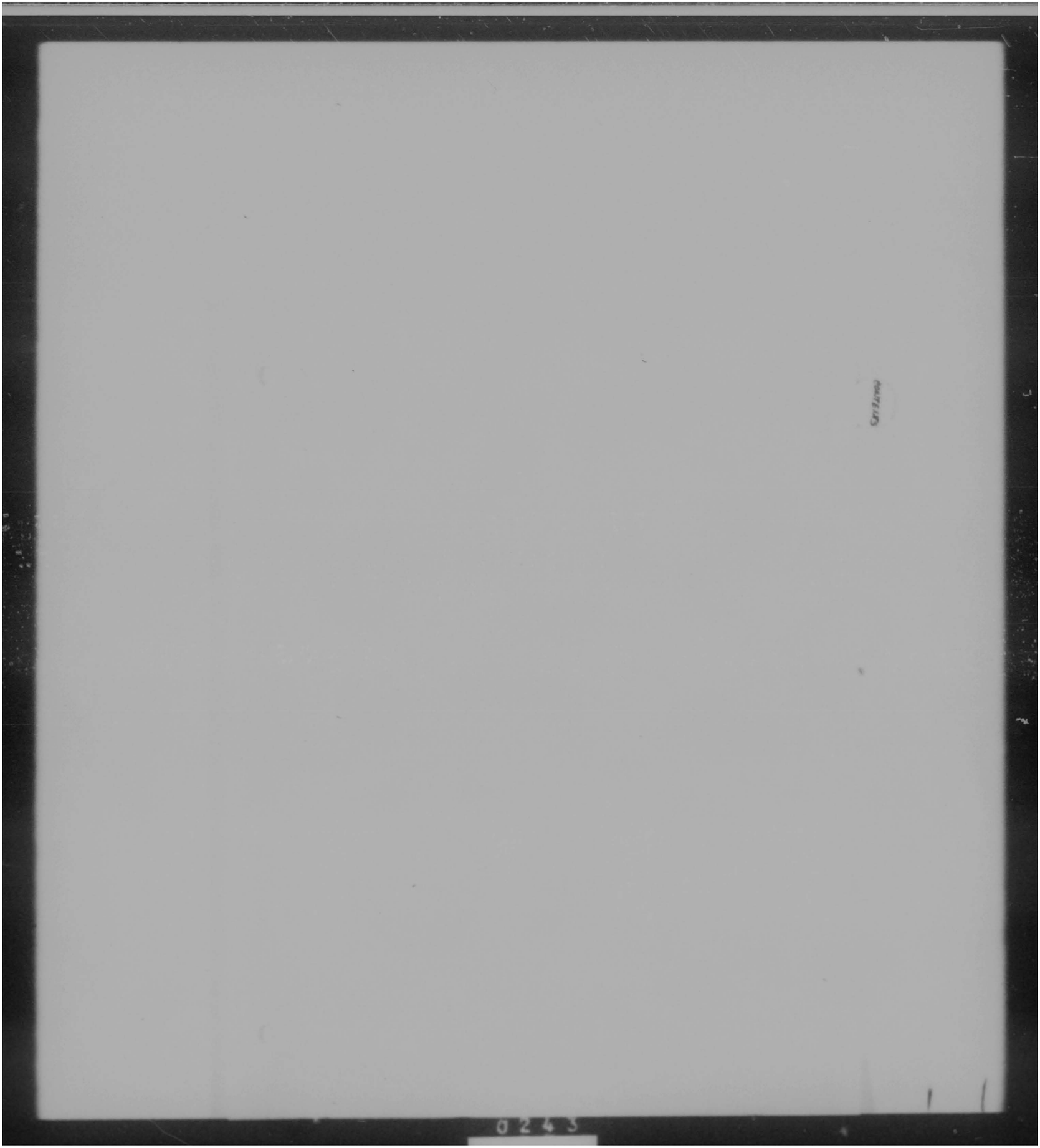

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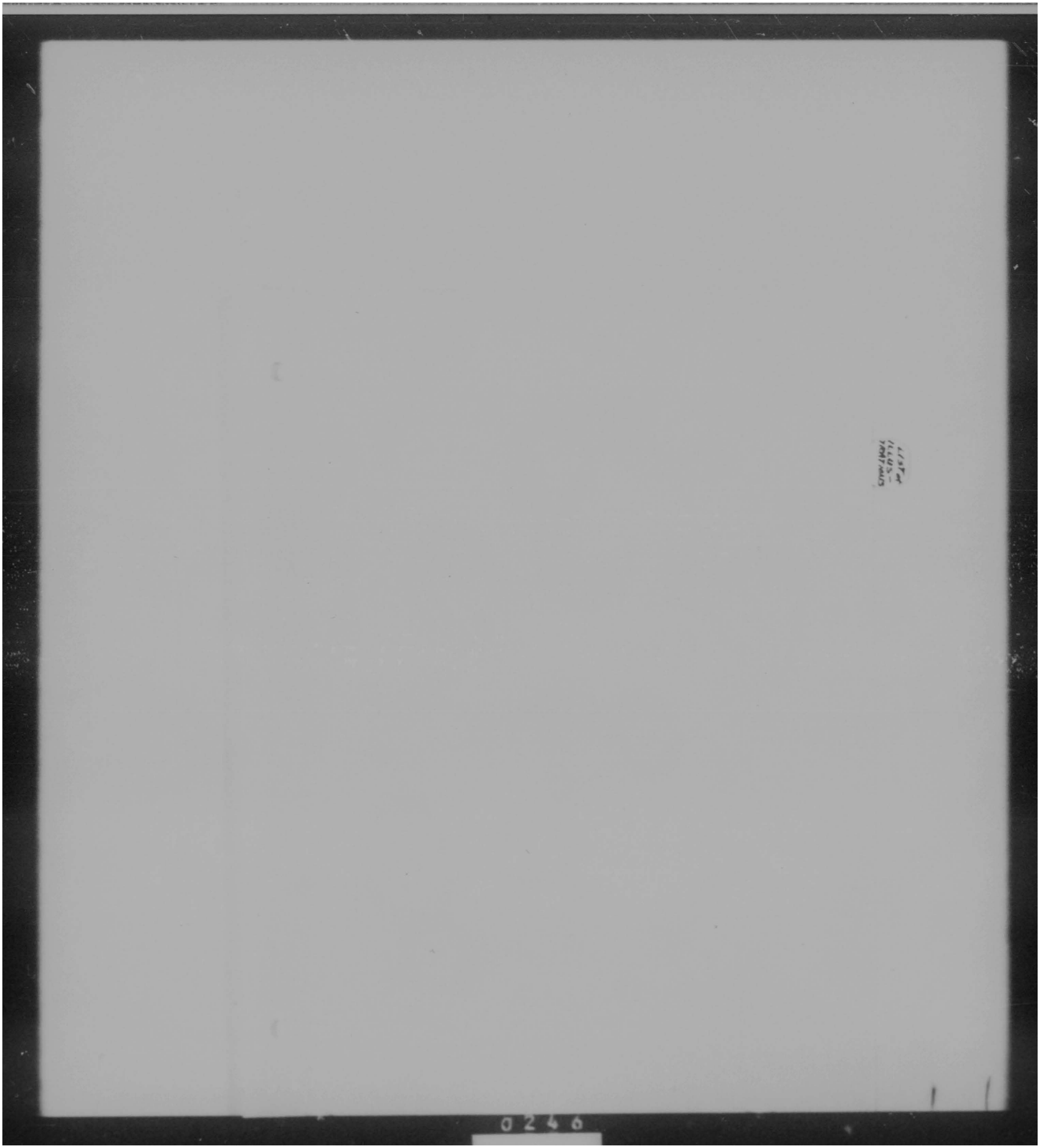

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Brig. Gen. William K. Martin, USAF, Commander, 45th Air Division . . . . . .Frontispiece

Colonel Jackson W. Lewis, USAF, Commander, 42d Air Base Group. . . . . .Frontispiece

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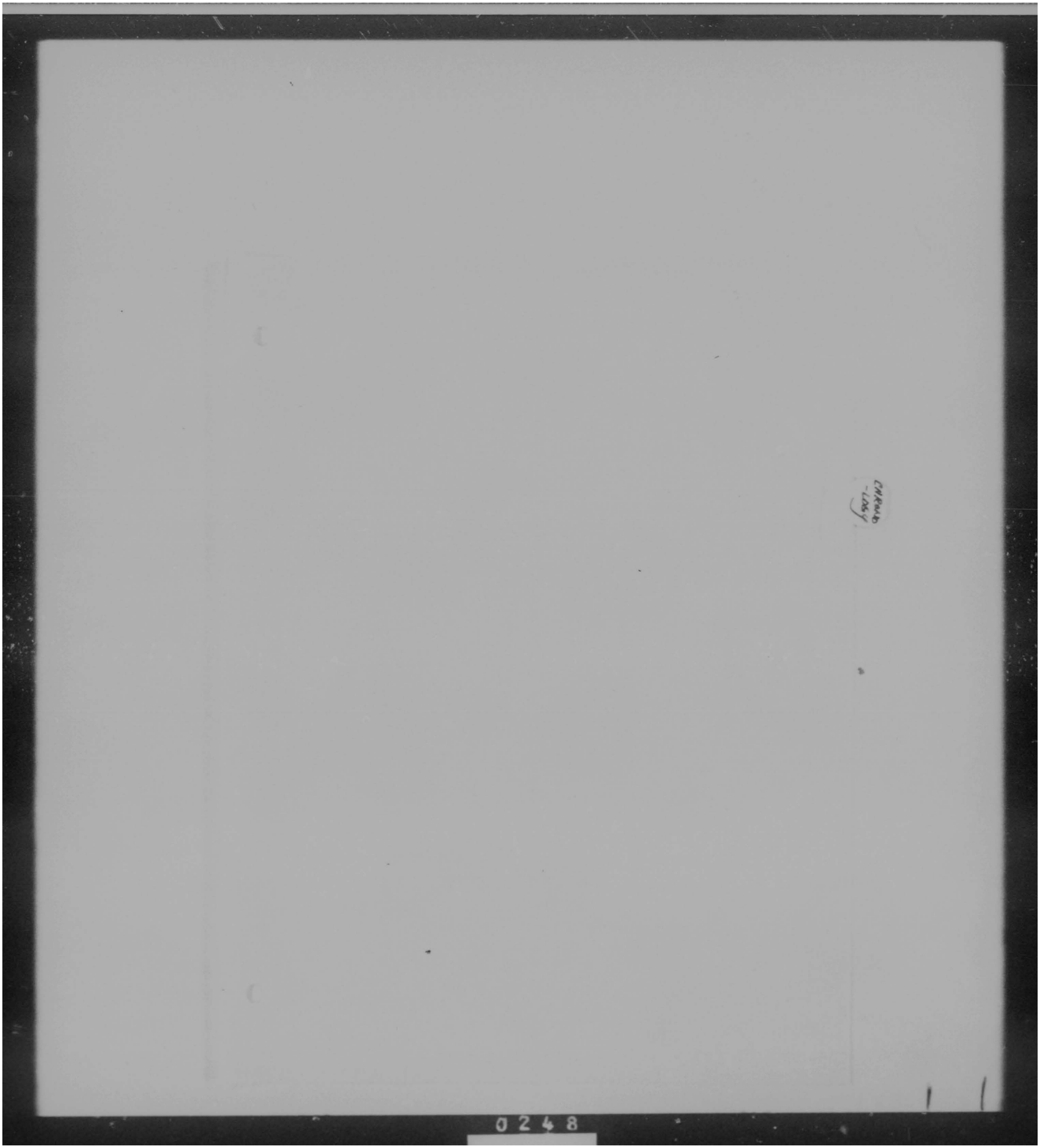

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CHRONOLOGY

Date	Activity	Page
5-9 Sep 55	Wing B-36 's fly RBS mission on Lawrenceville Airport, Indiana (SECRET)	9-14
11-14 Sep 55	Special Ops-Mat Team visits Thule AFB, Greenland, concerning future visit of 42d ARS (CONFIDENTIAL)	19
15-17 Sep 55	42d Tac Hospital displays "flying infirmary" at Atlantic City, N. J., AHA Convention	30
18 Sep 55	General Martin and Team visit Castle AFB, California, per projected B-52 conversion (SECRET)	18
23 Sep 55	MATS Conference at Loring in regards to forthcoming Wing rotation to UK (SECRET)	12
23 Sep 55	Base Alert Plan 10A-55 exercised for 7 hours. Practice evacuation performed.	25
23 Sep 55	Fairchild AFB Equipment Review Team visits Loring to clarify UALs.	24
27 Sep 55	B-52 Team meets with Hq SAC Team to discuss Castle AFB trip (SECRET)	18
27-30 Sep 55	AIO burns contaminated JP-4--approximately 18,000 barrels.	25
28 Sep 55	B-52 Team briefs 8th AF Deputy Commander on Castle AFB visit (SECRET)	18
28-30 Sep 55	Three B-36's participate in joint operation with U. S. Navy (SECRET)	14, 15
30 Sep 55	Division Safety Committee Meeting conducted	31
1-30 Sep 55	Construction on extension to Loring runway continues--also taxiway and hangar stabilization.	22

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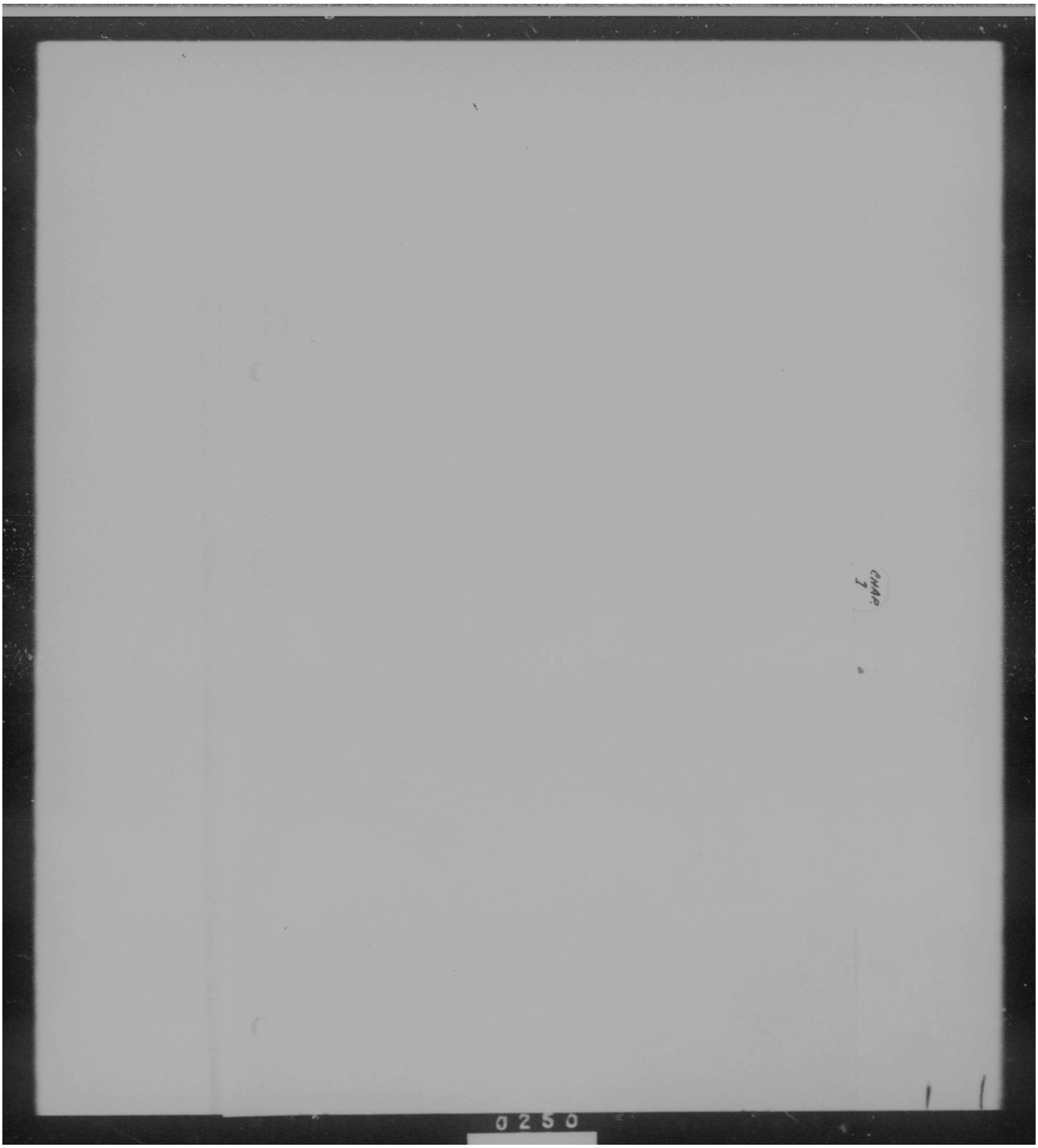

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ORGANIZATION

Brief History

The 45th Air Division was activated at Loring Air Force Base,[1] Limestone, Maine, in October, 1954, and assigned to the Eighth Air Force of the Strategic Air Command.[2]

Before the Division had set up headquarters, the 42d Heavy Bombardment Wing was the highest base echelon[3] with support rendered by the 42d Air Base Group.[4] The 42d Wing had been activated with the B-36 "Peacemaker" aircraft as its primary aircraft.[5]

---

1. The 45th Air Division was activated on Oct. 8, 1954 (Per SAC GO 69, dtd 6 Oct 54: "Section I - Activation of the 45th Air Div"). Division headquarters was set up just 7 days after the base had been re-named (per DAF GO 34, 15 Sep 54, para 6) in honor of Maj. Charles J. Loring, Jr., USAF, a Maine jet hero of the Korean conflict--Congressional Medal of Honor winner. Original name of the base: "Limestone".

2. Pursuant to SAC GO 69, dtd 6 Oct 54. The base itself went under the jurisdiction of SAC in Feb, 53 (per SAC GO 18, dtd 21 Apr 53).

3. The Wing was activated in February, 1953 [per DAF Ltr., 322 (AFOMO 410h), dtd 24 Mar 53. For effective date, see SAC GO 10, dtd 25 Feb 53]. Actually, the Wing had been "re-activated"--the parent unit was the 42d Bombardment Group which had served in the South Pacific during World War II.

4. The Air Base Group was activated on the same orders as the Wing as a support organization. The Group also had been "re-activated"--the parent unit was the 42d Service Group which had served in the ETO during World War II.

5. In the Pacific war, the 42d Wing (Group) had made use of the B-26 and B-25 "Medium" bomber aircraft. Upon activation again in 1953, the 42d was re-designated from "Medium" to "Heavy" [per DAF Ltr., 322 (AFOMO 410h), dtd 24 Mar 53].

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The parent organization to the 42d Bombardment Wing, Heavy, was the 42d Bombardment Group, Medium, which had served in the South Pacific during World War II;[6] the parent organization to the 42d Air Base Group was the 42d Service Group.[7]

In the same year that the old 42d Bomb Group was being retired from active duty with the AAF[8]--1946--a seemingly unrelated event

6. In the Pacific war, the 42d Bomb Group received battle honors for campaigns in the Northern Solomons, New Guinea and the Philippines. The Group was awarded a Distinguished Unit Citation for action at Balikpapan, Borneo, Netherlands East Indies, from 23 to 30 Jun 45 (per WD GO 44, dtd 12 May 46). Battle credits were awarded for the China Defensive and Offensive (Cir 1, Hq., 13th AF, dtd 10 Jun 46), Bismarck Archipelago, Luzon, New Guinea, Northern Solomons (WD GO 12, dtd 12 Feb 46) and Southern Philippines campaigns (DA GO 29, dtd 21 Apr 48).

7. During World War II in England and France, the 42d Service Group was the support unit to the 322d and later the 344th Medium Bombardment Groups. The 42d Service organization was originally activated on 15 Jan 41 at McChord Field, Washington /per GO No. 1, Hq, McChord Field, Washington, dtd 14 Jan 41/. Its departure overseas to the UK was made on 23 Nov 42. On September 27th (1942) the Group moved to France and from there to Belgium, where, in 1945, it was disbanded /per Ltr., Hq, IX Air Force Service Command, dtd 22 May 45, pursuant to instructions contained in WD Ltr., AG 322 (27 Mar 45) OB-I-AFRPC-M, dtd 4 Apr 45/. When the 42d Support Group was activated in 1953, it was re-designated the 42d Air Base Group /per DAF Ltr., 322 (AFOMO 410h), dtd 24 Mar 53/.

8. Per GO No. 69, Hq, 5th AF, dtd 20 Apr 46, pursuant to instructions contained in WD Ltr., AG 322 (26 Mar 46) OB-I-E-M, dtd 25 Mar 46.

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was taking place back in the U. S: construction of a small airstrip had just been started in the Northern part of Maine. Seven years later, on Limestone Air Force Base, the 42d bombing organization and support group were re-activated.

During the initial construction of this base—from the winter of 1946-47 to the winter of 1952-53--Limestone was garrisoned by a small group of AF personnel.[9]

When the 42d Heavy Bombardment Wing was activated, the construction program at Limestone went into high gear. Hangars, docks, an extension to the runway for the B-36 heavy bomber aircraft, a USAF Hospital, modern barracks--many important base facilities were initiated.

The Wing launched its first training missions early in April, 1953, when pilots of the 69th Heavy Bombardment Squadron flew over Aroostook County daily.[10]

---

9. When first assigned, in June, 1950, this group was designated only as a base detachment. Later, the detachment was re-designated the 4215th Base Service Squadron. As the base grew in importance, the squadron was replaced by the 4215th Air Base Squadron. The 4215th Air Base Squadron was discontinued (per SAC GO 10, dtd 25 Feb 53) when the 42d Bomb Wing (H) was activated in 1953. Commanders of those early units were, in order of their succession: Captain Kenneth R. Van Zandt, USAF, Major Kenneth E. Smith, USAF, Lieut. Colonel James Wiley, USAF, Colonel William A. Delahay, USAF, and Colonel Frederick R. Ramputi, USAF. When the Wing was activated, Brig. Gen. (then Colonel) Bertram C. Harrison, USAF, was named Commander.

10. The first B-36 landed the last of March, 1953. By October, 1953, almost nine months after the Wing was activated, the B-36 aircraft and crews were flying more than 1,000 hours a month.

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Organizational Developments

On October 8, 1954, the 42d Heavy Bombardment Wing and its support organization, the 42d Air Base Group, became subordinate units of the newly-activated 45th Air Division.[11] The 42d Air Base Group automatically received equal status with the Wing under the Air Division set up.[12]

Division headquarters was made up of the coordinating staff directorates of personnel, materiel and operations.[13]

---

11. Brig. Gen. Harrison, who had previously commanded the Wing, was named commander of the new Air Division. Colonel Jerome Tarter, USAF, assumed command of the Wing with Colonel Woodrow P. Swancutt, USAF, the deputy commander. Colonel Jackson W. Lewis, USAF, was made 42d Air Base Group commander (See Frontispiece, Photo, Col. Lewis) and Lieut. Colonel William W. Pannis, USAF, was named deputy commander. On June 18, 1955, Brig. General William K. Martin, USAF (thenColonel), took command of the Air Division (See Frontispiece, Photo, Gen. Martin) vice Brig. Gen. Harrison.

12. The Wing was the highest base echelon until activation of the Division. See Organization Chart of the 45th Air Div, Exhibit #1.

13. Set up under SAC directive /SAC Man 20-1 (for the implementation of SAC Reg 50-15), dtd Dec 57. In Sep 55, the Dir of Pers was Colonel John B. F. Dice, USAF, Dir of Mat was Colonel Wendell M. Van Sickle, USAF, and Dir of Ops was Colonel Sam L. Barr, USAF.

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As originally set up,[14] the 42d Bomb Wing contained eight subordinate units (the headquarters squadron, 42d Medical Group, three maintenance squadrons[15] and three flying squadrons[16]) plus the 42d Air Base Group and its assigned squadrons.[17] When the 45th Air Division was activated, there was no change in the Wing or Air Base Group squadrons,[18] however, in January, 1955, a new squadron was activated in the Wing: the 42d Air Refueling Squadron (Heavy).[19]

14. Outlined in SAC GO 10, dtd 25 Feb 53.

15. 42d Periodic Maintenance, 42d Field Maintenance and 42d Armament and Electronics Maintenance. For present commanders, see Appendix #1, "Roster of Key Personnel".

16. The three primary squadrons of the old 42d Medium Bomb Group were again activated with the 42d Heavy Bomb Wing--the 69th, 70th and 75th (these squadrons had actually joined the 42d Bomb Group late in the Pacific War).

17. The 42d Air Base Group--organized to render support to the Wing--contained the 42d Headquarters Squadron, 42d Installations, 42d Food Service, 42d Supply, 42d Operations, 42d Air Police and 42d Motor Vehicle. For present commanders, see Appendix #1.

18. See Organization Chart of the 45th Air Div, Exhibit #1.

19. SAC GO 79, dtd 8 Dec 54. Activated with the KC-97 tanker aircraft.

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The 42d Medical Group was re-designated the 42d Tactical Hospital in February, 1954.[20] A month later, in March, the USAF Hospital that the 42d Medical Group had been operating since February, 1953, was re-designated the 4034th USAF Hospital.[21]

The 42d Air Base Group contained in September, 1955, the same units it had when activated in February, 1953:[22] seven support squadrons[23] plus the headquarters function.[24]

---

20. SAC GO 3, dtd 27 Jan 54.

21. Pursuant to SAC GO 17, dtd 15 Mar 54. Just prior to the time SAC took over jurisdiction of Limestone AFB (February, 1953), Hq SAC received a letter from Hq, USAF, authorizing a 75-bed USAF Hospital for the base. Actually, only 25 beds were installed, later to be increased to 50 (in June, 1955, the 4034th USAF Hospital was increased to 75 beds). The 42d Medical Group staffed the hospital since activation and continued doing so after being re-designated the 42d Tactical Hospital.

22. New troop spaces were alloted, minor changes were made within various agencies of the headquarters and squadron sections. See Footnotes #25 and 25, this Chap.

23. Footnote #17, this Chap.

24. Headquarters, 42d Air Base Group, originally contained those agencies and sections handling Wing support activities. It still does, but the Wing was the highest base echelon until activation of the Air Division.

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The Wing and Air Base Group headquarters have been divided into two basic groups--the personal and specialist staff[25] and the coordinating staff[26]--which both function under SAC directives.[27] There have been no changes in the operation of these Wing and Air Base Group staff agencies of major import since activation of the units in 1953.[28]

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25. The personal and specialist staff is not the same in Wing as in Group. In the Wing, the Adjutant, Dir of Comptroller, Dir of Safety, Headquarters Squadron and Air Inspector make up this staff (for key personnel manning, see Appendix #1). The difference in the Air Base Group is that there is no Air Inspector, and there are, in addition, the agencies of the Staff JA, Chaplain, Manpower and Organ., Information Services and Munitions.

    The special attached units to Group headquarters which render direct and in-direct support to the Wing are: 1974th AACS (MATS), 2WW Weather Detachment (MATS), 548th AAA (U. S. Army) and 3080th Aviation Depot Gp (AMC). See Organization Chart, 45th Air Div, Exhibit #1.

26. The coordinating staff is the same in the Group as Wing. Includes the Dir's of Pers, Materiel, and Ops (only in the Group, they are known as Base Pers, Base Materiel and Base Ops--Base Ops was not originally set up as a Group agency until early 1955).

27. SAC Man 20-1, dtd Dec 54, outlines organization. See Chap. 2, "Over-all Mission".

28. There have been additions: the newest staff section is the Dir of Safety, est. 1 Apr 55 in both Wing and Group headquarters. (per SAC directive (8th AF Messages, CS 186, dtd 8 Mar 55, and 8th AF Message, PLM 67279, dtd 1 Apr 55). Before this date, only flying safety was handled in the Wing by the Flying Safety Office (discontinued) and ground safety in the Group by Ground Safety Office (discontinued). Now, both flying and ground safety matters are handled by these new directorates for their respective headquarters.

    Base Operations was recently set up as a coordinating staff section of Air Base Group (early 1955).

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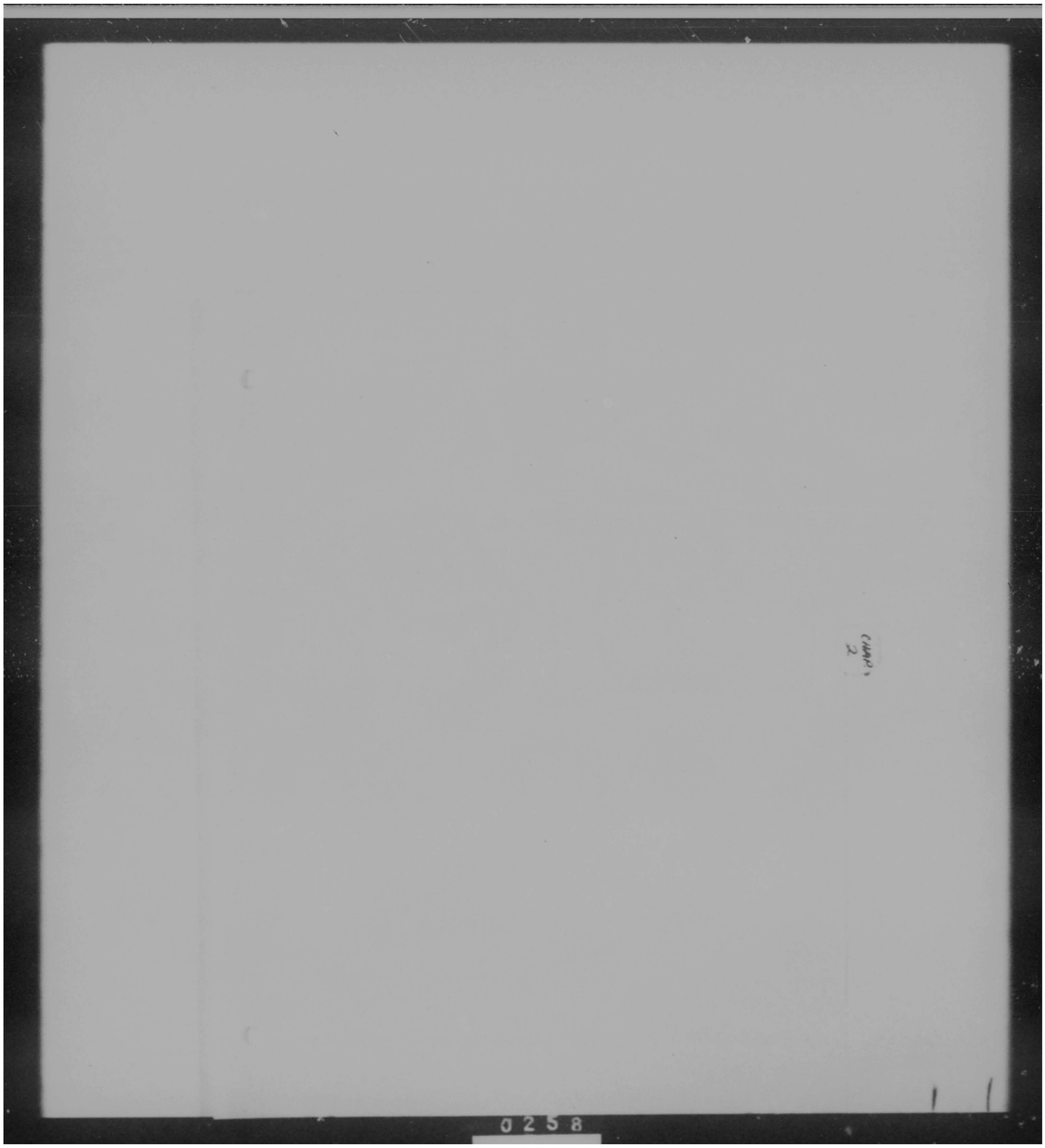

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THE MISSION AND ITS IMPLEMENTATION

Over-All Mission

The 45th Air Division was activated primarily to organize, train and equip a force that would be capable of immediate and sustained long-range bombardment operations in any part of the world.[1]

The 42d Heavy Bombardment Wing, the tactical organization of the Air Division, must be maintained in a state of combat-readiness so that it is capable of immediate offensive action.[2] The 42d Air Base Group performs the vital support function needed to accomplish the primary mission.

Two important secondary mission were also outlined by higher headquarters:[3] the job of training assigned U. S. AF Reserve personnel and/or units, and the job of lending a helping hand in cases of civilian disasters or emergencies.

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1. Mission outlined in 8th AF Reg 23-13, dtd 15 Nov 54, as amnd by 8th AF Reg 23-13A, dtd 14 Jan 55: "Organization - Field (Mission 45th Air Division)".

2. The 42d Bomb Wing is the fighting organization of the Division. The Wing mission has been stated in 8th AF Reg 23-9, dtd 1 Apr 54, as amended--and is similar to the Division mission. The task of air-to-air refueling was added to the primary mission only recently (early 1955) by the amendments to both the Wing and Division mission-regs.
   The mission regulations state that the utilization of the latest technical knowledge and advanced weapons known to USAF are necessary to performing the primary mission.

3. Eighth AF Reg 23-9, dtd 1 Apr 54, as amnd, quotes: "(the 45th Air Division)....must perform those tasks assigned by current emergency plans and related ops orders from higher headquarters.

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Operation POST HOLE

The 42d Wing's three flying squadrons participated in a simulated radar bombing evaluation[4] against a Bravo type target—the runway intersection of the Lawrenceville Airport, near Vincennes, Indiana—taking off on 5, 6, 7, 8 and 9 September 1955. Twenty-one B-36 aircraft took part in this routine training mission,[5] dubbed "Operation Post Hole".

The purpose of the evaluation, primarily, was to 1) train crews in a simulated bombing mission to maintain the Wing's combat-readiness and 2) administratively, to determine current SAC bombing capability on an airfield target utilizing target materials based on 15-year old photography.[6]

Combat crews were scheduled in three dailyincrements—seven crews beginning the mission each day.[7] Bombing altitudes were set

4. Conducted in accordance with provisions of SAC Reg 50-42, dtd 11 Feb 55. RBS procedures accomplished under SAC Reg 50-4, dtd 17 Sep 53.

5. Per 42d Bomb Wing (H) Ops Order 300-55, dtd 25 Aug 55.

6. Ibid., see para 2, "Mission". Wing staffs and crews were to be exercised and appraised for planning and execution of this type mission. A third purpose of the mission was to exercise and appraise the capability of photo-interpreters of the 42d Bomb Wing and Wing Recon Tech Squadrons, in scoring bomb impact points from radar scope photography.

7. Annex A, "Operations", 42d Bomb Wing (H) Ops Order 300-55, dtd 25 Aug 55.

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at 35,000 and 36,000 feet, respectively--all aircraft to fly the same route to the target. However, after the Lawrenceville "bomb run", the B-36's could deviate from the route at the discretion of the Wing Commander.[8]

Three aircraft were pre-flighted up to engine start and kept on stand-by status as spares. One was finally used.

Navigation (Route):[9] from Loring AFB, B-36's proceeded to target, Lawrenceville, on outlined route. After RBS at Lawrenceville, a descent was made and direction heading set at Cleveland, Ohio, where a camera attack was made. Electronic Countermeasures were performed at Johnstown, Pa., another camera run over Binghamton, N. Y., an ECM at Saratoga Springs, New York, another RBS at Springfield, Mass., and another ECM at Dexter, Maine.[10] Then, back home.

The final mission report noted:[11]

"Mission was planned using as the basic concept the successful completion of the RBS evaluation run over Lawrenceville.

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8. Aircraft planning different routes after the target at Lawrenceville, had to submit flight plans and intentions to the Wing Control Room NLT 1200 hrs, Sep 2nd [Map, inclosure to Annex A, 42d Bomb Wing (H) Ops Order 300-55 (25 Aug 55)].

9. Appendix No. 1 to Annex A, 42d Bomb Wing (H) Ops Order 300-55, dtd 25 Aug 55.

10. "Navigator's Log" (sample)--Appendix No. 1 to Annex A, 42d Bomb Wing (H) Ops Order 300-55, dtd 25 Aug 55.

11. Special Report on 8th AF Ops Order 300-55, "Post Hole", Item on file, WODI.

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Route was planned for seven hours flying time prior to the IP.[12] A dog leg was incorporated in the route for two reasons: (a) to insure aircraft could, by extending dog-leg, fly seven hours prior to the IP and (b) use dog-leg to advantage for maintaining 15-minute separation between bomb runs. Point of climb and level off were selected to give sufficient time at altitude to stabilize airspeed and perform all equipment checks....also care was taken to insure aircraft malfunctions engines could reach altitude prior to the Pre-IP.[13]

Target study--a minimum of ten hours for each radar observer--was supplemented by twenty ultrasonic runs per operator. The ten hours study was completed by all; two observers did not complete the ultrasonic requirements.[14] Target study was accomplished in three phases: 1) classroom type work, 2) individual supervised target study and 3) final twenty-question examinations.

Before take off, a specialized briefing was conducted in two parts--first phase given to pilots, observers and engineers, the second phase to observers only, emphasizing important techniques.[15]

12. Set as Decatur, Ill. (Appendix No. 1 to Annex A, 42d Bomb Wing Ops Order 300-55, dtd 25 Aug 55).

13. Ibid., Canton, Ill. Selected to provide a minimum turn at the IP.

14. final mission report.

15. Ibid., para 1c(3).

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Using lessons learned in the Eighth Air Force GPI evaluation mission, four well-defined reference points were selected between Pre-IP and target.[16]

The K-3A system radar equipment were given special attention in pre-maintenance checks.[17] Inflight kits were thoroughly checked. If system could not be considered satisfactory, or it was felt there was aneed for more maintenance, aircraft was replaced by a spare with a satisfactory system.

All aircraft scheduled made there take offs on time, with one exception. However, this aircrew changed to a spare aircraft and successfully completed the evaluation.

The GPI techniques were considered very successful.

Eighteen of the scheduled B-36's taking part, were considered effective over target. Two aircraft of the seven scheduled for the first night aborted because of radar malfunctions. The second night, September 7th, eight aircraft were scheduled with two aborts, cause, radar malfunctions. The last night ten aircraft were scheduled

16. Made by Wing Target Study Division after consultation with senior observers.

17. Final mission report, para 1c(6).

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and all but one were effective over the target--this aircraft made a malfunction run. Consequently, a total of nine malfunction reports[18] were submitted on A & E systems.

Of the low gain predictions made on Vincennes, Indiana, and the Lawrenceville target, Lawrenceville was considered excellent, Vincennes, fair. Two predictions were made on each offset aiming point:[19]

> "Number one OSAP, the intersection of the railroads on the eastern edge of the tanks at Lawrenceville, was considered the best with the target material available (15-year old photography). It was chosen because it was felt the tank farm would not be extended toward the river. It was not the most ideal OSAP....almost 90 degree to track. But review indicated.... well-synchronized crosshairs on that point gave an acceptable score.
>
> "Number two OSAP, the junction of the south most bridge and the town of Vincennes, was selected for the later part of the run....to allow synchronization of bombs away. This OSAP did not show up as well as expected and the high ground speed almost prohibited its use."[20]

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18. Final mission report analysis, para 1c.

19. Quoted from Special Report on Operation "Post Hole".

20. OSAP's were selected compensurate with experience of least qualified radar operators--and that, of course, they be readily identifiable (final mission report analysis).

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It was also found that....[21]

"....proficient GPI techniques must be employed to successfully bomb this type target....after review of film."

A total of 2,723 nautical miles were flown on "Post Hole"--the mission lasting approximately thirteen hours per participating aircraft.[22]

Operation PATRON SAINT

Three B-36 aircraft and crews--from each of the bombardment squadrons--participated ina joint operation with the U. S. Navy the last three days of September, 1955.[23] The exercise, dubbed "Operation Patron Saint", was executed to test capability of Naval Units at sea to assist aircraft in distress. The B-36's were to establish radio contact with submarines for assistance in simulated ditching.

Submarine Squadron Six, U. S. Navy, provided two submarines in conjunction with this operation.[24] There job was to vector SAC aircraft to the submarine position and direct descent pattern so as

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21. Final mission analysis, para 1c(4).

22. Appendix No. 1 to Annex A, 42d Bomb Wing (H) Ops Order 3[illegible]-55, dtd 25 Aug 55.

23. Performed in accordance with 42d Bomb Wing (H) Ops Order 141-55, dtd 22 Sep 55.

24. "General Instructions", 42d Bomb Wing (H) Ops Order 141-55, dtd 22 Sep 55.

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to bring aircraft into a simulated ditching position in the immediate vicinity of the submarine.

The three B-36 crews—accomplishing maximum standard flying training on the mission[25]—were to attempt submarine contact as soon as take off. When the contact had been made, A/C's would follow sub's instructions. A/O's were to be ready to give position readings.

The B-36's were instructed to remain in the submarine's area for at least two hours, all the time following the submarine's instructions.[26]

The summary recommendation was made that submarines should be used to direct ditching aircraft because their ability to do so was excellent.[27]

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25. Per SAC Reg 50-8, dtd 24 Nov 53, "Training Program for SAC Units".

26. Annex A, "Operations", to 42d Bomb Wing (H) Ops Order 141-55, dtd 22 Sep 55.

27. TWX, "Final Report on 8th AF Ops Order 141-55, 'Patron Saint'", dtd 30 Sep 55.

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Air Refueling Squadron

The month of September, 1955, again put into effect the squadron's compliance with combat crew quarterly training requirements.[28] Navigation flights to Ramey AFB, Puerto Rico--flights set up to ferry personnel from the bomb squadrons to the Flight Simulator Course at Ramey AFB--have enabled crews to accomplish good portions of their navigational as well as flying requirements.[29]

During the month, 781,950 pounds of jet fuel were transferred to jet aircraft. 103,000 pounds of jet fuel were dumped due to tanker airborne malfunction or receiver aircraft malfunction.[30]

There were a total of 118 sorties flown by the squadron and a total of 528 hours and fifteen minutes flying time logged.[31]

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28. Per SAC Reg 50-8, dtd 24 Nov 53, "Training Program for SAC Units". Thirty-two per cent of the required training was accomplished in Sep. Three flights were flown to Ramey AFB for a total of 57:30 hours logged.

29. Unit Historical Report, 42d ARS, Sep 55 (LAFB RCS: ISO-D2).

30. There were no missions flown which were in direct order from higher headquarters. However, the squadron was called upon to provide special alert tankers on 2 different occasions, but these aircraft were not utilized (Unit Hist. Rept., 42d ARS, Sep 55).

31. See Footnote #30.

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Staging Aircraft

Only three aircraft, all C-124's, staged through Loring AFB in September. On the 4th of the month, A C-124 from Fairchild AFB, Washington, returned to Loring with troops that attended the bombing evaluation-competition at Fairchild. The last two aircraft both landed at Loring on the 21st--one was downed by bad weather on its way to Goose Bay, Labrador, the other was making a routine delivery of de-icing fluid for use in the coming deployment of the 42d Wing's B-36's to the UK.[32]

Base Flight

Of the 407 hours flown by "administrative" aircraft of Base Operations during September, 1955, eight instrument checks and one standboard ride were administered.[33] Air traffic arrivals and departures at Loring AFB was reported, thus:[34] domestic arrivals - 188, domestic departures - 178, local flights - 106, round robin flights - 179, foreign arrivals - seventeen, foreign departures - twelve and VIP arrivals - thirty-two.

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32. All stagin aircraft belonged to SAC (Unit Historical Report, Air Division Director of Materiel, Sep 55).

33. Unit Historical Report, Base Ops, Sep 55 (LAFB RCS: ISO-D2).

34. Ibid.

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EXPERIMENTS AND DEVELOPMENTS

Projected B-52 Conversion

On September 18th, Brig. General W. K. Martin, USAF, 45th Air Division Commander, Colonel Wendell M. Van Sickle, USAF, Division Director of Materiel, Major J. W. Edenbo, Division Deputy Director of Operations, in addition to personnel from the 42d Bombardment Wing and 42d Air Base Group, left for Castle AFB, California, where they observed the B-52 aircraft in operation. This trip was for the purpose of noting the maintenance difficulties the 42d Bombardment Wing may encounter when it is converted into a B-52 heavy bomber wing. The party returned to Loring on September 22nd.[1]

September 27th, a meeting was held with Lieut. Colonel Adams, USAF, and his special team from Headquarters SAC to discuss the information received by the above stated personnel during their trip to Castle AFB.[2]

On Wednesday, the 28th, General Martin, Colonel Van Sickle, Colonel Jerome Tarter, USAF, 42d Bombardment Wing Commander, and Major Albert K. Stebbins, III, USAF, 42d Bombardment Wing Director of Personnel, flew to Headquarters Eighth Air Force where they briefed Major General James Selser, USAF, Eighth Air Force Deputy Commander, on their observation of the highlights and problems of the B-52 aircraft.[3]

1. Unit Historical Report, Air Div Director of Materiel, Sep 55 (LAFB RCS: ISO-D2).
2. Ibid.
3. See "Report, B-52 Conference at Castle AFB, Calif." Exhibit #2.

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Refueling Squadron Plans Thule Visit

Lieut. Colonel Fred W. Nudell, USAF, 45th Air Division Maintenance Staging Officer, and a team from the 42d Bombardment Wing and 42d Air Base Group operations and materiel sections, visited Thule AFB, Greenland, between 11 and 14 September 1955, for the purpose of coordinating operations and materiel matters for the forthcoming TDY of the 42d Heavy Air Refueling Squadron.[4]

A SAC Task Force Headquarters was found in place and operating at Thule. They have provided all necessary support for this maneuver. Equipment was found to be in excellent condition, positioned as requested, and procedures for issuing this equipment to the TDY unit are in effect. Base facilities, such as POL, billeting, transportation, necessary maintenance shops and hangars were found to be excellent.

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4. Unit Historical Report, Air Div Director of Materiel, Sep 55 (RCS: ISO-D2). Also Unit Historical Report, 42d ARS, Sep 55 (LAFB RCS: ISO-D2). The squadron was advised of the coming 45-day TDY tour at Thule in September. Starting date was set at November 1st, 1955. Squadron supply units were kept busy during the month bringing their cold weather equipment to required amounts. All personnel were briefed on what to expect and were advised to begin taking care of their personal problems.

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The only major deficiency was the lack of covered maintenance space for flight line maintenance shops. However, sufficient covered space was available for dock inspections and postflights.

Project "Poker Hand" was completed at this base in early 1955. The final report on this project contained all necessary information for arctic operations of the KC-97 aircraft.[5]

It wasanticipated that approximately five-hundred personnel and approximately seventy-thousand pounds of cargo would deploy with the 42d Air Refueling Squadron on its forthcoming TDY to Thule.[6]

5. Item on file, 42d ARS Ops.

6. Unit Historical Report, Wing Director of Materiel, Sep 55 (RCS: ISO-D2).

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Joint Operations With Other

Commands

MATS Conference: On September 23rd, Major McClure, USAF, of the Atlantic Division, and Captain Townsend, USAF, of the Continental Division, and their respective teams, arrived at Loring to hold a MATS Conference. The purpose of this meeting was to decide the scheduling of aircraft, passengers and cargo for the forthcoming TDY of the 42d Bombardment Wing to the UK.[7] Also, the pre-planning, ie., loading of cargo and passengers and the requirements of the MATS Control Team were discussed.[8]

It was planned to send one B-36 heavy bomber to Upper Heyford, England, with the advance party of eight staff personnel and nine-thousand pounds of cargo which would include Flyaway Kit spares, intelligence UMK, and a B-10 loading umit.[9]

7. MATS Control personnel arrived at Loring to coordinate the support airlift for the forthcoming B-36 heavy bomber TDY. /Unit Historical Report, Wing Director of Materiel, Sep 55 (RCS: LAFB ISO-D2)/

8. Original figures submitted by the 42d Bomb Wing of 1,050 passengers and 260,000 lbs. of cargo were readjusted to 800 passengers and 340,000 lbs. of cargo. No airlift had to be added since the reduction in personnel compensated for the increase in cargo.

9. Unit Historical Report, Wing Director of Materiel, Sep 55 (RCS: ISO-D2).

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U. S. Army Engineers Supervise Runway Construction: Additions to both ends of the Loring runway were nearing completion in September, 1955. Initial paving and concreting was accomplished on both the North and South ends of the B-36 landing strip. When completed, the additions plus the original strip would afford well over twelve-thousand feet of usable runway.

The North end of the field--where the original lengthening of the runway had begun in the Spring, 1955--had been excavated and graded in May and July.[10] In August, final grading and laying of gravel was accomplished to prepare for paving. The laying of concrete was begun in September, 1955.

To the South end of the runway, two-thousand feet was being added. The contractor, B. Perini & Sons, Inc., had begun construction activities on August 25, 1955. Completion date was set at October 15th for the South extension strip.[11]

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10. The excavation process began on 4 May: first, removing stumps and other unsuitable, sub-grade material; then, levelling prepared the way for paving. In July, the extension strips were filled with gravel.

11. Interview with Mr. L. H. Hirsch, Civilian Inspector (USED), at U. S. Army Corps of Engineers (New Eng. Division) Office, LAFB, by author on 17 Oct 55.

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The J. R. Cianchette Co., of Boston, Mass., was incharge of construction on the North end--where approximately 3,250 feet were being added to the original runway. The first extension strip there would be eleven-hundred feet long, composed of four-inch, heavy-duty pavement, followed by one-thousand feet of fifteen-inch concrete. At the end of this last section, a 150 foot "blast pad" for jet aircraft use was being laid. The final section on the North end: a one-thousand foot overrun strip.[12]

The Loring AFB flight line was still under a Class "B" type restriction in September, 1955.[13]

In addition to the runway, the dock and hangar area taxiways and shoulders were being re-worked.[14]

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12. Ibid.

13. Hq USAF Director of Operations placed the Class "B" type restriction on Loring which was temporary in nature--lasting until the end of November 55. It allowed that no aircraft or traffic use the runway facilities unless engaged in official business only (in accordance with AF Reg 60-23, "Operational Restrictions at Air Force Bases", 10 Nov 51).

14. Shoulder stabilization and widening consisted of 37½ inches of light-duty pavement along each shoulder of the B-36 parking and taxiway areas.

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CHAP. 4

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SUPPLY AND MAINTENANCE

Supply

Representatives of the Northern Area Equipment Review Team from Fairchild AFB, Washington, visited this station in an effort to clarify some of the errors that were made on the UAL's that were received in August, 1955.[1] Some of the errors were corrected on the spot, however, the majority of the errors would have to corrected by submission of SAC Form 144.[2]

Aircraft property classes providing direct aircraft support (Category A) increased from seventy-four per cent to ninety per cent in effectiveness in September--the best percentage ever obtained.[3] It was due to a new procedure which eliminates IND's and cancellations on initial requests from being computed into the Category A effectiveness per centage. Non-aircraft support classes (Category B) increased from sixty-one per cent to sixty-four per cent.[4]

On September 22nd, a survey was conducted of the stock record section of the Aircraft Service Unit by the Loring Management and Procedures Office and indicated a great deal of improvement was noted in stock record card maintenance.[5]

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1. Unit Historical Report, Wing Director of Materiel, Sep 55 (LAFB RCS: ISO-D2).
2. Ibid., see "Minutes of Base Equipment Review Board Meeting", Exhibit #3.
3. Unit Historical Report, 42d Supply Sqdn, Sep 55 (LAFB RCS: ISO-D2).
4. This material is primarily to the type on which stock levels are not difficult to obtain and would seldom exceed seventy per cent. See Appendix No. 6B, this History.
5. Unit Hist. Rept., 42d Sup Sqdn, Sep 55 (RCS: ISO-D2).

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The Flyaway Kit Section was engaged in preparation for the forthcoming Wing rotation (thirty day TDY tothe UK)--a great deal of emphasis was placed on this in order that everything would be in superior condition.[6]

In September, the Munitions Branch, in addition to the normal workload,[7] participated in the Base Alert[8] on September 23rd. At 0600 hours, after the siren sounded, Munitions started loading ammunition for delivery to the flight line. By 0810 hours, thirty loads of ammunition were lined up ready for delivery to aircraft. Then, at 0845 hours, aircraft numbers were phoned into the section and ammunition was imediately dispatched to the runway.[9]

On Tuesday, September 27th, all contaminated JP-4 (jet fuel) had left Loring, with the exception of four railcars turned over to Crash Rescue (AIO). The JP-4 storage tanks were projected to be cleaned by October 1, 1955--there were twenty-four thousand barrels of contaminated gas in the 115/45 tank. The pipeline was reported clean all the way from Searsport, Maine, to Littleton, Maine, while the remainder to Loring AFB was still contaminated with approximately eighteen thousand barrels in the line. This eighteen thousand estimated barrels would be dumped into the large tank at which time the line is expected to be clear. The 115/45 tank would then be cleaned and filled with the 115/45 presently in the pipeline. JP-4 would

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6. Ibid.

7. See Appendix No. 6A, this History, "Munitions".

8. Base Alert Plan 10A-55, commencing at 0600 hrs., 23 Sep, ending at 1100 hrs., same day.

9. Unit Hist. Rept., 42d Sup Sqdn, Sep 55 (RCS: ISO-92).

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follow and operation would begin. Time to complete this operation: approximately thirty days.[10] Air Division Materiel determined that a "Bowser" cartridge type filter unit between the large tanks and the hydrant system would be required--this type filter would be suitable for removing the coloidal rust that caused contamination of the bulk fuel.

As for unit mission equipment on hand,[11] there was relatively no change in equipment percentages as changes in authorization offset the quantities of items received.[12]

Aircraft Maintenance Activities

The reported in-commission percentage for B-36 aircraft was 73.9 per cent in September; KC-97 aircraft were 89.3 per cent in-commission.[13]

10. Unit Historical Report, Air Division Director of Materiel, Sep 55 (RCS: ISO-D2).

11. Per "Operational Ready" Report (RCS: SAC-V2).

12. Unit Historical Report, Wing Director of Material, Sep 55 (LAFB RCS: ISO-D2).

13. See AF Form 110a, "Report of Aircraft Status and Purpose of Flight", Sep 55. Exhibit #4.

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The AOCP percentage on B-36 aircraft was .9 per cent.[14]

The in-dock phase of major inspections was completed on seven B-36 aircraft this month. Four of these aircraft were test flown and returned to their tactical squadrons. Two aircraft carried over on the back line from last month, were test flown and returned to their squadron. This was a total of six aircraft "sold" during the month.

Three aircraft inspected this month but not test flown were carried over on the back line, and will be completed next month.

The average turn-around time in days per aircraft increased five days over last month's average to 21.3 days.

Major inspections were completed on three KC-97 aircraft this month. These aircraft were test flown and returned to the Refueling Squadron. One aircraft carried over on the back line from last month was test flown and returned to its squadron. A total of four KC-97 aircraft were sold back to the Refueling Squadron during the month, for an average of 7.75 days per aircraft. This was a decrease of 2.25 days below last month's average.[15]

14. Unit Historical Report, 43d Periodic Maint. Sqdn, Sep 55 (RCS: ISD-D2).

15. Ibid.

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MAJOR PROBLEMS

Wing Personnel Shortage

The 42d Heavy Bombardment Wing was suffering shortages in the "specialist-level" airmen ranks and in certain officer career fields. Wing efficiency was especially lowered in the maintenance organizations. In PMS, for example, it was readily apparent that if the squadron received adequate specialist support, it could turn-around B-36's during dock inspections in several days less time than was being done.[1]

The influx of "C10" helper-level airmen, trainable and untrainable,[2] coupled with the heavy separation rate, TDY to schools, etc., were the main causes of airmen not being effectively assigned.[3] Many Wing officers were forced to hold "additional duty" type jobs which, of course, proves unsatisfactory because sufficient time cannot be devoted to primary and additional duties both.[4]

Continuing emphasis was placed on raising the skill level of airmen--number entered on OJT was 111, number tested, 178.[5]

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1. Unit Historical Report, 42d PMS, Sep 55 (LAFB RDS: 180-D2). Few specialists were assigned for systems trouble-shooting and weather.

2. Airmen cannot be promoted or upgraded. First increment arrived in Wing in Jan 55 (42d Bomb Wing History, Jan 55).

3. See Appendix No. 2B, "(Wing) Effective Manning Report", this History.

4. Interview with WOJG J. Scarpa, Wing Pers Offcr, by author in WDP, 1 Oct 55.

5. See Footnote #3, this Chap.

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Air Base Group Personnel Shortage

Group Headquarters was limited to positive action that could be taken to alleviate airmen shortages in "administration" and "personnel". There was reported some projected input in the personnel career fields,[6] but not enough to fill authorized vacancies.[7] ISO, finance, supply and food service were also critically short of "specialist-level" airmen in September.

Group Personnel had screened overage career fields, and where possible, waivers of project guidance have been forwarded to train personnel in shortage career fields.[8] Of course, waivers cannot be provided the "untrainable" airmen.[9]

There was an over-all shortage of 49 airmen in authorized AFSC's in September.[10] The Group was reportedly undermanned thirty officers in September.[11]

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6. Projected input based upon known and future losses thru ETS and reassignment, TDY's and reenlistment. Files, MIL-15, ASDF, "Separation", MIL-2, ASDF, "Assignment" (Sep 55).

7. Interview with Capt R. Morton, Group Pers Offcr, by author in ASDF, 1 Oct 55.

8. Unit Historical Report, ASDF, Sep 55 (LAFB RCS: ISO-D2).

9. See Footnote #2, this Chap.

10. See Appendix No. 28, "(Air Base Group) Effective Manning Report", this History.

11. Ibid.

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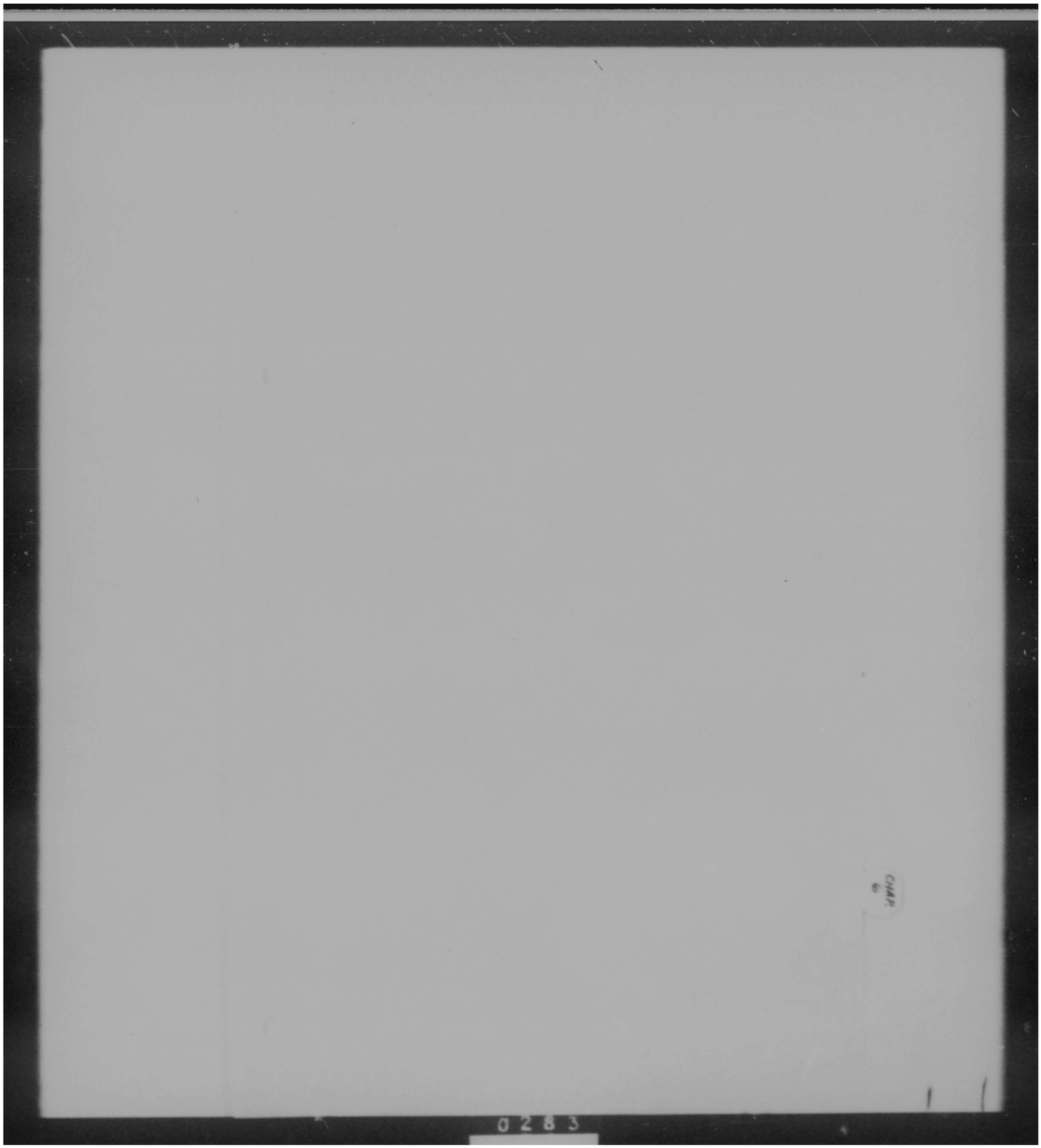

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MISCELLANEOUS

Hospital Exhibit[1]

During the month of September, 1955, the American Hospital Association Convention was held at the Convention Hall at Atlantic City, New Jersey. A select group of twenty-one airmen and five officers were picked from the 42d Tactical Hospital and the 4034th USAF Hospital to display a 36-Bed Air Transportable Infirmary and one Tactical Medical Support Element at the Convention.

The personnel and equipment were airlifted from Loring AFB on the afternoon of September 15th to McGuire AFB, N. J., in a C-124 aircraft. On the morning of September 16th, the personnel and equipment departed to Atlantic City, N. J. Eight tents, six squad tents and two ward tents were utilized for this exercise, of which all were erected on the 16th of September and the equipment moved inside them.

Approximately fifteen hundred people passed through the display and received special pamphlets outlining the story of tactical medical support in the Strategic Air Command.[2]

September 22nd, the personnel and equipment started on the return trip to Loring AFB.

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1. Unit Historical Report, 4014th USAF Hosp, Sep 55 (RCS: ISD- D2).
2. See "Tactical Medical Support" phamplet, Exhibit #5.

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Safety

In discussion at the 45th Air Division Safety Committee Meeting, held 30 September 1955,[3] was the runway construction and taxiway shoulder stabilization.[4] Committee members were informed that 6,985 feet of runway is available for normal use and nine thousand for emergency use. Taxiway "B" and "C" are open. The runway construction should be completed by November 1st, but in the interim period, pilots were cautioned to be extremely careful while taxiing, taking off and landing.

A flying safety "hazard" was brought up, also. Because the approach end of the runway has been under construction, it would be dangerous to aircraft coming in on GCA with low ceilings and visibility. It was suggested that units mention this to their pilots, and that the GCA operators warn pilots in the pattern.[5]

---

3. See Minutes, Division Safety Committee Meeting, Exhibit #6.

4. See Chap. 3, pp 22, 23, this History.

5. See Footnote #3, this Chap. [Unit Historical Report, Wing Dir of Safety, Sep 55 (LAFB RCS: ISO-D2)]

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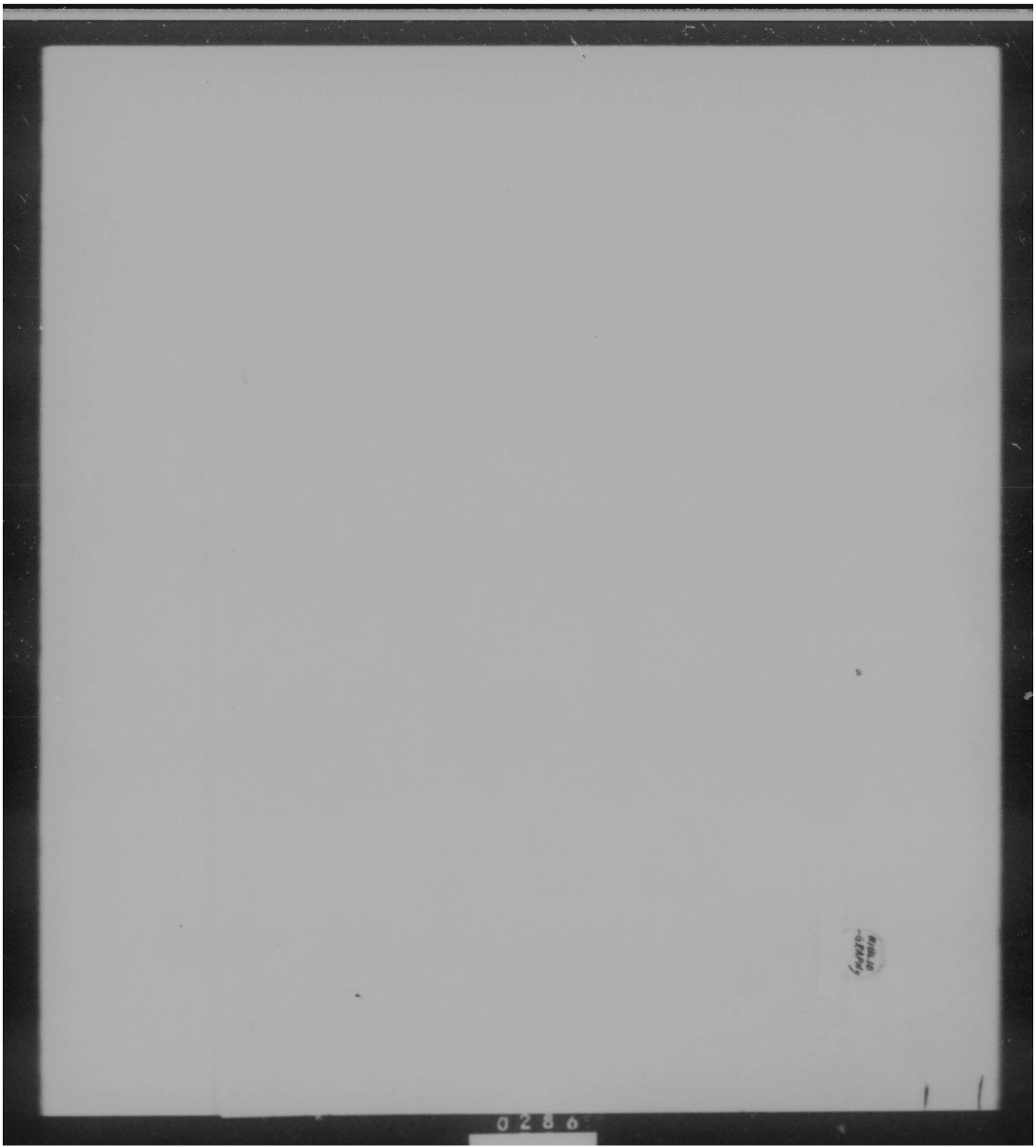

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SAC Reg 51-4, dtd 14 Jul 55: "Standboard Checks".

SAC Reg 51-19, dtd 15 May 54: "Flying Training Checkout Requirements".

Orders

42d Bomb Wing (H) Ops Order 300-55, dtd 25 Aug 55: "Operation Post Hole". (S)

42d Bomb Wing (H) Ops Order 141-55, dtd 22 Sep 55: "Operation Patron Saint".(s)

Base Alert Plan 10A-55, dtd 20 Sep 55.

Files

Headquarters, 42d Bomb Wing and 42d Air Base Gp Dir of Pers Files
MIL-2 Assignment
MIL-12 Separation

Headquarters, 42d Bomb Wing Dir of Ops Intelligence Division Files

Newspapers

LimeLite (Loring AFB weekly publication), 16 and 23 Sep 55.

Recurring Reports

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RCS: 8AF-P1, "Officers Roster - 45th Air Division (42d Bomb Wing, H, and 42d Air Base Gp)" (1-30 Sep 55).

RCS: 1-SAC-T12, "Bombardment Air Training Report" (1-30 Sep 55).(CONFIDNETIAL)

RCS: 4-SAC-T12, "Refueling Air Training Report" (1-30 Sep 55).(CONFIDENTIAL)

Correspondence

Hq 42d Bomb Wing (H) WODT3 Ltr to Hq 8AF ATTN: ODT3, Subj: "Special Report on 8th AF Opss Order 300-55 ("Post Hole")", dtd 30 Sep 55. (SECRET)

Messages

Zippo Msg, 1-140, Subj: "Special Rept 8AF 141-55 Patron Saint 42BW Wave 2", dtd 30 Sep 55. (S)

Interviews

Hirsch, Mr. L. H. Interview by author, 17 Oct 55. In ISO-H, Hq 42d Air Base Gp.

Inter-Office Correspondence

Personnel memo (DF) 42BW WDP to 45AD DP, Subj: "Monthly Evaluation of Operations", dtd 7 Oct 55.

Pers memo (DF) 42ABGp DP to 45AD DP, Subj: "Monthly Evaluation of Operations", dtd 7 Oct 55.

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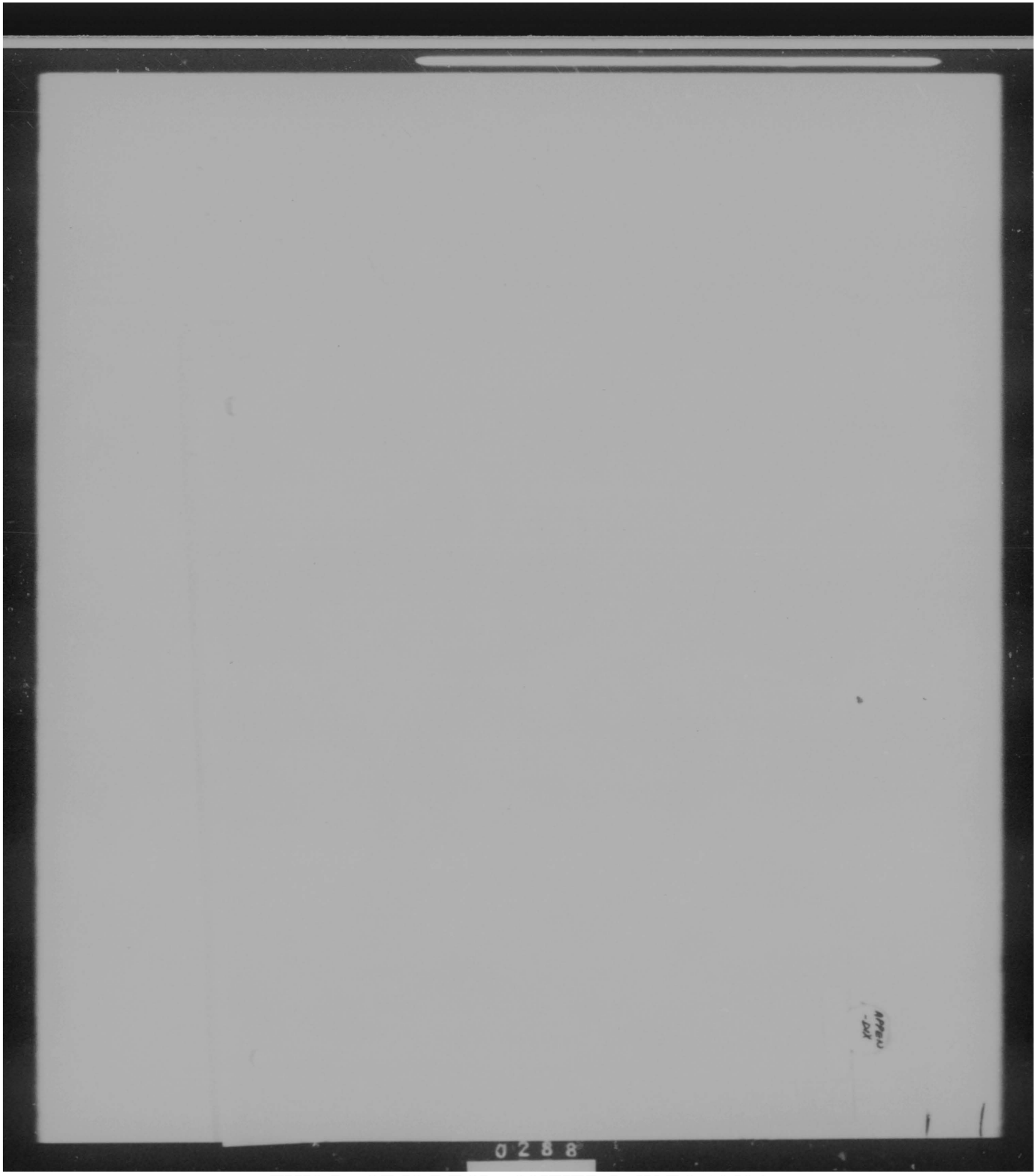

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APPENDIX No. 1

ROSTEROF KEY PERSONNEL

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ROSTER OF KEY PERSONNEL*

45TH AIR DIVISION

SEPTEMBER 1955

HEADQUARTERS, 45TH AIR DIVISION:

Commander	William K. Martin (1697A)	Brig. General
Director of Pers	John B. F. Dice (899A)	Colonel
Director of Mat	Wendell M. Van Sickle (6554A)	Colonel
Director of Ops	Sam L. Barr (4325A)	Colonel

42D AIR BASE GROUP:

Commander	Jackson W. Lewis (2116A)	Colonel
Deputy Commander	William W. Pannis (2466A)	Lieut. Colonel
Base Personnel Staff Officer	Fred C. Simpson (A0424142)	Lieut. Colonel
Base Materiel Staff Officer	Harry D. Terwilliger (A01549390)	Major
Base Operations Staff Officer	Edward F. Fleming (A0792825)	Major
Manpower & Organ Staff Officer	William A. Carter (3019A)	Lieut. Colonel
Comptroller	William B. Pequignot (A0564007)	Lieut. Colonel
Staff Judge Advocate	Carl R. Pearson (21796A)	Major
Base Chaplain	John J. Long (A0487098)	Lieut. Colonel

* Roster of Officers of 45th Air Div (42d Air Base Gp) as of 30 Sep 55 (RCS: 8AF-[illegible]).

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ROSTER OF KEY PERSONNEL

Info Services Staff Officer	Charles R. Hughes (A03013363)	First Lieutenant
Director of Safety	Lorenzo Caliendo (A0683963)	Major
Adjutant	Frank C. Elliott (A01533548)	Captain
Comdt, Hq Sqdn	Frank L. Wrigglesworth (A0431085)	Major
Comdr, 42d Air Pol Squadron	Robert R. Love (A0215113)	Lieut. Colonel
Comdr, 42d Install Squadron	Ernest L. Buckley (17912A)	Major
Comdr, 42d Ops Squadron	Donald R. Sandvig (A01036711)	Captain
Comdr, 42d Sup Squadron	Edwin C. Annis (A0747705)	Captain
Comdr, 42d Mtr Veh Squadron	Donald R. Kidd (A01038717)	Captain
Comdr, 42d Food Service Sqdn	Bertil E. Carlson (AW2201390)	WOJG

4034th USAF HOSPITAL:

Commander	James G. Langford (26348A)	Lieut. Colonel

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APPENDIX No. 2

PERSONNEL STATISTICS

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A) Daily Strength
Report

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

DATE: 1 SEPTEMBER 1955

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PRS	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PRS
HQ 45TH AIR DIVISION	10	9	0	5	7	6	0	4
HQ 42D BOMB WING	47	45	0	31	124	124	0	105
69TH BOMB SQUADRON	109	96	0	81	229	216	0	185
70TH BOMB SQUADRON	109	99	0	84	229	239	0	196
75TH BOMB SQUADRON	109	96	0	73	229	219	0	175
42D FIELD MAINT SQUADRON	8	7	0	6	654	555	0	482
42D PER MAINT SQUADRON	5	5	0	4	247	220	0	197
42D A & E MAINT SQUADRON	12	9	0	7	302	399	0	290
42D AIR REFUELING SQUADRON	100	98	0	82	250	213	0	187
TOTAL	509	464	0	373	2271	2157	0	1821
42D TACTICAL HOSPITAL	36	24	0	22	121	122	0	111
4034TH USAF HOSPITAL	16	29	1	16	13	13	5	18
TOTAL	52	43	1	138	134	135	5	129
HQ 42D AIR BASE GROUP	62	57	0	49	315	312	0	273
42D OPRS SQUADRON	11	8	0	8	185	186	9	165
42D SUPPLY SQUADRON	16	10	0	5	272	273	0	240
42D MOTOR VEHICLE SQUADRON	4	3	0	3	186	183	0	166
42D AIR POLICE SQUADRON	10	7	0	6	296	297	0	266
42D FOOD SERVICE SQUADRON	4	2	0	2	222	223	0	214
42D INSTLS SQUADRON	6	7	0	6	248	249	0	222
524TH AIR FORCE BAND	1	0	0	0	16	16	0	14
TOTAL	114	94	0	79	1740	1741	9	1560
GRAND TOTAL	675	601	1	490	4029	4033	14	3510

OFFICER NAME, GRADE (Typed): ROBERT RAPPAPORT CAPTAIN USAF

SIGNATURE (Officer): Robert Rappaport

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

DATE: 27 September 1955

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PFD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PFD
HQ 45TH AIR DIVISION	10	10	0	6	7	7	0	5
HQ 42D BOMB WING	47	49	0	48	104	119	0	112
69TH BOMB SQUADRON	109	97	0	83	229	212	0	177
70TH BOMB SQUADRON	109	98	0	83	229	239	0	208
75TH BOMB SQUADRON	109	97	0	70	219	224	0	185
42D FIELD MAINT SQUADRON	8	7	0	7	654	562	0	485
42D PER MAINT SQUADRON	9	5	0	5	247	191	0	167
42D A & E MAINT SQUADRON	12	8	0	7	303	264	0	318
42D AIR REFUELING SQUADRON	100	100	0	79	250	215	0	190
TOTAL	509	471	0	385	2272	2132	0	1847
42D TACTICAL HOSPITAL	36	22	0	20	137	114	0	109
4034TH USAF HOSPITAL	16	20	0	18	19	12	3	13
TOTAL	52	42	0	38	156	126	3	122
HQ 42D AIR BASE GROUP	62	58	0	50	269	302	0	271
42D OPRS SQUADRON	11	8	0	6	161	178	10	173
42D SUPPLY SQUADRON	16	11	0	9	293	259	0	228
42D MOTOR VEHICLE SQUADRON	4	3	0	2	192	181	0	160
42D AIR POLICE SQUADRON	10	7	0	7	320	291	0	2
42D FOOD SERVICE SQUADRON	4	2	0	2	266	211	0	
42D INSTLS SQUADRON	6	7	0	6	273	242	0	
524TH AIR FORCE BAND	1	0	0	0	19	16		
TOTAL	114	96	0	82	1793	1660		
BASE GRAND TOTAL	675	609	0	505	4221	3		

OFFICER NAME, GRADE (Typed): ROBERT RAPPAPORT CAPTAIN USAF

SIGNATURE (Officer): Robert Rappaport

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B) Effective Manning
Report

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"THIS IS A CERTIFIED TRUE COPY." Edward V. Johnson, Jr.
EDWARD V. JOHNSON, JR.
2d Lt., USAF
Information Services Officer

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Effective Manning Report

BCMA WDPU 8 Oct 55

1. The following information is submitted in accordance with Base Regulation 170-4:

a. Officers:

SQUADRON	AUTH	ASGD	EFF ASGD
Hq 42d BOMWG	47	49	43
69th BOMRON	109	97	97
70th BOMRON	109	98	98
75th BOMRON	109	97	97
42d APFS	100	100	99
42d FLDMAINTRON	8	7	7
42d PERMAINTRON	5	5	5
42d A&EMAINTRON	12	8	8
42d TAC HOSP	36	22	21

Hq 42d BOMWG
Lt Evans - 7535 NCO Academy
Lt Edwards - 7021 Due for Separation, Replacement in.
Lt Kamm - 4321 RDCSA 25th Sep fr Div.
Lt Schaffer - 2051 Overage, Due for Discharge Nov 55.
Lt Little - 2041 Overage in Intell, More due in.
Lt Col Proulx - 4316 Overage, Replacement in.
1 - 1534A - Overage
Major Manners - 9816 Overage (Not Authorized)

b. Airmen:

SQUADRON		AUTH	ASGD	EFF ASGD
Hq 42D BOMWG	(a)	38	34	27
	(b)	87	85	40
69TH BOMRON	(a)	172	158	113
	(b)	57	54	40
70TH BOMRON	(a)	172	177	128
	(b)	57	61	40
75TH BOMRON	(a)	172	170	124
	(b)	57	54	33
42D PERMAINTRON	(a)	226	173	165
	(b)	21	15	12

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DF, WDPU, dtd 8 Oct 55, Subj: Effective Manning Report

b. Airmen: Cont'd

SQUADRON		AUTH	ASGD	EFF ASGD
42D FLDMAINTRON	(a)	431	378	337
	(b)	224	183	146
42D A&EMAINTRON	(a)	237	302	147
	(b)	68	62	31
42D AREFS	(a)	193	175	149
	(b)	57	40	28
42D TAC HOSP	(a)	1	0	0
	(b)	136	113	87
CONSOLIDATED WING FIGURES				
42D BOMWG	(a)	1642	1567	1190
	(b)	764	667	457

Number entered on OJT: 111
Number tested: 178
Number passed: No results
Number upgraded: 10
Number of effective discharged: 22

(a) Direct Support Skills (30, 32, 33, 40, 42, and 43 career fields).
(b) Indirect Support Skills (Other career fields)

ALBERT K. STEBBINS, III
MAJOR, USAF
Director of Personnel

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Monthly Evaluation of Operations

BGMA HP 6 October 1955

1. In compliance with Base Regulation 170-4 dated 27 September 1955, the following report is submitted:

a. Personnel Records: All entries on personnel records that are applicable to the Air Base Group Squadrons are completed.

b. Manning in required specialties:

AUTH	ASGD	MIRS	% EFF ASGD	% BODILY MANNED
1800	1691	1307	72.33%	93.9%

(1) Reasons for regression of 4.23% from last month and not obtaining the maximum score:

(a) There is a shortage of 493 airmen in authorized AFSC's.

(b) There were 27 airmen transferred PCS from this station.

(c) There were 47 airmen discharged who did not reenlist or reenlisted for another station.

(2) Action that can be taken to alleviate this regression:

(a) Upgrade all airmen who have completed OJT and have passed the Airmen Proficiency Test or Air Force Job Knowledge Test.

(b) There are 24 airmen projected in that will help alleviate this regression.

2. The main reason for the continued regression and the impossibility of obtaining the maximum score is the same as previous months:

a. Skilled airmen being discharged or reenlisting for another station.

b. The small amount of skilled airmen being assigned to this station.

c. The supporting of mandatory PCS shipments.

3. The number of airmen upgraded in the Air Base Group during the month of September to the 3, 5 and 7 level were as follows:

a. Three level: 3

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Monthly Evaluation of Operations

Dir of Pers 45th ADiv BP 42d ABGp 7 Oct 55

1. In compliance with Base Reg 170-4, dated 27 Sep 54, the following report is hereby submitted:

a. Personnel Records: All entries on personnel records that are applicable to the Air Base Group are completed as of 30 Sep 55.

b. Manning in required specialties (Including 45th ADiv & 4034th USAF Hosp):

AUTH	ASGD	EFF ASGD	% EFF ASGD	% ASGD
141	116	105	74.4%	82.2%

c. Reason for increase in authorization: The 42d ABGp is now authorized one (1) 1444 (Flying Safety Officer) in the grade of Major to act as Dir of Safety for Group.

d. Reason for not obtaining maximum results:

(1) The 42d ABGp is undermanned thirty (30) officers and warrant officers, and the 4034th USAF Hosp is undermanned six (6) officers.

(2) Shortages are as follows:

AFSC	NR SHORT	AFSC	NR SHORT	AFSC	NR SHORT	AFSC	NR SHORT
*1024	2	*7324	3	**9744	1	77100	1
***1435	4	7336	1	**9836	1		
3254	1	7535	1	**9366	1	*ASGD ON ORDERS	
6016	1	7724	2	36000	1	**Hosp AFSC's	
6424	3	7924	2	62000	1	***1 of 4 ASGD ON ORDERS	
6454	1	**9235	1	64100	2		
6736	1	**9486	1	70200	1		
7224	1	**9586	1	76000	1		

(3) There are two (2) Officers overage who have assignment limitations: 1 is 7824 (Legal Off) and 1 is 5524 (Instal. Engr) in ABG. 45th ADiv is over one in 4311 (Aeft Staff Off). 4034th USAF Hosp is over eleven (11) in DAFSC, 1-9066, 5-9326, 3-9826, 1-9921 and 1-9416.

FRED C SIMPSON
Lt Col., USAF
Base Director of Personnel

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b. Five level: 36

c. Seven level: 3
TOTAL 42

4. The number of airmen placed on OJT during the month of September in the Air Base Group for the 3, 5 and 7 level were as follows:

a. Three Level: 27

b. Five level: 54

c. Seven level: 9
TOTAL 90

5. There were 75 Air Force Job Knowledge Tests administered to Air Base Group personnel during the month of September and of these 68 attained a qualifying score and 7 attained an unqualifying score.

6. There were 53 Airman Proficiency Tests administered to Air Base Group personnel in the 36, 42, 43, 64, 90 and 98 Career Fields. These tests are scored at 2200th Test Squadron and the results will not be known for about six weeks.

7. There are presently 268 authorized helper level positions. There are 516 helper level airmen assigned to the Air Base Group. There are 112 of these airmen on OJT for the apprentice level in various AFSC's. There are 404 untrainable 010's assigned to the Air Base Group. With 268 authorized helper level positions and 404 assigned there are actually 136 airmen at the helper level who are being reflected against our over all assigned strength.

FRED C. SIMPSON, Lt Colonel, USAF
Director of Personnel

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APPENDIX No. 3

TRAINING STATISTICS

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BASE TRAINING FLIGHT REPORT*

During the month of September, 1955, Phase III of the "50-24 Ground School" (in accordance with SAC Reg 50-24, dated 7 April 1955, "Training - Unit and Combat Crew Requirements") was begun and fourteen B-36 combat crews and five KC-97 tanker crews completed the course of training administered to them.

The Navigation Section had normal trainee operation during the month. Technical representatives from Otis Elevator Company continued supervision of a "T2" radar bomb navigational trainer, plus instructing special classes for the operation and maintenance of this trainer.

The Base Firing Range was used by the tactical squadrons for firing the .38 caliber pistol--the new combat crew hand-gun. Approximately 450 men fired their weapons on the range.

The SAC Gunnery School started a class consisting of ten airmen. The Gunnery School also held 50-24 classes for the above-mentioned fourteen B-36 crews.

* Unit Historical Report, 42d Ops Squadron, Sep 55 (LAFB RCS: ISO-D2).

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APPENDIX No. 4

OVER-ALL SUPPORT
STATISTICS

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FLYING SAFETY

	APR	MAY	JUN	JUL	AUG	SEP
PRIMARY AIRCRAFT:						
Hours Flown	1424	1666	1663	1691	1392	1629
Major Accidents	0	1	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	60	0	0	0	0
ADMINISTRATIVE AIRCRAFT:						
Hours Flown	401	411	467	434	478	366
Major Accidents	0	0	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	0	0	0	0	0

SOURCE: Flying Safety Office, HCS: 1-AF-A1

FLYING SAFETY

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FLYING TIME

	APR	MAY	JUN	JUL	AUG	SEP
B-25	135	148	163	113	115	96
C-45	96	87	89	110	95	52
C-47	101	132	112	121	127	156
C-119	35	60	51	43	73	24
H-19	34	44	52	47	35	38
TOTAL	401	411	467	434	445	366

SOURCE: RCS: 1-AF-A1

		APR	MAY	JUN	JUL	AUG	SEP
42d BW	Prog	908	1100	1060	1081	903	1100
	Act	856	1087	1058	1085	923	1000
	/Acft	28	34	33	34	29	30
69th	Prog	297	380	330	350	300	353
	Act	295	368	312	351	306	335
	/Acft	28	31	31	35	28	30
70th	Prog	308	368	394	334	303	365
	Act	286	395	392	374	304	344
	/Acft	28	35	36	34	28	32
75th	Prog	303	352	366	397	300	380
	Act	275	324	354	360	313	321
	/Acft	28	32	32	33	28	29
42d ARS	Prog	NA	NA	NA	619	474	597
	Act	568	570	605	606	469	629
	/Acft	26	27	29	29	22	30

FLYING TIME

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AIRCRAFT COMMISSION STATUS
2D BOMBARDMENT WING (H)

	B-29s					
	APR	MAY	JUN	JUL	AUG	SEP
Hours on Hand	22312	23484	22806	23901	24552	23766
Hours in Commission	17262	14960	14980	18181	18507	17573
Rate	77	64	65	76	75	74
Hours Out of Commission	5152	8824	7826	5720	6045	6193
Rate	23	38	35	24	25	26
Hours AOGF	443	290	626	33	91	204
Rate	2	1	3	0	0	1
Hours AOGM	2480	4737	4074	2668	3128	3252
Rate	11	21	18	11	13	14
Hours Other Time	2229	3797	3126	3019	2826	2731
Rate	10	16	14	13	12	11
Average Aircraft Possessed	30.9	31.6	31.7	32.1	33	33

SOURCE: RCS: 1-AF-A1

AIRCRAFT COMMISSION STATUS

0308

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AIRCRAFT COMMISSION STATUS

	69th Bm Sq		70th Bm Sq		75th Bm Sq		43d ARW	
	AUG	SEP	AUG	SEP	AUG	SEP	AUG	SEP
Hours on Hand	8184	7920	8184	7920	8184	7920	15624	15030
Hours In Commission	5876	6198	6539	5957	6092	5418	12102	13420
Rate	72	78	80	75	74	68	77	89
Hours Out of Commission	2308	1722	1645	1963	2092	2502	3523	1610
Rate	28	22	20	25	26	32	23	10
Hours AOCP	33	64	0	64	58	76	1811	0
Rate	0	1	0	1	0	1	12	0
Hours AOCM	1341	1163	557	770	1230	1319	1271	972
Rate	16	15	7	10	16	17	8	6
Hours Other Time	934	495	1088	1129	804	1107	441	638
Rate	12	6	13	14	10	14	3	4
Average Aircraft Poss.	11.0	11.0	11.0	11.0	11.0	11.0	21.0	20.9

SOURCE: RCS: 1-AF-A1

0309

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BASE SUPPLY EFFECTIVENESS

	APR	MAY	JUN	JUL	AUG	SEP
Depot Supply Action	68	73	74	73	79	[illegible]
Base Supply Action	61	64	73	71	69	81
Reparable Action	100	100	100	100	97	98
Stock Record Cards	32608	32856	25287	25713	22894	23337
Line Items Processed	24297	27007	24007	28600	28859	21320
Percent Inventory Taken	67	85	100	18	35	51
Percent Inventory Error	7/11	6/9	4/8	6.7	5/6	5
Line Items In LP Store	7300	7150	7000	6700	6650	6650
Line Items Issued LP Store	1585	2195	1918	1722	1754	2044
Pipeline Time - Days						
GSA Store Items	43	44	41	28	20	31
GSA Supplies	43	45	35	35	17	33
Local Purchase	46	31	30	21	19	23

SOURCE: RCS: AF-31

BASE SUPPLY EFFECTIVENESS

0310

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STATUS OF MOTOR VEHICLES

	APR	MAY	JUN	JUL	AUG	SEP
Vehicle Days Assigned	27480	27172	24360	26040	25323	25080
Days VDF	254	345	424	435	366	366
Rate	.9	1.3	1.7	1.6	1.4	1.4
Days VDM	982	1072	917	620	363	706
Rate	3.6	3.9	3.9	2.4	1.4	2.8
Total Vehicle Days Lost	1236	1417	1341	1055	729	1072
Rate	4.5	5.2	5.6	4.0	2.8	4.2
Air Division Vehicles Authorized	577	577	577	577	577	577
Air Div & Tenant Veh Assigned	916	812	812	840	833	836

SOURCE: SCS: SAC-K1

STATUS OF MOTOR VEHICLES

0311

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HOUSING STATUS

GOVERNMENT HOUSING	JUL	AUG	SEP
Spaces Available	5303	5303	5303
Spaces Occupied	2879	3080	2920
Family Housing			
Officer:			
Completed	80	80	80
Occupied	28	25	16
Airmen:			
Completed	160	160	160
Occupied	212*	199	200

* A portion of the Officer's Housing Area is being used to house Airmen families on a temporary basis.

OFF BASE HOUSING	JUL	AUG	SEP
Wherry-Officers:			
Completed	510	510	510
Occupied	493	493	489
Wherry-Airmen:			
Completed	990	990	990
Occupied	976	981	972
Local Area:**			
Officers	145	200	176
Airmen	958	744	802
Civilians	390	435	436

**Includes 548th AAA & 3080th

SOURCE: RCS: 1-AF-Z1, Base Housing Office

HOUSING STATUS

0312

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INCIDENTS

	APR	MAY	JUN	JUL	AUG	SEP
Traffic Accidents (Military & Civilian):						
On Base	5	10	15	8	4	10
Off Base	5	5	9	6	5	10
Traffic Violations (Military & Civilian):						
On Base	56	26	38	34	50	25
Off Base	7	20	13	76	50	60
Security Violations	2	0	0	0	0	0
Serious Crimes	0	3	2	0	3	0
Drunk and Disorderly	4	3	0	2	1	1
Insubordinate Conduct	0	4	0	0	1	0
Larceny, Housebreaking, Burglary, & Robbery	0	1	1	0	0	0

SOURCE: RCS: AF-Y7

INCIDENTS

0313

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A W O L ' S

	APR	MAY	JUN	JUL	AUG	SEP
Hq 42d BW	0	1	0	1	0	0
69th Bm Sq	0	1	0	0	3	1
70th Bm Sq	0	0	0	0	0	0
75th Bm Sq	0	0	0	0	0	2
42d PMS	0	0	0	0	0	0
42d FMS	2	0	0	1	0	0
42d A&E Sq	1	0	0	0	0	2
42d TAC Hosp	0	0	1	1	0	0
42d ARS	1	0	0	0	0	0
TOTAL	4	2	1	3	3	5

	APR	MAY	JUN	JUL	AUG	SEP
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	1	0	1	1	0
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	0	0	0	1	1	0
42d Mtr Veh Sq	0	1	0	0	0	0
42d AF Sq	0	0	0	0	1	0
42d Fd Sv Sq	1	0	3	3	1	3
42d Inst Sq	0	0	0	1	1	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	1	2	3	6	5	3

SOURCE: Provost Marshal

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COURTS MARTIAL

	JUL	AUG	SEP		JUL	AUG	SEP
Hq 42d BW	0/0/0	0/1/0	0/0/0	Hq 454th AD	0/0/0	0/0/0	0/0/0
69th Bm Sq	0/0/0	1/2/0	0/0/0	Hq 42d AB Gp	0/0/0	0/1/0	0/0/0
70th Bm Sq	0/0/0	0/0/0	0/0/0	42d Opns Sq	0/0/0	0/0/0	1/0/0
79th Bm Sq	0/0/1	0/0/0	0/0/0	42d Supp Sq	0/0/0	0/0/0	0/0/0
42d FMS	0/0/0	0/0/0	0/0/0	42d Mtr Veh Sq	0/0/0	0/0/0	0/0/0
42d FMS	0/0/0	0/2/1	0/0/4	42d AP Sq	0/0/0	0/0/0	0/0/0
42d A&E Sq	0/2/1	0/1/0	0/0/2	42d Fd Sv Sq	0/2/0	0/0/0	0/1/2
42d TAC Hosp	0/0/1	0/0/0	0/0/0	42d Inst Sq	0/2/0	0/0/0	0/0/1
42d ARS	0/0/0	0/0/0	0/0/0	4043d Hosp	0/0/0	0/0/0	0/0/0
				542d Band	0/0/0	0/0/0	0/0/0
TOTAL	0/2/3	1/9/1	0/0/6	TOTAL	0/8/8	0/12/4	1/8/6

SOURCE: Judge Advocate — General / Special / Summary

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VENEREAL DISEASE

	APR	MAY	JUN	JUL	AUG	SEP		APR	MAY	JUN	JUL	AUG	SEP
Hq 42d BW	0	0	1	0	0	0	Hq 43th AD	0	0	0	0	0	0
69th Bm Sq	0	0	0	0	0	0	Hq 42d AB Gp	0	0	0	0	0	0
70th Bm Sq	0	0	0	0	0	0	42d Opns Sq	0	0	0	0	0	0
75th Bm Sq	1	0	0	0	3	0	42d Supp Sq	0	0	1	0	0	0
42d FNS	0	0	0	0	0	0	42d Mtr Veh Sq	1	0	0	0	0	0
42d FNS	0	2	4	0	0	1	42d AP Sq	0	1	1	0	0	0
42d AAE Sq	2	2	0	0	0	0	42d Fd Sv Sq	1	0	5	1	0	0
42d TAC Hosp	0	0	0	0	0	0	42d Inst Sq	1	0	0	0	0	0
42d ASS	0	0	0	0	0	0	401th Hosp	0	0	0	0	0	0
							521th Band	0	0	0	0	0	0
TOTAL	3	4	5	0	3	1	TOTAL	3	1	7	1	0	0

SOURCE: Preventive Medicine Office

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GOVERNMENT VEHICLE ACCIDENTS

	APR	MAY	JUN	JUL	AUG	SEP		APR	MAY	JUN	JUL	AUG	SEP
Sq 42d BW	0	0	0	0	0	0	Sq 479th AD	0	0	0	0	0	0
69th Bm Sq	0	0	0	0	0	0	Sq 42d AB Gp	0	0	0	0	0	0
70th Bm Sq	0	0	1	0	0	0	42d Opns Sq	0	0	0	0	0	0
75th Bm Sq	0	0	0	0	0	0	42d Supt Sq	0	1	0	0	0	0
42d PMS	0	0	0	0	0	0	42d Mtr Veh Sq	1	0	1	0	0	0
42d FMS	0	0	0	0	0	0	42d AP Sq	0	0	0	0	0	0
42d AAE Sq	0	0	0	0	0	0	42d Fd Sv Sq	0	0	1	0	0	0
42d TAC Hosp	0	0	0	0	0	0	42d Inst Sq	0	0	0	0	0	0
42d ARS	0	0	0	0	0	0	479th Hosp	0	0	0	0	0	0
							42d Band	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	TOTAL	0	1	2	0	0	0

SOURCE: Ground Safety Office

GROUND SAFETY

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SAFETY & FILM

MILITARY PERSONNEL INJURIES

	APR	MAY	JUN	JUL	AUG	SEP		APR	MAY	JUN	JUL	AUG	SEP
Hq 42d Bm Wg	0	0	0	0	0	1	Hq 45th AD	[illegible]	0	0	0	[illegible]	0
69th Bm Sq	0	0	1	0	0	0	Hq 42d AB Gp	[illegible]	1	**	[illegible]	[illegible]	0
70th Bm Sq	0	1	0	0	1	0	42d Opns Sq	[illegible]	*	[illegible]	0	0	0
75th Bm Sq	1	1	0	0	0	0	42d Supp Sq	[illegible]	1	[illegible]	1	0	0
42d FMS	1	0	1	0	0	0	42d Mtr Veh Sq	0	1	[illegible]	0	0	0
42d FMS	1	0	1	3	1	1	42d AP Sq	1	0	0	2	0	1
42d A&E Sq	0	1	0	1	1	0	42d Fd Sv Sq	0	0	1	0	1	0
42d TAC Hosp	1	1	0	1	1	0	42d Inst Sq	0	0	0	1	1	0
42d ARS	0	0	0	2	0	1	4034th Hosp	0	0	0	0	0	0
							524th Band	0	0	0	0	0	0
TOTAL	4	4	3	7	4	3	TOTAL	1	6	6	4	2	1

SOURCE: Ground Safety Office

* Includes two fatalities
** Includes one permanent partial injury

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CIVILIAN PERSONNEL INJURIES

	APR	MAY	JUN	JUL	AUG	SEP
Hq 42d Bm Wg	0	0	0	0	0	0
69th Bm Sq	0	0	0	[illegible]	0	0
70th Bm Sq	0	0	0	[illegible]	0	0
73th Bm Sq	0	0	0	0	0	0
42d FMS	0	0	0	0	0	0
42d FMS	0	0	0	0	0	0
42d A&E Sq	0	0	0	0	0	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

	APR	MAY	JUN	JUL	AUG	SEP
Hq 45th AD	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hq 42d AB Gp	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
42d Opns Sq	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
42d Supp Sq	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
42d Mtr Veh Sq	0	[illegible]	0	0	[illegible]	[illegible]
42d AP Sq	0	0	0	0	0	[illegible]
42d Fd Sv Sq	0	0	0	0	0	[illegible]
42d Inst Sq	1	0	1	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	1	0	1	0	0	0

SOURCE: Ground Safety Office

0319

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SEPARATIONS vs REENLISTMENTS

	APR	MAY	JUN	JUL	AUG	SEP
Hq 42d BW	3/2	2/1	9/3	6/2	4/1	2/2
69th Bm Sq	5/1	7/1	7/0	16/2	16/6	8/3
70th Bm Sq	2/0	3/1	6/2	4/0	8/2	6/2
75th Bm Sq	5/1	5/2	4/2	14/4	16/9	13/12
42d PMS	5/1	4/0	3/1	3/1	10/3	14/0
42d FMS	16/4	5/3	14/2	14/2	17/6	21/9
42d A&E Sq	5/1	3/2	9/2	10/1	7/2	8/1
42d TAC Hosp	3/0	6/1	3/1	10/3	8/3	11/3
42d ARS	2/2	1/1	1/0	2/0	5/3	2/1
TOTAL	46/12	36/12	56/13	79/15	91/35	85/33

	APR	MAY	JUN	JUL	AUG	SEP
Hq 45th AD	0/0	0/0	0/0	0/0	1/0	[illegible]
Hq 42d AB Gp	11/3	7/4	9/2	20/9	12/1	[illegible]
42d Opns Sq	2/0	4/0	8/3	[illegible]	11/7	[illegible]
42d Supp Sq	3/1	2/1	9/6	12/3	8/3	12/1
42d Mtr Veh Sq	16/2	8/3	18/4	25/3	10/3	11/6
42d AP Sq	8/3	6/2	4/1	13/4	10/2	11/1
42d Fd Sv Sq	2/0	4/3	1/1	12/2	6/4	15/3
42d Inst Sq	7/5	4/1	10/3	20/4	10/4	9/3
4034th Hosp	1/0	0/0	1/1	1/0	0/0	1/0
524th Band					1/0	0/0
TOTAL	50/14	35/14	60/20	110/26	69/24	80/21

SEPARATIONS / REENLISTMENTS

SOURCE: Recruiting and Separation Office

SEPARATIONS vs REENLISTMENTS

0320

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ASSETS

The assets or goods and property owned and operated by Loring Air Force Base are:

Inventories (Controlled by Base Supply)	$	27,056,134.29
Equipment in Use - UAL		14,034,899.65
Equipment in Use - Other		5,471,427.76
Land & Land Improvements		1,709,282.79
Pavement & Runways		15,772,094.29
Buildings and Structures		47,521,731.40
Utility Plants & Systems		30,781,781.57
Construction in Progress		283,817.72
Accounts Receivable (Money owed to Loring)		47,956.36
Total Assets	$	142,679,126.03

In addition there is approximately $141,789,000 worth of aircraft assigned to Loring Air Force Base.

COMPTROLLER - BUDGET & ACCOUNTING DIV

0321

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BASE MAINTENANCE AND OPERATIONS (A/F FUNDS - FY 1956)

Obligations to 30 September 1955:

Fuel Oil	48,003	Commercial Communications	23,612
Gasoline	34,438	Commercial Transportation	58,035
Motor & Lub Oil	11,551	FICA	2,206
Supplies Issued - LP Store	173,921	Travel	46,084
Equipment	30,477	Laundry & Dry Cleaning	6,474
Cont Maint of Motor Vehicles	6,459	Cont Maint of Real Property	6,465
Cont Maint of Equipment	1,765	Civilian Personnel	429,083
Cont Services	1,511		
Purchased Utilities	465	TOTAL:	880,499

COMPTROLLER - BUDGET & ACCOUNTING DIV

0322

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FINANCE OPERATING DATA

	JUL		AUG		SEP	
Gross Disbursements	$1,666,990		$1,830,825		$1,727,847.72	
Gross Collections	$ 106,578		$ 112,057		289,495.99	
Personnel Salaries						
Officers	$ 313,021	(718)	$ 312,614	(707)	$ 317,850	(725)
Airmen	$ 564,729	(5314)	$ 592,961	(5290)	$ 545,012	(5264)
Civilians	$ 167,484	(533)	$ 194,201	(665)	$ 163,729	(547)
Total Personnel Salaries	$1,045,214	(6565)	$1,097,776	(6659)	$1,025,991	(6428)
Travel & Per Diem Vouchers	1,045		1,095		732	
Commercial Vouchers	671		926		1,958	
Commercial Discounts Taken	$ 745		315		$ 625	
Mil Pay Records Transferred	196		158		87	
Number of Sep Pymts (Excl of Reen)	259		233		141	
Savings Bonds	$ 1,200		$ 4,069		$ 10,068.75	
Treasury Checks Written	5,811		7,074		6,349	
Authorized Personnel	27		27		27	
Assigned Personnel	16		22		22	

Figures in Parenthesis Equal Number of Personnel Paid

COMPTROLLER - FINANCE OFFICE

0323

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MAINTENANCE MANHOUR EXPENDITURE
42D BOMB WING-SEPTEMBER 1955

The U-22 will give a detailed breakdown of maintenance manhours performed by each wing squadron, and shop. It will further give the hours expended on each type of aircraft.

Due to the change of the format and revision of the Maintenance Manhour Accounting Report (SAC-U22), completed figures will not be available this month. Figures will be published monthly under the new format beginning in October.

COMPTROLLER - STATISTICAL SERVICES DIV

0324

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STRENGTH DATA -- AS OF 30 SEPTEMBER 1955

	OFF		AMN		CIV	
	AUTH	ASSD	AUTH	ASSD	AUTH	ASSD
Hq 45th AD	10	10	7	7	3	3
Hq 42d BW	48	49	126	119	3	3
69th Bm Sq	109	97	229	212	0	0
70th Bm Sq	109	98	229	238	0	0
75th Bm Sq	109	97	229	224	0	0
42d FNS	5	5	247	188	0	0
42d FNS	8	7	654	561	32	31
42d AAK Sq	12	8	303	364	0	0
42d ARS	100	100	250	215	0	0
42d TAC Hosp	36	22	137	113	0	0
4034th USAF H	16	20	19	12	35	32

SOURCE: Manpower Office, Morning Reports

	OFF		OFF		CIV	
	AUTH	ASSD	AUTH	ASSD	AUTH	ASSD
Hq 42d AB Gp	61	58	268	303	80	95
42d Opns Sq	11	8	161	179	3	3
42d Supp Sq	16	11	293	257	96	98
42d Mtr Veh Sq	4	3	192	179	10	17
42d AF Sq	10	7	320	289	0	0
42d Fd Sv Sq	4	2	2p6	211	0	0
42d Instl Sq	6	7	273	242	225	217
524th Band	1	0	19	16	0	0
TOTAL 45th AD	675	610	4222	3926	487	477
TENANT UNITS	147	126	1255	1253	55	53
LAFB TOTAL	822	736	5478	5179	542	530

COMPILED BY STATISTICAL OPTIONS DIV

0325

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MAC MANAGEMENT CONTROL SYSTEM - 100 AIR BASE GROUP

		% OF MAXIMUM SCORE OBTAINED					
		PTS LOSS	QTR MAC AVE JUN	QTR SAF AVE JUN	LORING QTR JUN	LORING QTR SEP	DIFFERENCE
	PERSONNEL						
1.	MIRO - Officers	30	23.9	20	20	30	+10
	Airmen	85	57.1	60	50	10	-40
2.	AWOL Rates	50	78.2	86.7	100	80	-20
3.	Reenlistment Rate	50	34.1	30	30	30	
4.	Open Mess - Officers	25	79.6	90	80	30	-50
	NCO	25	83.9	83.3	100	100	
	MATERIEL						
1.	Supply Management	240	86.1	88.0	77	77.7	+ 1.7
2.	AIO Costs Incident to Maint.	60	64.1	83.3	100	90	-10
3.	Base Commissary Management	50	29.4	13.3	20	NR	
4.	Base Exchange Management	80	45.7	46.0	35	NR	
5.	Medical-Dental Supply Mgt	40	65.1	64.0	45	55	+10
6.	Food Service Management	40	58.8	72.7	90	50	-40

COMPTROLLER - MANAGEMENT ANALYSIS DIV

0326

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SAC MANAGEMENT CONTROL SYSTEM - 12D AIR BASE GROUP (CONT'D)

	% OF MAXIMUM SCORE OBTAINED					
	PTS POSS	QTR SAC AVE JUN	QTR SAF AVE JUN	LORING QTR JUN	LORING QTR SEP	DIFFERENCE
7. Pipeline for Base Purchases from Commercial Vendors	40	9.8	16.7	0	100	
GENERAL						
1. BASE SUPPORT OPERATING COSTS:						
a. Ratio of Personnel	60	47.9	30	30	50	+20
b. Support Personnel Costs	40	50.0	43.3	60	90	+30
c. Support Supply Costs	70	66.8	35.0	10	70	+60
d. Support Contractual Services & "Other" Costs	30	58.6	33.3	20	90	+70
2. Flying Safety	70	94.6	100	100	100	
3. Ground Safety	70	62.1	41.7	25	100	+75
TOTAL	1155	62.0%	59.0%	54.0%	69.19%	14.84%

COMPTROLLER - MANAGEMENT ANALYSIS DIV.

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LORING AIR FORCE BASE

SEPTEMBER 1955

FIGGERS & FAX

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APPENDIX No. 5

MAINTENANCE STATISTICS

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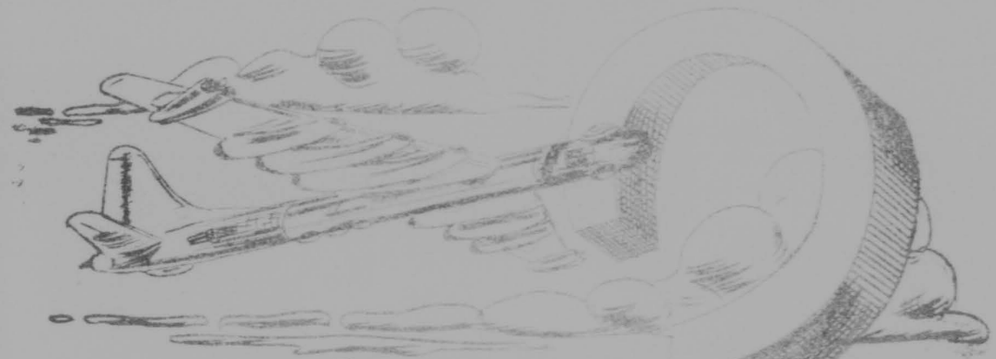
42D BOMBARDMENT WING (H)
LORING A.F.B.
YOUR MAINTENANCE REPORTS



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Compiled by the Reports Analysis Section
MAINTENANCE CONTROL

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PART I TACTICAL SQUADRONS

Item	Wing Total (B36)			69th Bomb Sq.			70th Bomb Sq.			75th Bomb Sq.			42d Air Refl Sq.		
	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP
FLYING TIME PROGRAMED	1081	900	1100	350	298	335	334	302	365	397	300	380	588	468	597
FLYING TIME ACCOMPLISHED	1085	923	1000	351	306	335	374	304	344	360	313	321	606	484	629
AVG FLYING HRS PROGRAMED PER ACFT POSSESSED	33.4	27.3	37.7	32.7	27.1	36.2	30.4	27.5	35.4	36.1	27.3	41.8	28.7	22.3	27.1
AVG FLYING HRS ACCOMPLISHED PER ACFT POSSESSED	[illegible]	[illegible]	[illegible]	34.8	27.8	30.5	34.0	27.6	31.3	32.7	28.5	29.2	28.9	23.1	30.1
PROJECTED POSSESSED ACFT	[illegible]	[illegible]	[illegible]	10.7	11	9.8	11	11	10.3	11	11	9.1	21	21	22
ACTUAL POSSESSED ACFT	[illegible]	33	33	10.1	11	11	11	11	11	11	11	11	21	21	20.9
NUMBER OF PERIODS FLOWN	83	69	67	26	19	25	26	23	24	29	27	18	114	75	93
AVG TIME PER PERIOD	13.1	12.8	14.9	13.5	14.7	13.4	13.4	12.7	14.3	12.4	11.3	17.8	5.3	6.3	6.8
IN COMMISSION RATE (%)	76.1	75.4	73.9	83.0	71.8	78.4	73.1	79.9	75.2	72.7	74.4	68.5	88.7	77.5	89.2
AOCP RATE (%)	0.1	0.4	0.8	0.4	0.4	0.8	0	0	0.8	0	0.7	0.9	1.8	11.6	0
TOC RATE (%)	0.3	0	0	0	0	0	0.8	0	0	0	0	0	2.8	0	0.2
DOCK RATE (%)	12.4	11.5	11.5	11.1	11.4	6.2	10.1	13.3	14.2	15.8	9.8	13.9	3.8	2.8	4.0
AOCM RATE (%)	11.2	12.7	13.7	5.5	16.4	14.6	16.1	6.8	9.8	11.5	15.1	16.7	2.9	8.1	6.4
TOC's COMPLIED WITH	141	99	151	42	40	22	50	32	52	49	27	38	94	66	39
PREFLIGHTS COMPLETED	96	78	74										119	117	126
POSTFLIGHTS COMPLETED	36	38	50										31	28	27

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BASE FLIGHT

Item	JULY	AUG	SEP
FLYING TIME ALLOCATED	560	465	465
FLYING TIME ACCOMPLISHED	434	445	369
AVER FLYING HRS PER POSSESSED ACFT ACCOMPLISHED	43.3	41.3	42.9
AVER NO ACFT POSSESSED	10.5	9.4	8.6
IN-COMMISSION RATE (%)	75.1	65.4	63.5
AOCP RATE (%)	8.1	.5	4.4
TOC RATE (%)	1.3	.3	0
DOCK RATE (%)	13.9	21.4	18.2
AOCM RATE (%)	1.6	12.4	13.9
PERIODIC INSPECTIONS COMPLETED	6	5*	3
TOC'S COMPLETED	10	8	8
TRANSIENT ACFT HANDLED	112	154	95

* Includes one transient B-25

Item	JULY	AUG	SEP
FLYING TIME			
TB-25 J (1 ACFT)	63	55	69
TB-25 N (1 ACFT)	50	60	27
C - 45 G (2 ACFT)	110	95	52
C - 47 A (2 ACFT)	121	127	158
C - 119C (2 ACFT)	43	73	24
H - 19B (2 ACFT)	47	35	39

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PART III

MAINTENANCE CONTROL

	B-36	KC-97
1. Supply Liaison:		
a. Percent of ANPE	2.3%	23%
b. Cannibalization Request Processed	3	19
c. Manhrs Expended due to Cannibulization	3	78
d. Number of ANPE Items	16	42

2. Quality Control:

a. Periodic Inspection

	Number of Periodic Inspections Performed	Average Discrepancy Per Acft Red Diagonal	(Acft & Eng) Red Cross
(1) Dock #1	4 (B-36)	64.8	7.2
(2) Dock #2	4 (B-36)	65.5	10.0
(3) Dock #3	3 (KC-97)	11.6	0
(4) Base Flight			
a. C-45	2	5.0	1.0
b. C-119	1	30.0	2.0
c. H-19	1	0.0	1.0
d. B-25	0	0	0
e. C-47	1	15.0	0

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Quality Control (Cont'd)

6. Post Flight Inspect

	Number Post Flight Inspections Performed	Avg Discrepancy Per Acft (Acft & Eng) Red Diagonal	Red Cross
69th Bomb Sq		33.0	3.5
70th Bomb Sq		45.0	6.5
75th Bomb Sq		28.3	2.0
ARRF Sq		11.6	0.4

c. Average Number of Discrepancies Per Acft Periodic (A&E)

Periodic	Number	Red Diagonal	Red Cross
Dock #1	4 (B-36)	22.2	0
Dock #2	4 (B-36)	23.8	.3
Dock #3	3 (EC-97)	10.0	0

d. Average Number of Discrepancies per Acft. Post Flight (A&E)

69th Bomb Sq	6.5	0
70th Bomb Sq	11.5	0
75th Bomb Sq	19.3	0
ARRF Sq	0	0

e. Unit Chance [illegible] Discrepancies noted per Insp

	No. of Insp	Avg Red Diag	Avg Red Cross
(1) Recip Eng Install		4.1	1.7
(2) Jet Eng Install		6.0	.2
(3) EC-97 Eng Install		0	0

f. Built Up Eng Insp

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Quality Control (C...)

	No. of Insp
e. Special Insp in compliance with TWX	0
h. Major Comp... Insp	18
i. Insp on outstanding engines	4
j. Insp of engines to be changed	0
k. Engine Fire Insp	0
l. B-36 Test Flights Performed	21
KC-97 Test Flights Performed	11
m. Unsatisfactory Reports	
(1) 42d BW Sq	41
(2) 42d BW Sq	16
(3) 42d AEW Sq	83
(4) 69th Bomb Sq	0
(5) 70th Bomb Sq	10
(6) 75th B-50 Sq	1
(7) 42d Ops (Adm)	1
(8) 42d Motor Vehicle Sq	3
(9) 1974th AACS Sq	0
(10) 42d Instl Sq	0
(11) Hq, Maint Control, 42d.	4
(12) 42d Supply Sq	0
(13) 42d AMC Sq	4
(14) 2nd Weather Det	0
(15) Hq AAFF (Base Flight)	0
	163

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3. Records Unit:

Two Kits Received	New TO's Received	TOC's Supplied W/	TO Kits Regn	TO's NCW Outstanding	No. of Compliance Completed
15	7	151	46	5	306

4. Maintenance Standardization Team:

a. One class completed on R-3 Mechanics Familiarization Course, one class completed on R-2 Mechanics Familiarization Course, one course completed on R-5 Fuel and Oil System Course.

b. One class of R-4360 Engine Conditioning completed, one class completed on Ignition KC-97, twenty classes completed on Ground Powered Equipment, Instruction in accordance with SAC Regulation 66-17, eleven classes completed on Magneto Timing R-4360-59 B Engines, one class completed on KC-97 Landing Gear and Hydraulic Systems, one class completed on KC-97 covering Turbos and Fuel Systems.

c. Projects completed:

(1) Research on Armament & Electronics Malfunctions.

(2) Research on Armament & Electronics Equipment delay in Periodic Inspections

(3) Research on Aircraft Grounding Points.

(4) Investigation on delay of repair on Valve Timing Tool 7CAD-63A393

(5) Research on Bendix Ignition Analyzer Mock-Up

(6) Research on prop condition on Base Flight Aircraft C-119.

(7) Research on non-compliance with Bomb Wing Form 114 in 42d AMSPS.

(8) WEMP testing of personnel on "K" System.

(9) WEMP testing of personnel on B-36.

(10) WEMP testing of personnel on KC-97.

(11) Research covering Tech Rep Trouble Shooting Courses.

(12) Contractor Technician Report submitted.

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PART IV **FIELD MAINTENANCE SQUADRON** PART IV

Item	JUL	AUG	SEP	3 mo Avg	Item	JUL	AUG	SEP	3 mo Avg
RECIP ENG BUILT UP	20	14	10	14.7	DECELERATION CHUTES REPACKED	27	15	2	14.7
RECIP ENG TORN DOWN	20	7	10	12.3	ONE MAN RAFTS INSPECTED	215	18	UNK	—
RECIP ENG CHG (B-36)	18	13	21	17.3	20 MAN RAFTS INSPECTED	8	6	UNK	—
RECIP ENG CHG (KC)	1	2	1	1.3	SIX MAN RAFTS INSPECTED	0	4	UNK	—
RECIP ENG CHG (OTHER)	0	0	0	0	JET ENG CHG	4	4	4	4
RECIP ENG BUILT UP (KC)	2	2	1	1.7	JET ENG BUILT UP	0	3	3	2
RECIP ENG TORN DOWN(KC)	1	2	1	1.3	JET ENG MINOR REPAIRS	3	2	4	3
RECIP ENG TEST RUN	18	15	16	16.3	JET ENG TORN DOWN	1	2	2	1.7
TURBOS CHANGED (B-36 & KC-97)	2	0	1	2	CARBURETORS CHANGED (B-36 & KC-97)	1	1	2	1.
RECIP ENG SHIPPED TO BAAMA (QE)	8	5	3	5.3	PROPS REMOVED FOR REPAIR, MODIFICATION, & OVERHAUL	[illegible]	[illegible]	UNK	—
RECIP ENG REJECTED FROM BAAMA (QE)	5	6	5	6	PROPS REPAIRED, MODIFIED, & OVERHAULED	[illegible]	9	UNK	—
[illegible] INSPECTED & REPACKED	[illegible]	[illegible]	865	853.3	PROPS SHIPPED TO THE DEPOT FOR OVERHAUL	[illegible]	8	UNK	—
TOC's OF PARACHUTES	42	10	8	20	PROPS INSTALLED	57	42	UNK	—
B-5 VESTS INSPECTED	381	314	UNK	—	CYLINDERS CHANGED (B-36)	44 *	51 **	39	43.7
R-1 SUITS INSPECTED	455	934	UNK	—	CYLINDERS CHANGED (KC-97)	1	4	3	2.7
SAFETY BELTS INSPECTED	78	54	215	115.7	MASTER CONTROL CHANGES	2	4	0	2

NOTES: * 20 Cylinder Changes accomplished by other than unit change crew
** 13 Cylinder Changes accomplished by other than unit change crew

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PERIODIC MAINTENANCE DATA

September 195

AIRCRAFT NO.	SQUADRON	PRE-DOCK DAYS	IN DOCK DAYS	POST DOCK DAYS	TOTAL TURN AROUND TIME DAYS (FM, AE, PM)	AOCP	AOCM		ACFT SOLD IN SEPTEMBER	CARRY OVER UNTIL OCTOBER	ACTUAL PMS TURN AROUND TIME **	TOC MAN HRS	REMARKS Per. Maint. Sqdn. Major Inspections
A	B	C	D	E	F	G	H		I	J	K	L	M
							FM	AE					
1084	75	3	7	9	19		1	1	X		17	452	One day on BL lost to nonavailability of TF crew. One day lost to comp. swing and 1 day lost to Fuel Cell Repair. (3 week end days and 1 holiday included in turn around time).
1090	69	3	7	9	19		2	4	X		13	365	1 day lost to comp. swing. Three days lost to K sys and Auto-Pilot. 1 day lost to Props and Insts. and 1 day lost to Aero Repair. (1 holiday and 2 week end days included in turn around time).
2659										X			Carry over on BL (AOCP)
5707										X			Carry over in Dock 1.
5709	75	3	7	16.5	26.5		4	3.5	X		19	334	3 days on BL lost to weather [illegible] TF crew, A/C [illegible] 2 days lost to K sys. [illegible] days lost to Fuel Cell and 1 day to Inst. [illegible] in turn around time.
[illegible]										X			Carry over on BL (AOCP)
[illegible]										X			Carry over in Dock 2.
[illegible]										X			Carry over in Pre-Dock.
[illegible]									X		14	402	NO TROUBLE WITH SUPPORT.
[illegible]	70	1	7	9	14				Two week end days incl. in turn around time.				
2217	69	3	7	16	26			12.5	X		13.5	439	1 day on BL lost to weather. no dock available. 10 days lost to K sys and 2.5 days lost to comp. swing. (2 week end days and 1 holiday included in turn around time).
2212	73	2.5	7	14	23.5		3.5	2.5	X		17.5	329	2.5 days on BL lost to K, sys, Z-1 Comp. and Auto Pilot. 3.5 days to Fuel Cell, Unit Change and Props and Insts. (4 week end days and 1 holiday incl. in turn around time.)
TOTAL		12.5	42	68.5	128		10.5	23.5			94	2321	
AVERAGE		2.5	7	11.5	21.3		1.75	3.9			15.6	387	

**ACTUAL PMS TURN AROUND TIME
Col F Minus G Minus H = K

PART V PERIODIC MAINTENANCE SQUADRON

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PERIODIC MAINTENANCE DATA

September 1955
KC Dock

AIRCRAFT NO.	SQUADRON	PRE-DOCK DAYS	IN DOCK DAYS	POST DOCK DAYS	TOTAL TURN AROUND TIME DAYS (FM, A&E, PM)	AOCP	AOCM		AGFT SOLD IN SEPTEMBER CARRY OVER UNTIL OCTOBER	ACTUAL PMS TURN AROUND TIME **	TOC MAN HRS	REMARKS Per. Maint. Sqdn. Major Inspections
A	B	C	D	E	F	G	H		I	J	K	L	M
							FM	AE					
3186	ARS	1	3	3.5	7.5				X		7.5	164	One-half day Saturday worked on BL.
3185	ARS	1	4.5	2	7.5				X		7.5	170	Two week end days and one Holiday worked in docks. One-half day lost on BL waiting for TH crew.
3194	ARS	1	3	4	8			1	X		7	146	One day on BL lost to compass swing. TH delayed one-half day due to weather.
3192	ARS	1	4	3	8				X		8	146	One half day lost to alert. One Sat. incl. in turn around time.
TOTAL		4	14.5	12.5	31			1			30	626	
AVERAGE		1	3.6	3.125	7.75			.25			7.5	156.5	

**ACTUAL PMS TURN AROUND TIME
Col F Minus G Minus H = X

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PART VI

ARMAMENT [illegible] ELECTRONICS SQUADRON

1. PERIODIC MAINTENANCE SECTION:
   a. Number of [illegible] hr insp - 57
   b. Number of [illegible] hr insp - 18
   c. Number manhours expended on 75 hr insp - 484.13
   d. Number manhours expended on 150 hr insp - 327.70
   e. Average manhours per 75 hr insp - 8.67
   f. Average manhours per [illegible] hr insp - 18.2

2. SHOPS:

Shop	Number Work Orders Issued Completed	Number Manhours Blanket Work Orders	Number Manhours Regular Work Orders	Total Number Manhours All Work Orders	Average Manhours Per Work Order	Number Units Per Shop	Average Manhours Per Unit
BOMB NAV	369	0	1202.5	1202.5	3.26	458	2.62
TURRETS	236	0	555.2	555.2	2.4	236	2.4
RADIO	597	0	998.9	998.9	1.67	675	1.48
ECM	146	0	284.3	284.3	1.9	146	1.9
CAMERA	106	38.3	131.8	131.8	1.2	106	1.2
TEST EQUIP	35	0	106	106	3.1	35	3.1
WEAPONS	285	0	618.2	618.2	2.2	285	2.2
AUTOPILOT	109	0	275	275	2.52	177	1.55
TOTAL:	1885	38.3	4171.9	4171.9	18.21	2118	15.69

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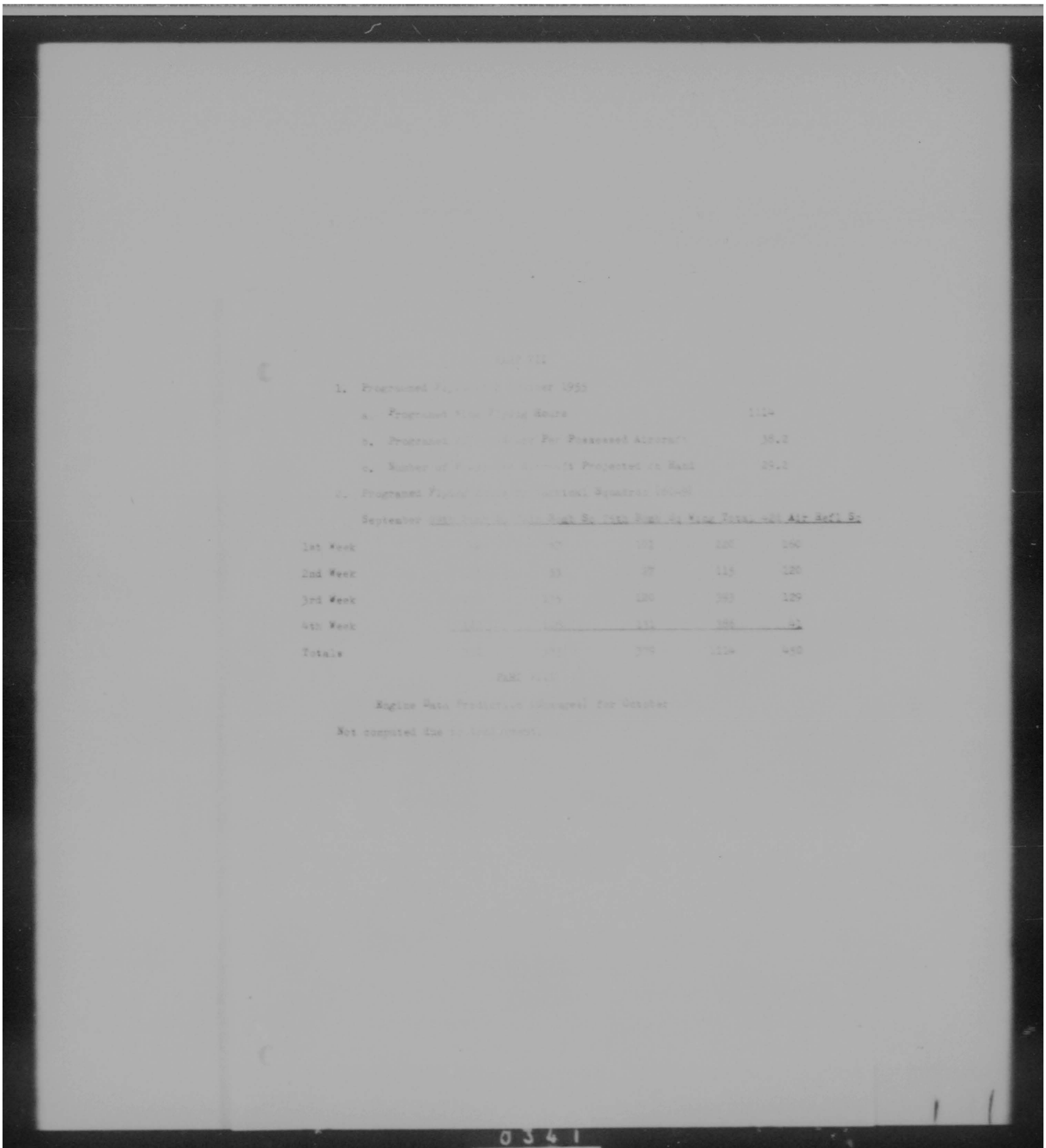

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PART I

FLIGHTS IN SCHEDULE RELIABILITY

SQUADRON	PLANE AS SCHEDULED			FLIGHTS SCHEDULED			PERCENT		
	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP
69th Bomb Sq	11	10	9	30	21	29	40	57.1	38.1
70th Bomb Sq	17	12	10	25	20	22	68	60	45.4
75th Bomb Sq	16	10	13	27	25	27	59.3	56	48.1
Total B-36	44	32	32	82	66	72	54.9	57.6	44.4
42nd A Ref Sq	43	32	23	104	84	77	39.4	54.7	29.8

William F. Delaney
WILLIAM F. DELANEY
1st Lt, USAF
Reports & Analysis Officer

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HEADQUARTERS, [illegible] BOMBARDMENT WING, (H)
[illegible] Air Force Base, Maine
[illegible] 29 August 195[illegible]

MONTHLY MAINTENANCE ORDER FOR SEPTEMBER [illegible]

1. GENERAL:

a. This maintenance order presents the flyt [illegible] for September [illegible] and reflects all requirements known to the wing [illegible].

b. The sortie schedules contained in the [illegible] implement the flying requirements approved by the flight scheduling committee, [illegible] Bombardment Wing, as directed by SAC Regulation [illegible]-9 and SAC Manual [illegible].

c. One B-[illegible], [illegible]-[illegible]037 will be transferred [illegible].

d. One B-36 [illegible], [illegible]-[illegible] will depart for [illegible] September and return 27 September.

e. One B-[illegible] aircraft scheduled for SW [illegible] 14, 15 and 1[illegible] September and one B-[illegible] aircraft on 27, 28, [illegible] and [illegible].

f. Operation "Post Hole" mission is [illegible] and 7 September and consists of [illegible] aircraft each day.

g. One B-[illegible] will be out of commission [illegible] (Wing structure repair) for the [illegible] month and has not been [illegible] any scheduled flying.

h. Normal duty days of 8 hours each have [illegible] for Labor Day [illegible] Operation "Post Hole".

i. [illegible] prevail for the [illegible] and [illegible] September [illegible] weekend.

OFFICIAL:

[illegible]

[illegible]

Distribution:

[illegible]	[illegible]	[illegible]	
1 D/[illegible]	7 [illegible]	2 [illegible] D/Mat	[illegible]
10 D/Ops	[illegible]	2 [illegible] D/Mat	
[illegible]	[illegible]	10 [illegible]	
[illegible]	[illegible]	2 [illegible]	[illegible]
[illegible]	[illegible]	5 [illegible] D/M	

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ANNEX "A"
To Monthly Maintenance Order
September 1955

HEADQUARTERS [illegible] WING, (R)
[illegible] Air Force Base, Maine
[illegible] 29 August 1955

MAINTENANCE PLAN AND [illegible]
69th Bombardment Squadron

1. The 69th Bombardment Squadron will provide [illegible] sorties for a total of 355 flying hours. The schedule is shown in Inclosure 1.

2. Aircraft 2030 will be transferred to [illegible] on project TC5B-650Z.

3. Aircraft 2658 will be considered out of commission for maintenance due to wing structure damage.

4. Aircraft 2219 will be made available to the [illegible] Aviation Depot Group for GW loading on 13, 14, 15 and 16 September.

5. Take-off times will be as indicated on the weekly SAC Form 364.

6. The schedule, (Inclosure 1). leads to requirement for 23 (Preflight), 11½ (15 hour postflight), and 2 (75 hour postflight) inspections to be accomplished.

7. The following aircraft will be lost to periodic inspection on dates indicated:

2229 Dock # 2 [illegible] through 11 Oct
2217 Dock # 2 [illegible] through 2 Sep

8. The work schedule for the 69th Bombardment Squadron is 0700 through 1500 daily monday through friday and 0700 through [illegible] Labor Day weekend 3, 4 and 5 September will be 8 hour work da[illegible] Sunday Schedule prevailing, as the weekend of [illegible], 10 and 11 September.

[illegible]
[illegible], USAF
Commander

1 Incl
1 Monthly Flying and Maintenance Schedule

Distribution:
Same as basic maintenance order

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FLYING AND MAINTENANCE SCHEDULE
42nd BOMB WING, LORING AFB ME.

SEPTEMBER 1955
69th Bomb Sq

Date Prepared 29 August 1955 CT

Date A.M. P.M.	Time to Msn	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Hrs. Flown	Hrs. Past Insp.
2037	0				TRANSFERRED TO SCOTT AFB																												40	32
2047	72						15							•							10							15		•	•		54	0
2659	58					20		•	•					14							20	P	P	W	D	F2	1	2	3	4	5		0	41
2660	M															AOCM																		
1092	75					SP	SP	SP 20						•		•						10								15			45	30
1094	72					20		•						•		12							20				•	•					52	20
1097	84	•				SP	SP	SP 20								•	•	75				•			10								30	54
5699	44	•		•			18															•	•							15			33	11
2214	100							15				•		•			12						•						20				47	63
2217	150	→						15						30 SC		30 L							•						6/6				27	123
2224	111							15														•	•					12					27	73
	807																																	

CODES: . – (15 hr) Postflight .75 – (75 hr) Postflight P – Pre Dock W – Wash
SWL – Special Weapons Loading
15 or 6/6 – Scheduled Flight (Figure is duration of sortie) SP – Spare
Acft lost to Periodic Inspection.
Acft lost to special projects or S.E.S.

REMARKS:

	Total	355	447
	Average		

Incl 1 Annex "A"

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ANNEX "B"
To Monthly Maintenance [illegible]
September 1955

HEADQUARTERS, 42D BOMBARDMENT WING, (H)
Loring Air Force Base, Maine
0400Z 29 August 1955

MAINTENANCE PLAN AND SCHEDULE
70th Bombardment Squadron

1. The 70th Bombardment Squadron will provide 23 (B-36) sorties for a total of 365 flying hours. The schedule is shown in Inclosure 1.

2. Aircraft 1089 will depart for modification, Project Fly-In, on 20 September.

3. Aircraft 2223 will return from Bombing Competition on 1 September.

4. Take-off times will be as indicated on the weekly SAC Form 364.

5. The schedule, (Inclosure 1), leads to requirement for 23 preflight and 14 (15 hour) postflight inspections to be accomplished.

6. The following aircraft will be lost to periodic inspection on dates indicated:

2357	Dock # 2	30 Sep through 20 Oct
1090	Dock # 1	5 through 26 Sep
3705	Dock # 1	15 Sep through 5 Oct
2219	Dock # 1	1 through 5 Sep
2223	Dock # 2	12 through 30 Sep

7. The work schedule for the 70th Bombardment Squadron is 0700 through 1600 daily Monday through Friday and 0700 through 1100 Saturday. Labor Day weekend 3, 4 and 5 September will be 8 hour work day with Sunday Schedule prevailing on the weekend of 8, 10 and 11 September.

WOODROW P SHANCUTT
Colonel, USAF
Commander

1 Incl
1 Monthly Flying and Maintenance Schedule

Distribution:

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FLYING AND MAINTENANCE SCHEDULE
42nd BOMB WING, LORING AFB ME.

SEPTEMBER 1955
70th Bomb Sq

Date Prepared 29 August 1955

Date A.M. P.M.	Tail No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Hrs. Flown	Hrs. Next Insp
2031	140							15												14							16							45	95
2043	150						15															20											35	115
2657	31						15															6/6							20		P		47	0
1087	71					15															8												33	38
1089	IN																								F	L	Y		I	N			30	0
1090	33		20			P	P	W	1		SP 1		2	3	4	5	6			7			14				→						20	150
1091	58							15															25											40	18
5705	38						15								24	P	P			W	1	2	3	4	SP 1		5	6	7					40	150
2249	50								SP 15																				20					35	115
2220	30						15											14												6				35	96
2223	20	15							20							P	P	W	1	2		2	3	4	5	6	7				14				35	150
	313																																	

REMARKS: CODES: W - (24 hr) PostFlight W - (72 hr) PostFlight P - Pre Dock W - Wash
SW - Special Weapon Loading SP - Spare
[ ] or [ ] - Scheduled Flight (Figure is duration of sortie)
- Acft last to Periodic inspection
Incl 1 ANNEX "B" - Acft last to special projects or S.E.S.

	Hrs. Flown	Hrs. Next Insp
Total	665	827
Average		

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ANNEX "C")
To Monthly Maintenance Order)
September 1955)

HEADQUARTERS, 42D BOMBARDMENT WING, (H)
Loring Air Force Base, Maine
0400Z 29 August 1955

MAINTENANCE PLAN AND SCHEDULE
75th Bombardment Squadron

1. The 75th Bombardment Squadron will provide 27 (B-36) Sorties for a total of 380 flying hours. The schedule is shown in inclosure 1.

2. Aircraft 5709 will depart for S.E.S. on 18 September and return 27 September.

3. Aircraft 1088 will be made available to the 3080th Aviation Depot Group for SW loading on 27, 28, 29 and 30 September.

4. Aircraft 1095 will depart for modification project, Fly In, on 23 September.

5. Aircraft 2226 will return from Bombing Competition on 1 September.

6. Take off times will be as indicated on weekly SAC Form 364.

7. The schedule, (Inclosure 1) leads to requirement for 27 preflight, 11 1/2 (15 hr) post flight and 2 (75 hr) post flight inspections.

8. The following aircraft will be lost to periodic inspection on date indicated.

1084	Dock # 1	1 September thru 15 September
5707	Dock # 1	26 September thru 14 October
5709	Dock # 2	1 September thru 12 September
2212	Dock # 2	2 September thru 21 September

9. The work schedule for the 75th Bombardment Squadron is 0700 thru 1600 daily, Monday through Friday and 0700 thru 1100 Saturday. Labor Day week-end 3, 4, and 5 September will be on 8 hour work day with Sunday schedule prevailing on the week-end of 9, 10, and 11 September.

Woodrow P Swancutt
WOODROW P SWANCUTT
Colonel, USAF
Commander

1 Incl
1 Monthly Flying and Maintenance Schedule 75th Bomb Sq.

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FLYING AND MAINTENANCE SCHEDULE
42nd BOMB WING, LORING AFB ME.

SEPTEMBER 1965
75th Bomb Sq.

Date Prepared 29 August 1965 CT

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Hrs. Flown	Hrs. Start
[illegible]	[illegible]																																	
[illegible]	[illegible]																																	
2061	98																																35	46
2078	57																																46	11
2662	97																																45	52
[illegible]	[illegible]																																	
[illegible]	[illegible]																																31	58
1088	89																																65	0
1095	104																																21	11
1096	33																																45	0
5707	59																																	
[illegible]	[illegible]																																	
[illegible]	[illegible]																																36	55
2226	91																																	
	711																																	

Total 380 716
Average

REMARKS: CCUDEC - [illegible] (.25 hr) Postflight
.75 (.75 hr) Postflight
SW Special Weapons loading
S.E.S. SAC Evaluation Squadron
15 or 8.5 - Scheduled Flight (Figure is duration of sortie)
SP - Spare
P - Pre Deck
W - Wash
Acft lost to periodic inspection.
Acft lost to special projects or SES.

Incl 1 to ANNEX "C"

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(ANNEX "D"
to Monthly Maintenance Schedule)
September 1955

HEADQUARTERS, 42D BOMBARDMENT WING (H)
Loring Air Force Base, Maine
0400Z 29 August 1955

MAINTENANCE PAY AND SCHEDULE
42d Air Refueling Squadron

NOTE: Operation has not made available a monthly flying requirement and schedule, therefore the following information is only assumptions.

1. The 42d Air Refueling Squadron will provide approximately 80 sorties for a total of 400 flying hours.

2. Take off times will be as indicated on the weekly SAC Form 364.

3. The above commitment leads to requirement for 80 preflight and approximately 80 post flight inspections.

4. The following aircraft will be lost to periodic inspection on date indicated:

Dock # 3	1 September thru 2 September
Dock # 3	3 September thru 12 September
Dock # 3	13 September thru 21 September
Dock # 3	22 September thru 30 September

[redacted]
Colonel, USAF
Commander

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ANNEX "[illegible]"
To Monthly Maintenance Order
September [illegible]

HEADQUARTERS, [illegible] BOMBARDMENT WING (H)
Loring Air Force Base, Maine
[illegible] 27 August 1955

MAINTENANCE PLAN AND SCHEDULE
42d Periodic Maintenance Squadron

1. The [illegible] Periodic Maintenance Squadron will provide manning, tools, and [illegible] process B-36 aircraft and KC-97 aircraft through the docks as [illegible] Docks schedule, Inclosure 1.

2. [illegible] to be accomplished during periodic inspection will be scheduled during the inspection planning meetings per SAC Manual [illegible].

3. Air [illegible] 2217 and 2219 will be prepared and launched by the 42d Periodic Maintenance Squadron on 7 September for Operation "Foot-Hole". Take off time will be as [illegible] in the weekly SAC Form [illegible] for that period.

4. The [illegible] personnel will be provided the [illegible] Bombardment Squadron to support the [illegible] mission to be accomplished by aircraft [illegible] during the period [illegible] September through 27 September.

5. The [illegible] schedule for the 42d Periodic Maintenance Squadron is [illegible] through Friday and [illegible] through [illegible] Saturday. Labor Day weekend [illegible] September will be an [illegible] hour workday with Sunday schedule [illegible] weekend of [illegible] September.

[illegible]
[illegible]
Colonel [illegible]
Commander

1 Inc.
1 Monthly Dock Schedule, September 1955

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PERIODIC INSPECTION SCHEDULE
OFFICE OF THE CHIEF OF MAINTENANCE
JOB CONTROL BRANCH
LORING AIR FORCE BASE

NOTE: Destroy all previous copies of this schedule

Date Prepared: 29 August 1955

SEPTEMBER 1955

Date	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
DOCK NO.1																															
FRE DOCK																															
DOCK NO.2																															
Back line D #1																															
Back line D #2																															
KC-97 DOCK NO.3																															

NOTE: "X" spaces indicates Weekends and/or Holidays

Incls 1 Annex "B"

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ANNEX "F"
To Monthly Maintenance Order
September 1955

HEADQUARTERS, 42D BOMBARDMENT WING (H)
Loring Air Force Base, Maine
0400Z 29 August 1955

MAINTENANCE PLAN AND SCHEDULE
42d Armament and Electronic Maintenance Squadron

1. The 42d Armament and Electronic Maintenance Squadron will provide neccessary personnel, tools, and equipment to accomplish 74 preflight, 37 (15 hr) post flight and 3 (75 hr) post flight inspections on B-36 aircraft, and approximately 80 preflight and 34 post flight inspections on KC-97 aircraft.

2. In addition, the squadron will provide personnel, tools, and equipment to support the periodic inspection as indicated below:

B-36	2659	21 September through 11 October
	2217	1 September through 2 September
	2657	30 September through 20 October
	1060	5 September through 26 September
	5705	15 September through 5 October
	2219	1 September through 5 September
	2221	12 September through 30 September
	1085	1 September through 15 September
	5707	26 September through 14 October
	5709	1 September through 12 September
	1212	2 September through 21 September
KC-97	3186	1 September through 2 September
	3185	3 September through 12 September
	3194	13 September through 21 September
	3193	22 September through 30 September

3. Installed equipment requirements for each flight and take off times will be as indicated on the weekly SAC Form 364.

4. Work load and maintenance capability for each shop is as follows:

Shop	Capability Manhours	Work Load Manhours
Bomb-Nav	[illegible]	6600
Fire-Control	[illegible]	4730
Comm-Nav	2208	3400
ECM System	[illegible]	1100
Camera System	[illegible]	440
[illegible] System	2816	2890
[illegible]	[illegible]	1020

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ANNEX "F" (Cont'd)

5. The neccessary personnel will be provided the 75th Bombardment Squadron to support the S.E.S. mission to be accomplished by aircraft 5709 during the period 18 September through 27 September.

6. The work schedule for the 42d Armament and Electronic Maintenance Squadron is 0700 thru 1600 Monday thru Friday and 0700 thru 1100 Saturday. Labor Day weekend 3, 4, and 5 September will be an 8 hour workday with Sunday schedule prevailing on ~~the weekend~~ of 9, 10, and 11 September.

WOODROW P SWANCUTT
Colonel, USAF
Commander

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ANNEX "C")
To Monthly Maintenance Order)
September 1955)

HEADQUARTERS, 42D BOMBARDMENT WING, (H)
Loring Air Force Base, Maine
0400Z 29 August 1955

MAINTENANCE PLAN AND SCHEDULE
42nd Field Maintenance Squadron

1. The 42nd Field Maintenance Squadron will provide neccessary personnel, tools and equipment to accomplish 74 preflights, 37 (15 hour) postflight, and 3 (75 hour) postflight inspections on B-36 aircraft and approximately 80 preflights and 31 postflight inspections on KC-97 aircraft.

2. In addition, the squadron will provide personnel, tools and equipment to support the periodic inspection as indicated below:

B-36	2659	21 September through 11 October
	2217	1 September through 2 September
	2657	30 September through 20 October
	1090	5 September through 26 September
	5705	15 September through 5 October
	2219	1 September through 5 September
	2223	12 September through 30 September
	1085	1 September through 15 September
	5707	26 September through 14 October
	5709	1 September through 12 September
	2212	2 September through 21 September
KC-97		
	3186	1 September through 2 September
	3185	3 September through 12 September
	3194	13 September through 21 September
	3193	22 September through 30 September

3. Take off time will be as indicated on the weekly SAC Form 364.

4. The neccessary personnel will be provided the 75th Bombardment Squadron to support the S.E.S. mission to be accomplished by aircraft 5709 during the period 18 through 2[illegible] September.

5. Aircraft 2668 will require approximately 250 manhours of sheet-metal repair to accomplish a one-time flight to the Depot.

6. It is projected that the following engine change requirements will exist during September.

Model	Projected Changes
R-4360-41/41A	3
R-4360-53	7
R-4360-59B	1
J-4708-19	

NOTE: Above projections are based upon computations in accordance with SAC Manual 400-6.

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ANNEX "G" (Cont'd)

7. Work load and maintenance capability for each shop are as follows:

Shop	Capability manhours	Work load manhours
Recip eng build-up	6256	4180
Recip eng tear-down	920	792
Jet Eng Shop	1233	1058
Unit Change	2944	2712
Engine Conditioning	1283	850
Wheel and Tire	452	309.5
Welding	552	510
Machine	736	680
Wood	552	170
Fuel Cell	368	510
Sheet Metal	4232	4760
Paint, Dope and Fabric	736	850
Aero Repair	1472	7040
In Flight Refueling	368	340
Propeller	3680	3910
Electrical	3680	4080
Hydraulic	736	850
Instrument	2576	3230

8. The work schedule for the 42nd Field Maintenance Squadron is 0700 through 1600 Monday through Friday and 0700 through 1100 Saturday. Labor Day weekend 3, 4 and 5 September will be an 8 hour work day with Sunday Schedule prevailing on the weekend of 9, 10 and 11 September.

WOODROW P SWANCUTT
Colonel, USAF
Commander

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ANNEX "B"
To Monthly Maintenance Order
September 1955

HEADQUARTERS, 42D BOMBARDMENT WING, (H)
Loring Air Force Base, Maine
0400Z 29 August 1955

MAINTENANCE PLAN AND SCHEDULE
42nd Air Base Group

1. The schedule for the 42nd Bombardment Wing for September 1955 includes one mission, operation "Post Hole", 74 (B-36) sorties, and, approximately 80 (KC-97) sorties.

2. Aircraft 5709 will depart for S.A.C. on 18 September and return on 27 September.

3. Aircraft 1089, and 1095 will depart for modification project, "Fly-in." on 20 and 25 September respectively.

4. Aircraft 2717 and 1088 are scheduled for SM landing on 14 through 16 September and 27 through 30 September respectively.

5. The work schedule for the 42nd Bombardment Wing is 0700 through 1600 Monday through Friday and 0700 through 1100 Saturday. Labor Day weekend 3, 4 and 5 September will be an 8 hour work day with Sunday Schedule prevailing on the weekend 9, 10 and 11 September.

6. All take off times and duration of sorties will be as indicated on the weekly SAC Form 364.

7. Specific Air Base Group support requirements are:

a. Motor Vehicle Squadron:

(1) Provide daily dispatch of the maintenance vehicles outlined in SAC Regulation 60-24.

(2) Provide maximum vehicle support 2, 3, 4, 5, 6 and 7 September in connection with operation "Post Hole".

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Office and Commander, 42nd Motor Vehicle Squadron.

b. Supply Squadron:

(1) Normal Supply support 0700 through 1600 daily Monday through Friday and 0700 through 1100 Saturday.

(2) Maximum support will be required on 2, 3, 4, 5, 6 and 7 September in connection with operation "Post Hole".

(3) Sunday schedule will prevail on weekend of 9, 10 and 11 September.

(4) Immediate delivery of all items requested via supply expediter network.

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ANNEX "B" (Cont'd)

c. Defueling.

(1) POL must maintain at all times, if possible one JP-4 truck and one 115/145 truck for defueling purposes.

d. Refueling.

(1) POL must maintain at all times if possible, the following equipment in commission:

14 (JP4-4)	trucks
4 (115/145)	trucks
6 (115/145)	Pits

(2) Maximum servicing from 115/145 pits for B-36 aircraft will be required during period 2, 3, 4, 5, 6 and 7 September in connection with operation "Post Hole".

(3) Sunday schedule will prevail on weekend of 9, 10 and 11 September.

e. 42nd Air Police Squadron.

(1) Gate # 9 will remain open 24 hours on 2, 3, 4, 5, 6 and 7 September in support of operation "Post Hole".

(2) Sunday schedule will prevail on weekend of 9, 10 and 11 September.

f. Food Service.

(1) Normal support at all times with following exceptions:

a. Mess # 1 will feed the midnight meal.

b. Above normal In Flight lunch requirements can be expected 5, 6 and 7 September in support of operation "Post Hole".

c. Above normal midnight meal requirements can be expected 3, 4, 5, 6 and 7 September in support of operation "Post Hole".

d. Labor Day weekend 3, 4 and 5 September will be normal 8 hour work day with Sunday schedule prevailing on weekend of 9, 10 and 11 September.

WOODROW P SWANCUTT
Colonel, USAF
Commander

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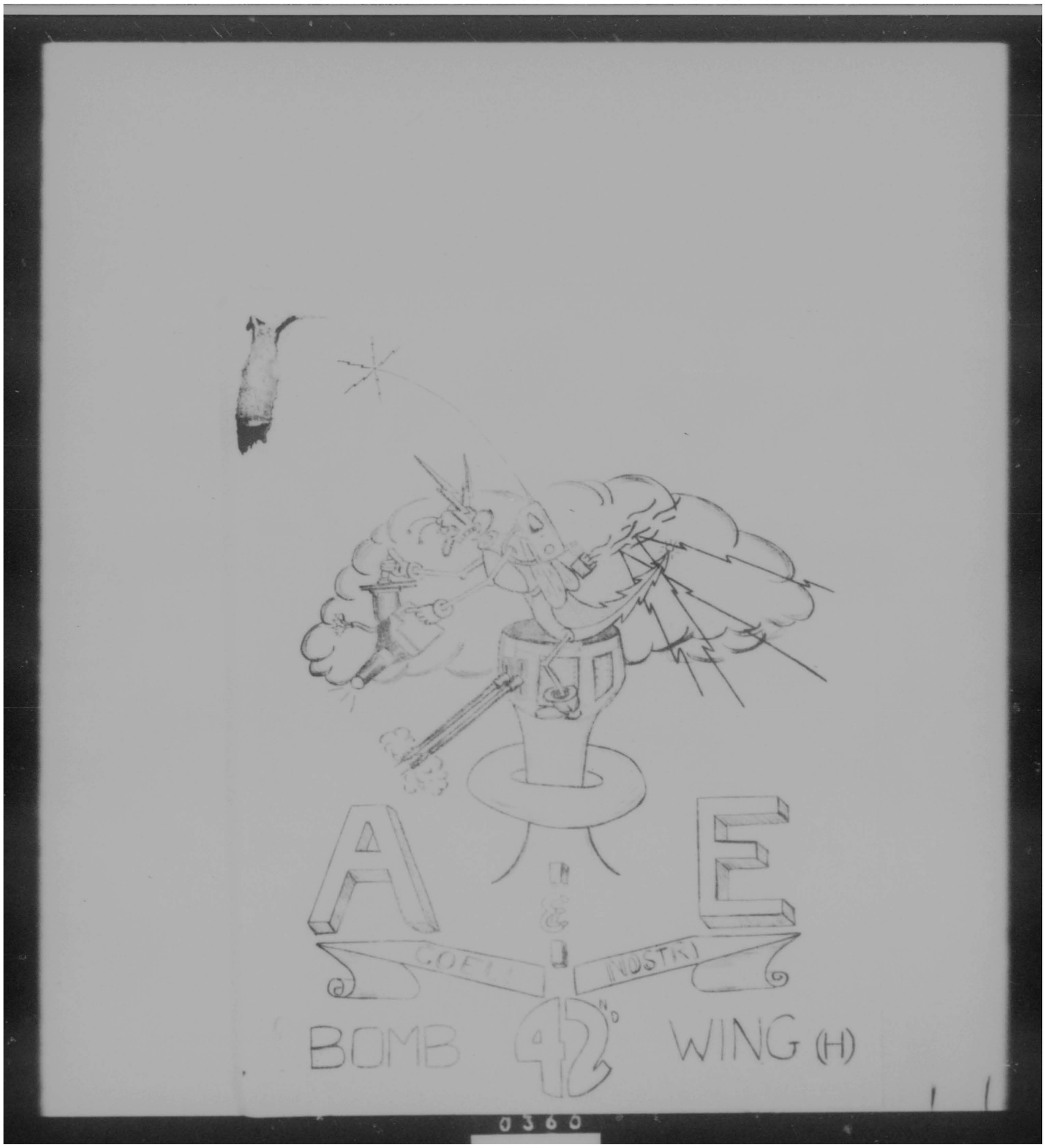

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EDITORS NOTE

Today, I hope, will be a milestone in Armament and Electronics operation. With this issue of the A & E Digest we are launching a campaign to bring to the attention of all concerned, all the pertinent information regarding the operation and malfunctions of your Armament and Electronic equipment. We hope to be able to provide you with a ready source of information and keep you up to date on the latest operating techniques of this vital part of the aircraft operation.

It will be the editorial policy to provide information needed by the operators and maintenance personnel of A & E systems. Any comments or suggestions as to how this publication may better serve you is solicited and will be most appreciated.

Send or call your comments, as well as any information you would like to have appear in this publication, to Lt. Charles Fisher, Malfunction Analysis Section, phone [illegible].

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"HOT STUFF"

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GUNNERY

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N-1 COMPASS

During the month of June observers and pilots of the 42nd Bomb Wing had opportunities to attend lectures on the N-1 compass system, given by a factory representative. The lectures were partly a refresher on the N-1 system and also a reminder to the observer to make intelligent write-ups in the Form 50-781 of any malfunctions noted during the flight.

Briefly, the N-1 compass system was especially designed for airborne use at all latitudes. The system serves a two fold purpose. It may either be operated as a magnetic slaved directional gyro or a latitude corrected directional gyro. Because of the increasing importance of polar flight for SAC's global air force, the system was designed primarily as a very reliable latitude corrected directional gyro.

When the system is used as a magnetic slaved compass it may be used in any area except in areas of extreme magnetic disturbance and near the poles. The N-1 master indicator pointer indicates the magnetic heading of the aircraft.

When used as a latitude corrected gyro, the heading of the master indicator pointer is a gyro heading reference corrected for the earth's rotation. A distinct advantage is that the master indicator pointer maybe orientated to any directional reference desired by the navigator. Any change in the aircraft heading plus any random drift of the directional gyro will be indicated on the master indicator pointer. The random drift of the N-1 compass system operated as a latitude corrected gyro is 15 per hour.

An additional advantage of the N-1 compass system is that when the N-1 system is operated as a magnetic slaved compass it provides an azimuth reference signal for directional control of the automatic pilot. When the autopilot is engaged, the aircraft will fly the course indicated on the master indicator.

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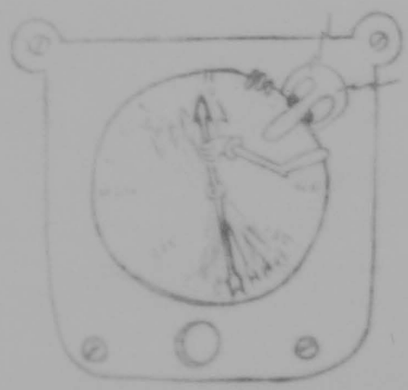

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TECH TALK

SET UP PROCEDURE FOR THE RANGE AZIMUTH INDICATOR

The following information on Range Azimuth Indicator set-up is presented in order to correct certain inadequate procedures that have been found to be in common use, and to disseminate further adjustment procedures which will increase the effectiveness of RAI utilization.

A. To obtain an optimum presentation on the RAI, the following adjustments on the PP-353 should be made:

1. Vertical Centering
   Adjust until the lower edge of the range sweep starts just below the edge of the RAI mask.

2. Range Sweep Size
   Adjust to bring the upper edge of the range sweep to the top of the RAI mask.

3. Horizontal Centering
   (Antenna to SCAN FAST, Function Switch to TRACK.) Adjust until the the azimuth mark strikes in the center of the RAI.

4. Azimuth Sweep Size
   For undistorted video, this pot must be adjusted to give a 20° sector presentation on the RAI. When the Sector Width pot on the SN-57 has been set to give a sector of 20° on each side of the azimuth mark on the PPI (40° total width), a 20° presentation on the RAI is automatically achieved through the normal adjustment of the Azimuth Sweep Size pot, i.e., with antenna at SCAN FAST and function switch in TRACK, set Az Swp Size so as to bring the azimuth sweep just to the edges of the RAI. However, if the operator prefers a wider sector on the PPI and has set the Sector Width pot accordingly, the above procedure will not be correct, and will give targets that appear elongated in range and compressed in azimuth. The following procedure will assure a proper presentation regardless of sector width:

   a. Antenna to SCAN OFF.

   b. Bombing Mode Switch (Ballistics Control) to LOS.

   c. Boresight Switch (LOS Control) to NORMAL.

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B. Problem: Distorted targets

Possible cause: When targets are compressed in azimuth, Azimuth Sweep Size is probably maladjusted. See #4 in Part A, above, for proper alignment procedure. If targets are compressed in range and Azimuth Sweep Size is properly set, check to make sure that the Sweep Expansion Rate pot on the PP-353 is full CW.

C. Problem: Range mark not in center of range sweep.

Possible cause: If the vertical centering and range sweep size adjustments have been properly made (see #1 and #2 of Part A, above), and the range mark is then not in the center of the sweep, the Centering pot, R-6211, in the Range Sweep Generator (inside PP-353) is mis-set. Adjust this pot to center the range mark on the sweep. (Vertical Centering and Range Sweep Size must be set prior to the above adjustment.)

Field Engineer
AC SPARK PLUG DIV., G.M.C.

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APPENDIX No. 6

SUPPLY STATISTICS

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A) Munitions

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MUNITIONS REPORT*

Training commitments were filled in Type I and Type II loading by our Special Weapons crews for the month of September 1955. The following is a breakdown of work performed for the primary flying squadrons of the 42d Wing: seventy-two work order requests processed, 86,800 rounds of twenty-millimeter ammunition issued, 33,400 rounds of twenty millimeter ammunition used, 53,400 rounds of twenty millimeter ammunition turned-in, thirty-one practice bombs issued, eight practice bombs used and twenty-three practice bombs turned-in.

In addition, all ammunition turned-in was inspected, reworked and stored for future delivery in September, 1955. Brass links unloaded from aircraft were sorted and stacked for shipment.

* Unit Historical Report, 42d Supply Sqdn, Sep 55 (LAFB RCS: ISO-D2).

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B) Im-direct Support

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BASE SUPPLY REPORT*

During the month of September, 1955, a total of 21,320 line items were processed, as compared to 28,859 processed during the month of August, 1955.

Aircraft property classes providing direct aircraft support (Category A) increased from seventy-four per cent to ninety per cent effectiveness. Non-aircraft support classes (Category B) increased from sixty-one per cent to sixty-four per cent.

A total of eleven vehicles were carried on VDP status during the month. The ADCP status during the month on B-36 type aircraft was three.

The average number of rations issued during the month of September, 1955, in all dining halls--including those at the 766th AC&W Squadron site at Caswell Air Force Station, Maine, and the 3080th Aviation Depot Group and 548th AAA Battallion (U. S. Army), attached to Headquarters, 42d Air Base Group--totalled 2,681.

During the month, the Loring AFB Clothing Sales Store made 1,283 individual sales to officers and airmen, totalling $7,881.98. The sales increased $864.08 over August, 1955.

Retail sales in the Base Disposal Section on lumber amounted to 12.75. A total of 127,370 pounds of salvage and scrap were received by this office and 15,702 pounds were issued for further Air Force use.

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* Unit Historical Report, 42d Supply Sqdn, Sep 55 (RCS: LAFB ISO-D2).

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BASE MATERIEL REPORT*

Purchasing and Contracting Office: The Procurement activities of the Base Purchasing and Contracting Office for the month of September, 1955, are as follows:

I. Invitation for Bids Issued:

Construction	9
Sales	2
Service	0
Supplies	5
Call & Requirement	0
TOTAL	16

II. Procurement Contracts Issued:

TYPE	NO.	VALUE
Construction	7	$ 40,431.00
Called Requirement	0	-
Purchase Orders	363	250,448.00
Cash Purchases	284	8,464.00
Change Order and Supplemental Agreements	59	6,693.00
Architect-Engineer Service	0	-
TOTAL	713	$306,036.00

Base Housing Office: Ninety-four Wherry (on-base) apartments were assigned during the month of September. Fourteen Government (on-base) apartments were assigned.

During the month, 265 PCS and TDY airmen were handled in the Loring AFB Transient Barracks.

Base Transportation Office: This month, surpassing the month of September during any year since commencement of this base, the internal railroad system handled 1,192 freight cars--with over six hundred cars in.

Base Exchange: During the month, total sales amounted to $181,446.24.

* Unit Historical Report, Base Materiel, Sep 55 (LAFB RCS: ISC-D2).

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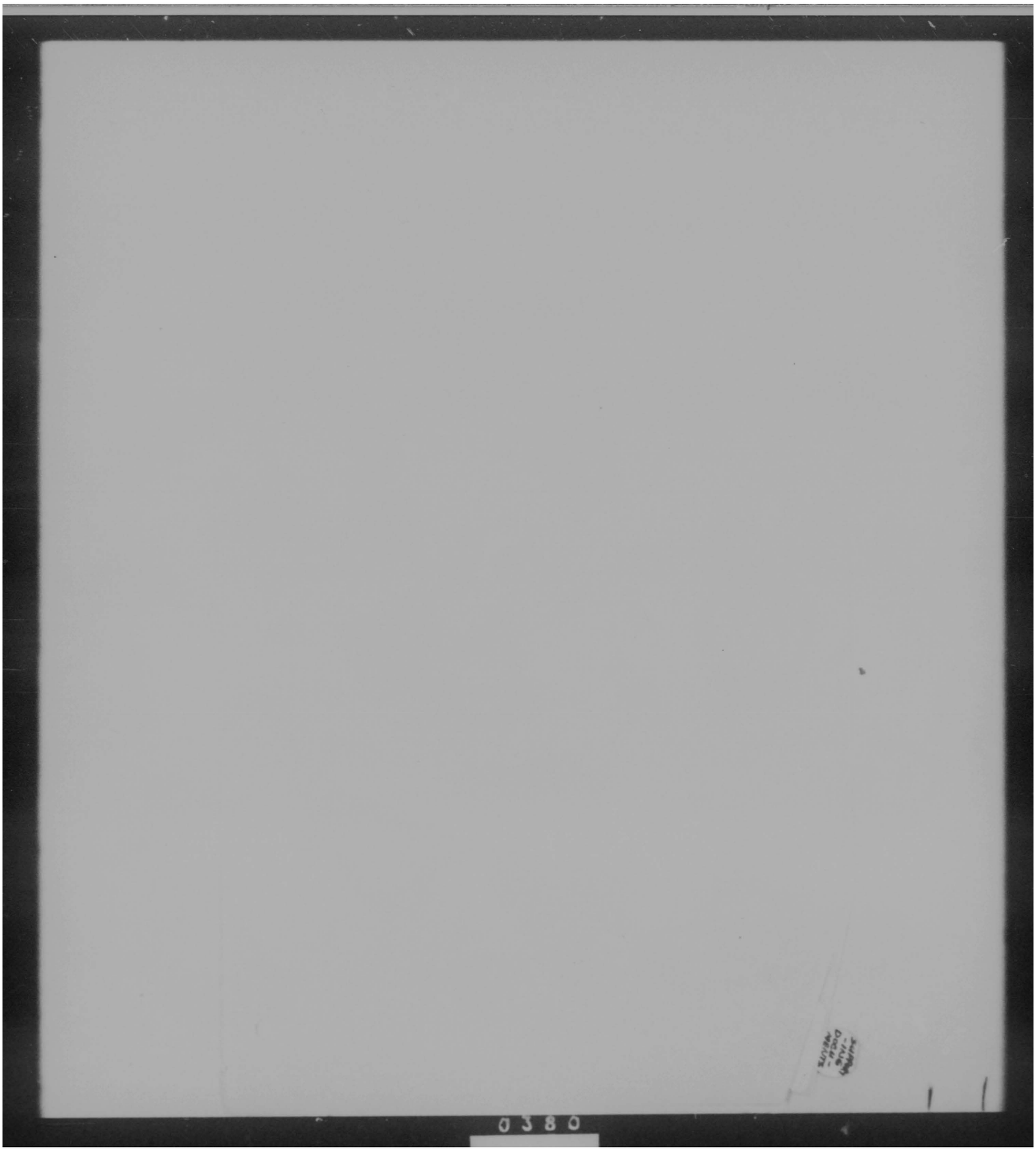

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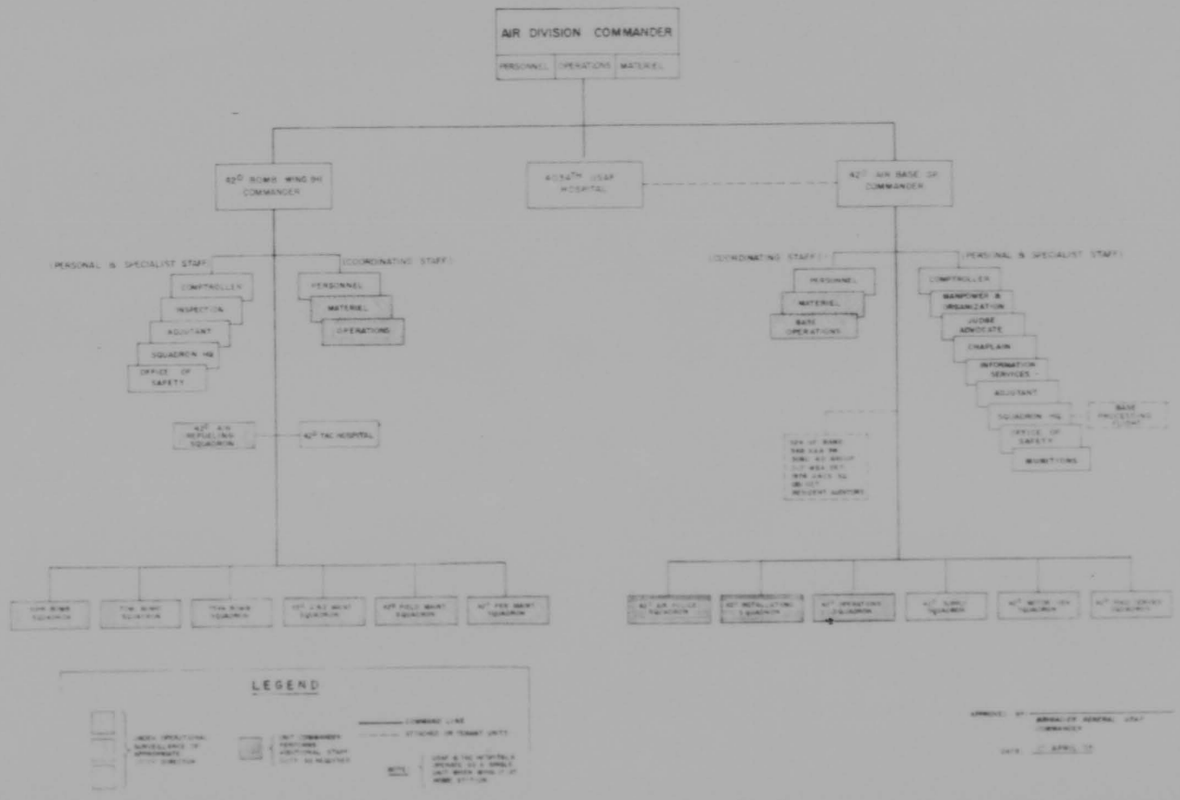
ORGANIZATION CHART

45TH AIR DIVISION



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PART III SUPPLY

1. Personnel contacted on B-52 Program at Castle Air Force Base were:

a. Lt. Col. B. M. Bierbaum, Air Base Group Director of Materiel
b. Lt. Col. Alfred Switzer, Base Supply Officer
c. Capt. E. Palmer, Wing Staff Supply Officer, 93rd B.W.
d. Mr. Thomas Boyd, Administrative Assistant, Base Supply
e. M/Sgt Wiley, Z Account Monitor, Base Supply
f. M/Sgt Gabriel, SAC Evaluation Team

2. Aircraft spares will be furnished on AFSD (Air Force Shipping Directive) from OCAMA (Oklahoma City) for initial supply for B-52 aircraft spares. AFSD at Castle Air Force Base has been supplied in adequate amounts up to 90% of completion. After that percentage has been reached, it is recommended that OCAMA discontinue the AFSD and authorize straight requisitioning for the remainder of the spares. Tables II and 16 (A&E Spares) are included in the AFSD. Table 19 (Ground Powered Spares) will be furnished for information only and requisitioning action will be necessary by Base Supply. Original AFSD consists of approximately 8500 line items. AFSD's comprising 7000 line items (for one squadron) will be made available for Flyaway Kits. Information from Castle Air Force Base indicates new Flyaway Kit Bins will not be furnished but that the present B-36 Bins will be used for B-52 aircraft. Requirements for bins are 42 to 30 aircraft or 63 for 45 aircraft. Master lists are not yet available for B-52 Flyaway Kits.

3. Immediately upon receipt of AFSD from OCAMA it will be necessary for Base Supply to activate required stock record cards to facilitate the receipt and storage of B-52 spares. A representative from OCAMA is in place at Base Supply, Castle AFB, to compile all activity on B-52 spares for consumption data. This information, subsequent to December 1955 or January 1956, will be made availalble to Loring. It is recommended that a return visit to Castle AFB be made during this period in order to gather all data on B-52 spares.

4. An authorized overage in personnel will be required in order to maintain proper supply records during the conversion period. Castle AFB has been authorized overage of 36 personnel in 64 field (Supply). An authorization for 11 personnel (AFSC 56230 and 56250), gas generating specialists, was also approved for liquid oxygen operation. Liquid oxygen is being furnished from commercial sources due to lack of qualified generator operators. Chanute Air Force Base is presently conducting a training course for liquid oxygen personnel.

5. Approximately 1 April 1956, a list of pre-issue aircraft items for Field Maintenance and A&E Squadrons will be available for Supply Liaison, 93rd Bomb Wing, Castle Air Force Base.

6. The "Z" Account.

a. "Z" Account must be closely monitored by Base Supply and

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Wing Staff Supply to insure rigid control, follow-up actions in prime commodity depots and proper distribution of B-52 support equipment. Two sets of stock control cards will be set up for this purpose. The set maintained by Base Supply will reflect item, stock number, requisition number, follow-up actions on depots, substitutes received and supply action accompleteness. The set of records to be maintained by Wing Staff Supply will reflect item, cost, status, substitute information, authorization and status of supply action. Prime responsibility to monitor the project will be vested in the Wing Staff Supply Officer.

b. Next "Z" Account meeting will be held at Oklahoma City AMA during the week of 7 November 1955 to discuss:

(1) Adjust equipment allocations in line with revised aircraft distribution.

(2) Review of all "Z" Account items for validity and authorization source.

(3) Status of AFSD's for aircraft, armament, radio and electronic spares.

(4) Status of AFSD for Flyaway Kits.

(5) Status of new ECL's 20-00-28 (AMA), 20-00-38 (Tactical Squadrons) 20-00-48 (PMS) and 20-00-58 (FIELD Maintenance).

(6) Special clothing for fuel cell repair.

(7) Noise suppression equipment for maintenance personnel

c. Requisitions for "Z" Account items will be pre-printed by Headquarters SAC. Upon completion of an inventory of all base assets and screening all suitable substitutes, the amount of "Z" account equipment on hand will be substracted from initial requirements and the remaining requirements will be placed on requisitions which will be hand carried to the prime commodity depot for action.

d. A representative of Wing Staff Supply will be directed by SAC to visit Castle Air Force Base on or about 20 October 1955 to assist the SAC Special Equipment and Audit Team in preparing new UAL's for the Wing to support B-52, B-36 and KC-97 aircraft. The basic document will be for B-52 support with supplemental equipment authorized for B-36 and KC-97 aircraft.

7. It is recommended, from a supply concept, that the phase-in of B-52 aircraft be accomplished a squadron at a time. This would enable

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Base Supply to dispose of an entire Flyaway Kit of a B-36 squadron without undue delay and with a maximum of efficiency in the control of vital aircraft spares.

8. Problem Areas.

a. Shortage of personnel in Base Supply will be a deterrent factor in the overall accomplishment of the B-52 Conversion Program.

9. Recommendations.

a. That Manpower, Personnel and Supply recommend authorized average of personnel throughout the entire Conversion Program.

b. That Base Supply be brought up to authorized strength prior to receipt of AFSD's from Oklahoma City.

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MINUTES OF THE BASE EQUIPMENT REVIEW BOARD MEETING

SQUADRONS REPRESENTED

Headquarters Sqdn, 42d Bombardment Wing
75th Bombardment Squadron
70th Bombardment Squadron
69th Bombardment Squadron
42d Periodic Maintenance Sqdn
42d Field Maintenance Sqdn
42d A & E Maintenance Sqdn

Headquarters Sqdn, 42d Air Base Group
42d Supply Squadron
42d Operations Squadron
42d Motor Vehicle Squadron
42d Installations Squadron
42d Food Service Squadron
42d Air Police Squadron
548th AAA Battallion (U. S. Army)

BOARD AND SPEAKERS

Lt Col Fred W Nudell	Acting President-Equip Review Bd
Major Ralph S Slotterback	Acting Vice President
Captain Richard R Treglia	Recorder
Lt Col Donald E Lee	Chief NAEEAAT of Fairchild AFB Wash
M/Sgt Leroy Jefferies	NAEEAAT of Fairchild AFB Wash
M/Sgt Howard C Spiker	B/RB-36 EEAAT of Fairchild AFB Wash

1. The meeting with Representatives of the Areas Teams (Northern Area and B/RB-36) of Fairchild AFB, Washington convened at 1330 hours, Friday, 23 Sept 55, relative to questions and discussion of the New Pre-Printed UAL's.

2. Lt Col F W Nudell, Acting President, Equipment Review Board, formally introduced Lt Col D E Lee, Chief of the Northern Area Equipment Evaluation and Audit Team, and M/Sgt Leroy Jefferies of the same team. M/Sgt Howard C Spiker represented the B/RB-36 team.

3. After introductions were made, the meeting was turned over to Lt Colonel Lee. Questions concerning the New Pre-Printed UAL's were brought forward for general discussion.

4. It was brought to the attention of Unit Supply Officers and NCO's that a major printing error had been made in the new 17-8 section of some UAL's. ECL's of the 20 series were authorized in the correct quantity by the enclosure to the letter of transmittal, but appropriate amounts were not always listed opposite each item of class 17-8 tools. Affected units were advised that corrections would appear on the EAM card checks so manual changes of quantity of any class 17-8 items in a 20 series ECL to coincide with the quantities printed in the portion of the ECL was authorized.

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5. The importance of authorization sources on UAL Changes (SAC Form 144) and UALs was strongly emphasized. It was noted by all units that changes being processed without authorization source would automatically be disapproved. The Area Teams are scheduled to re-run New UAL's the latter part of December. All items listed without an authorization source will be deleted.

6. Pencil mark notations of Copy #2 of the UAL would be sufficient for items not being required. The listed conversion of stock numbers also entered would greatly alleviate the workload, as advised by the Team.

7. For items that would be utilized for a period of six or eight months, a letter of special authority approved thru command channels would suffice in lieu of item appearing on the UAL. The F-6 Refueling Unit was cited as an example.

8. The buffer, lawn mower, and snow shovel situation was discussed and understood that SAC has approved the buffers and lawn mowers to be included in TA 1-1. Snow Shovels have been included in BCL 20-46-04. All changes being processed for buffers and lawn mowers are to be evaluated by AIG, prior to processing UAL Changes to the Area Teams.

9. The evaluation of all vehicles will be conducted and processed through Command Boards. Command letters being published will be forwarded to all bases at a later date.

10. Changes to authorize water pump pliers have been approved in the past. However, a good stock number 7920-561345 has now been assigned.

11. The New AF TA 1-2A will be used as a guide for authorizations.

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ADM, Subject: Minutes of the Base Equipment Review Board Meeting

As the SAC TA 1-21 will not be revised, for those items not presently included in AF TA, but required for deployment, etc., SAC TA 1-21 will continue to be used as a guide pending necessary changes to AF TA 1-21.

12. The meeting was adjourned at 1520. Unit Representatives not having any questions were dismissed. Questions for remaining units were further discussed with satisfactory solutions.

/s/ FRED W. NUDELL
FRED W. NUDELL
Lt. Col., USAF
Acting President

/s/ RICHARD R. TREGLIA
RICHARD R. TREGLIA
Captain, USAF
Recorder

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REPORT OF AIRCRAFT STATUS AND PURPOSE OF FLIGHT

REPORTS CONTROL SYMBOL: 1 - AF - A1

MAJOR AIR COMMAND	SUBCOMMAND	WING	GROUP
Strategic Air Command	8th Air Force	42nd Bombardment Wing (H)	
SQUADRON	DETACHMENT	INSTALLATION	DATE OF REPORT
		Loring AFB, Maine	30 September 1955

1.48305

PART I

LINE NO.	TYPE, MODEL, AND SERIES	ASSIGNMENT OR STATUS CODE	TOTAL NO. ACFT ON HAND	TOTAL HOURS: AIRCRAFT ON HAND	TOTAL HOURS: AIRCRAFT IN COMMISSION	ACFT OUT OF COMMISSION: AWAITING PARTS	ACFT OUT OF COMMISSION: TOC	ACFT OUT OF COMMISSION: PERIODIC MAINT INSP	ACFT OUT OF COMMISSION: MALFUNCTION MECH DEFECTS, OPR DAM	ACFT OUT OF COMMISSION: OTHER REASONS	FUEL ISSUED	NO. OF LANDINGS	HQ USAF/CMD HQ USE
	A	B	C	D	E	F	G	H	I	J	K	L	M N
1	B - 36 D	CC	10	7200	4497	140		439	2124			26	
2													
3	B - 36 H	CC	15	10800	8822			1268	710			47	
4													
5	B - 36 J	CC	8	5760	4246	64		1024	426			25	
6													
7	RB - 97 G	CC	21	15030	13420		33	605	972			123	
8													
9	C - 119 C	CP	1	457	111	144		202				8	
10													

PART II

LINE NO.	TYPE, MODEL, AND SERIES	ASSIGNMENT OR STATUS CODE	HOURS FLOWN: SPECIAL FERRIED BY MATS FERRY PILOTS	TRAINING: COMBAT CREW AND OPERATIONAL	TRAINING: STUDENT	ADMINISTRATIVE	COMBAT READINESS TNG: TRAINING	COMBAT READINESS TNG: DUAL PURPOSE	COMBAT READINESS TNG: SPECIAL MISSIONS	OTHER	TOTAL	HQ USAF/CMD HQ USE
	A	B	C	D	E	F	G	H	I	J	K	L M N
1	B - 36 D	CC	263							8	271	
2												
3	B - 36 H	CC	448							25	473	
4												
5	B - 36 J	CC	236							20	256	
6												
7	RB - 97 G	CC	627*							17	644	* 10 hours in this M/N was omitted from report of 11 Aug 55, Ref SAC Rpt 308 1-55-30, 30 Sep 55.
8												
9	C - 119 C	CP				23				1	24	
10												

NAME, GRADE AND TITLE OF COMMANDING OFFICER: [illegible], Lt Col, USAF, Reports & Analysis Officer

SIGNATURE OF COMMANDING OFFICER: [illegible]

AF FORM 110a PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE 13-54

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Tactical MEDICAL SUPPORT

UNITED STATES AIR FORCE MEDICAL SERVICE

STRATEGIC AIR COMMAND

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I wish to take this opportunity to extend my greetings and best wishes to all physicians and hospital administrators attending the annual meeting of the American Hospital Association at Atlantic City.

As Commander in Chief of Strategic Air Command, it is my duty to provide the best possible medical support for units of my command that may be deployed overseas on short notice. This display of medical equipment has been developed over a period of years and represents a prodigious effort by our medical service to develop a package which is air transportable, light weight, and will fulfill our doctors' minimum requirements for the care of patients. It gives me a feeling of satisfaction to know that we have this "medical insurance" for the officers and airmen of the Strategic Air Command.

CURTIS E. LeMAY
General, USAF
Commander in Chief

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FOREWORD

The medical equipment which you see on display here at Atlantic City, represents a portion of that which General LeMay will employ if and when the Strategic Air Command is called upon to perform its global war mission. I am sure you are familiar with the fact that the Strategic Air Command must be ready to perform its assigned missions any place in the world at a moments notice. To meet this requirement from a medical point of view our equipment must be packaged so as to be small in size, light in weight and readily transported by air. Our medical personnel must constantly engage in a training program which will prepare them to perform their medical mission when required.

Our present medical organization and the development of our "fly-away" equipment dates back to April of 1949. At that time there were very few overseas or forward bases manned or equipped to provide necessary support for SAC units. It was evident that we would have to design our medical organization and equipment to provide for an absolute degree of mobility, flexibility and self-sufficiency. And, further, that our equipment must be easily transportable by air. With this in mind we began the development of the type of medical service and equipment which you see on display.

Each SAC wing has its own intrinsic medical support equipment and personnel. A B-36 heavy bombardment wing, for example, is composed of a headquarters squadron and three tactical squadrons. Each squadron has its own "fly-away" dispensary equipment and medical personnel. Each wing has a 36-bed air transportable infirmary, capable of supporting the wing for a period of 90 days. In the event that hostilities continue beyond the 90-day period our present organization provides for the augmentation of the 36-bed infirmary by either a 50, 100 or 150 bed hospital augmentation unit, depending upon the size and type of the wing being supported.

During peacetime the medical officers and airmen assigned to our tactical units are engaged in the operation of our base hospitals where they presently provide daily inpatient and outpatient services for our officers and airmen. In addition to their local clinical practice they are constantly engaged in training for their assigned war mission. At regular and frequent intervals they take their equipment on practice local field maneuvers. They may also deploy periodically to overseas bases with their units to obtain even more realistic training in support of their parent organization.

During World War II the armed forces were criticized for their alleged waste of professional medical talent. Much of this criticism was based on a policy of providing fixed medical facilities at predetermined overseas locations. You can now readily see from the foregoing explanation and descriptions that the present Air Force doctrine or tactical medical concept very definitely obviates any repetition of these previous criticisms. We believe that we have effected a very marked economy in the utilization of medical personnel through their planned dual utilization and assignment.

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A more detailed description of the organization, equipment and personnel, is included in this brochure. We constantly strive to decrease the size and weight, and at the same time increase the efficiency of our medical units. As you review our exhibit we would be only too pleased to have any suggestions which you may care to offer which will help us in our continuing efforts to improve upon our medical support.

LOYD E. GRIFFIS
Brigadier General, USAF (MC)
Surgeon, Strategic Air Command

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ORGANIZATION AND EQUIPMENT ON DISPLAY

The Strategic Air Command medical support is based upon a "building block" principle. Combat units of varying sizes may deploy to bases all over the world. This places a requirement on our medical service for varying amounts of medical support. Our smallest unit or "block" is the air transportable squadron dispensary, one of which you will see on display. Each combat squadron has its own "fly-away" dispensary. The equipment, when packaged, occupies 35 cu. ft. of space and weighs only 956 lbs. The unit is staffed by one (1) flight surgeon and three (3) medical airmen, who are assigned to the tactical squadron. This medical unit is capable of supporting its squadron in the field for a period of 30 days without resupply.

To provide a more definitive type of medical care each wing has its own 36-bed air transportable infirmary. The infirmary can provide care for the entire wing for a period of 90 days without resupply. This tactical support hospital is manned by three (3) officers (one flight surgeon, one Medical Service Corps officer, one dentist) and fifteen medical airmen. The equipment, when packaged, occupies 570 cu. ft. of space, weighs only 13,000 lbs and can be easily transported by air. Functionally, the infirmary is divided into nine (9) distinct areas of operation; namely, surgery, x-ray, laboratory, pharmacy, dental, outpatient, medical ward, surgical ward, and food service. Each operation is capable of acting independently of the others and the equipment for each is packaged separately in lightweight but sturdy cardboard boxes. The packaging decreases the weight so critical in airlift operations and yet is small enough to permit easy handling by one or two men. The 36-bed air transportable infirmary on display here was taken from the hospital medical supply warehouse of the 42d Heavy Bombardment Wing at Loring Air Force Base. When this equipment is in storage it is usually packaged and each item is labeled to facilitate its rapid identification and transport to the flight line for storage aboard an aircraft. The medical personnel who are on duty here to display the equipment and to answer any questions you may have are regularly on duty at the USAF Hospital at Loring Air Force Base.

Not on display but included in our organization is the third and largest "building block" of the tactical medical support plan; namely, the tactical hospital augmentation unit. The augmentation may be a 50, 100 or 150 bed unit, depending upon the size and type of wing being supported. A fighter wing employs the 50-bed unit. A medium bomber wing would utilize the 100-bed and the heavy bomb wing the 150-bed augmentation unit. Normally, the personnel tactically assigned to the hospital augmentation units remain at their home base in this country and provide continued local medical service for base personnel who do not deploy with the wing. If the local overseas situation requires, however, the hospital augmentation personnel may be airlifted to the overseas base, if it appears that there will be a requirement for their services to support the wing beyond the first 90-day period. For further clarification of the entire wing tactical medical support organization consult the attached organizational diagram.

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As regards shelter for our medical units, we would normally house our equipment and personnel in permanent or semipermanent facilities if they are available to us at the overseas base. However, if it becomes obvious that more permanent type shelter will not be available, then each of our units are authorized to carry with them necessary tentage such as you see on display.

In order that you may have a better understanding of the approximate size of our units when they are packaged and in readiness in our warehouse, we are including some pictures of the packaged units. Since we have also spoken of the ease and rapidity of loading the equipment aboard our support aircraft, we are including a picture of an actual aircraft practice loading maneuver recently made at Ellsworth Air Force Base at Rapid City, South Dakota. One photograph is an aerial view of the tactical support hospital housed in tents.

ILLUSTRATIONS:

1 Air Transportable Squadron Dispensary

2 36-bed Air Transportable Infirmary

3 Practice loading, Ellsworth Air Force Base, South Dakota

4 Aerial view, Tactical Support Hospital

5 Organizational diagram

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CREDITS

The display which is presented here is under the supervision of Lt Colonel James G. Langford, Surgeon, 45th Air Division, Loring Air Force Base, Limestone, Maine.

Personnel participating in this display are a select group of airmen technicians from the 42d Tactical Hospital and the 4034th USAF Hospital at Loring Air Force Base, Limestone, Maine. These airmen are under the guidance of the Project Officer, Lieutenant John C. Villforth.

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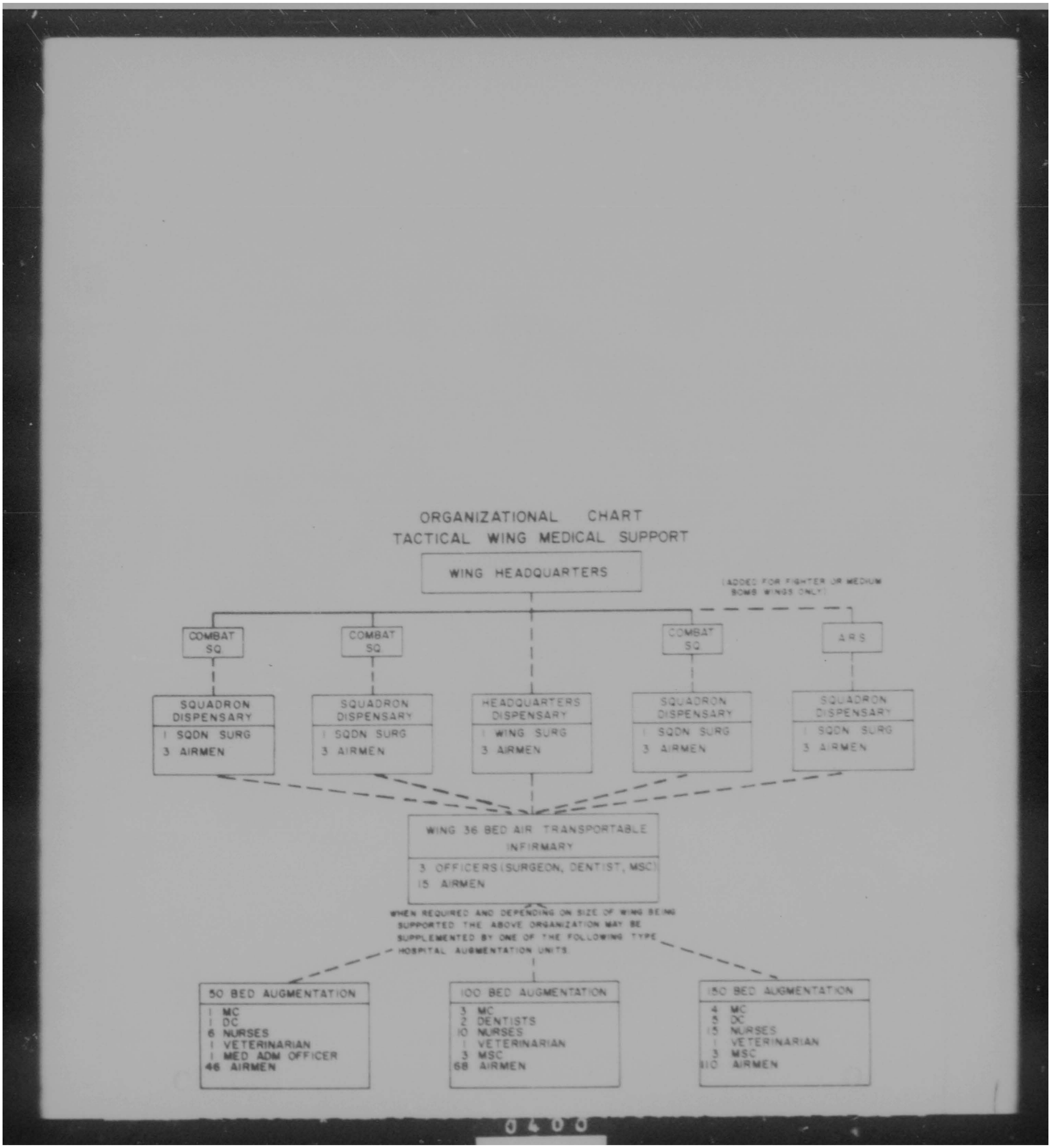

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36-BED AIR TRANSPORTABLE INFIRMARY

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AIR TRANSPORTABLE SQUADRON DISPENSARY

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AERIAL VIEW, TACTICAL SUPPORT HOSPITAL

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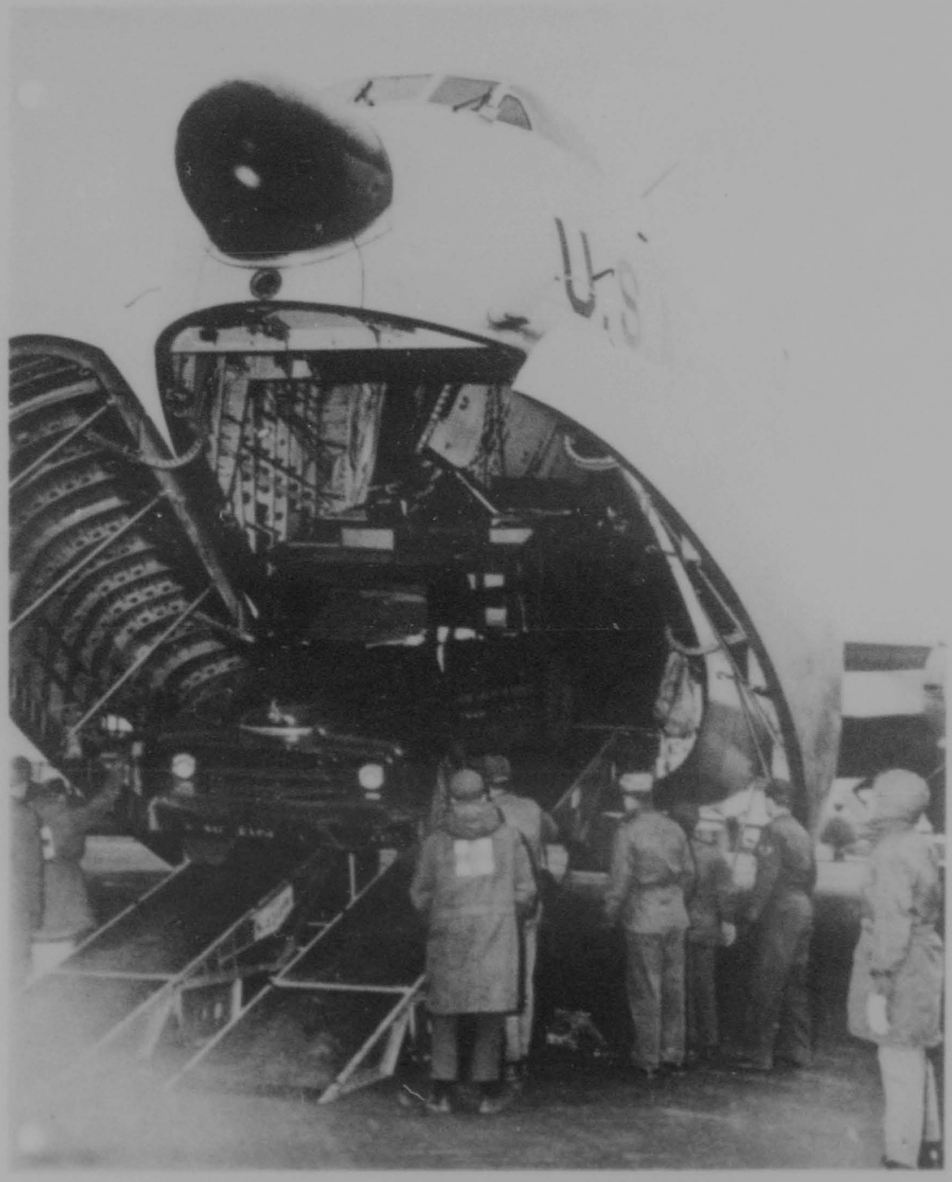

PRACTICE LOADING, ELLSWORTH AIR FORCE BASE, SOUTH DAKOTA

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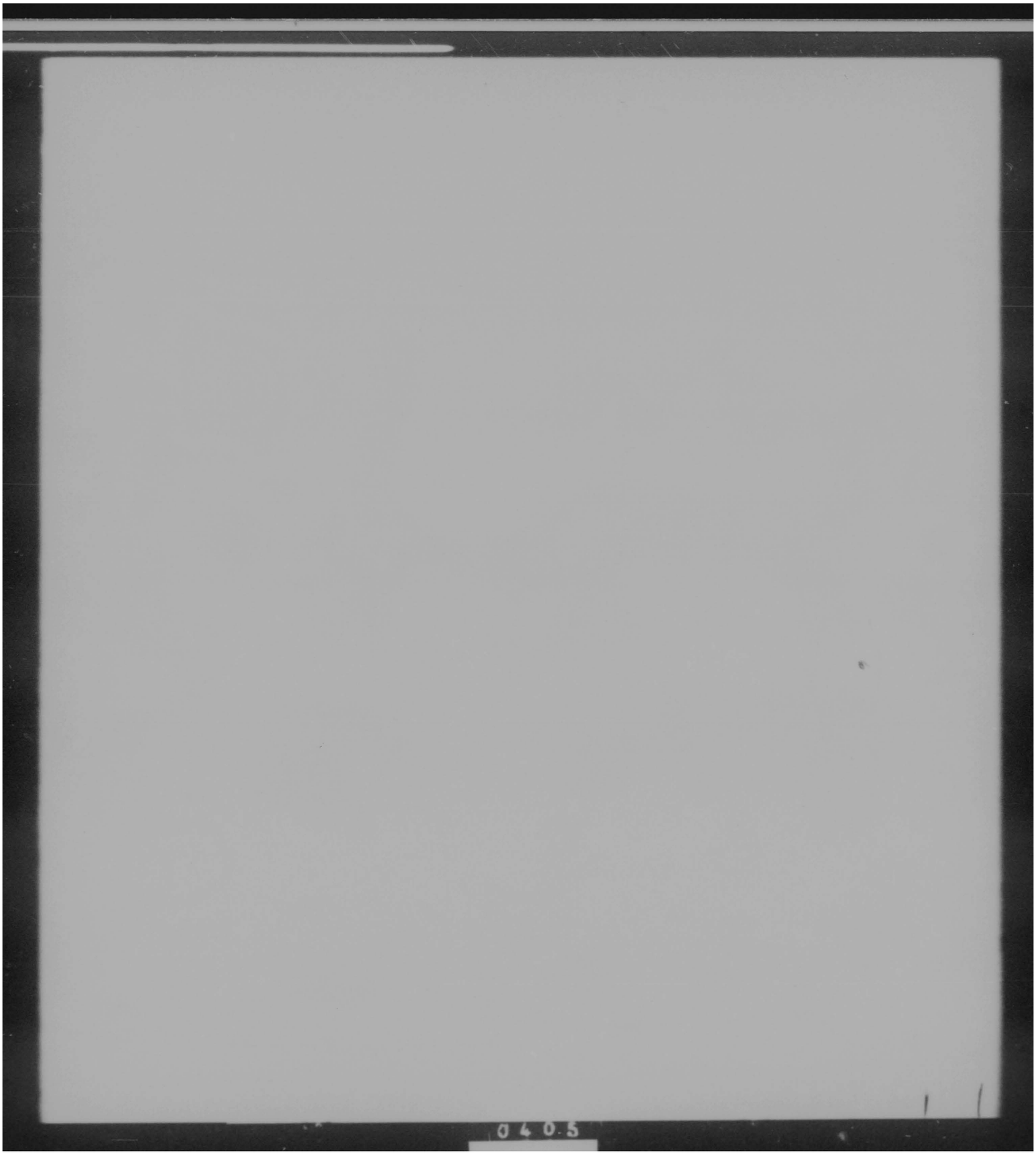

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

ADO 3 October 1955

SUBJECT: Transmittal of Minutes of Division Safety Committee Meeting, 30 September 1955

TO: See Distribution

1. Forwarded are the minutes of the 45th Air Division Safety Committee Meeting conducted 30 September 1955.

2. Request each addressee forward their indorsements of action taken or comments of the attached minutes to arrive in their respective Director of Safety Office not later than 13 October 1955. Report by the Director of Safety to arrive at Air Division Operations not later than 17 October 1955.

SAM L. BARR
Colonel, USAF
Director of Operations

1 Incl
As Stated

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42AFS - 2
42FSS - 2
42SUP SQ - 2
197ΔAACS - 2
129ΔAACS - 2

cc: ADC - 1
ADC - 2
ADM - 1
WCO - 1
WOD - 1
WDM - 1
WOS - 2
AOC - 1
DOS - 10
DOF - 1
DM - 2

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

ADO 3 October 1955

SUBJECT: Division Safety Committee Meeting, 30 September 1955

TO: See Distribution

1. The 45th Air Division Safety Committee Meeting convened at 1030 hours, 30 September 1955, in the AIC Conference Room, with the following members present:

Brigadier General William K Martin, 45th Air Division Commander
Colonel Jerome Tarter, 42d Bombardment Wing Commander
Colonel Jackson W Lewis, 42d Air Base Group Commander
Colonel W.M. VanSickle, Director of Material, 45th Air Division
Lt Col James G Langford, Flight Surgeon, 42d Tactical Hospital
Lt Col Robert L Love, Provost Marshal, 42d Air Police Squadron
Major Lorenzo Caliendo, Director of Safety, 42d AB Gp, Alt Recorder
Major John W Edenbo, Dep Dir of Operations, 45th Air Div, Chairman
Major Buckley, Commander, Air Installations Squadron
Major Brice, Air Inspector, 42d Bomb Wing
Major Loden, 1974th AACS Commander
Major Fleming, Base Operations Officer
Capt Williams, Director of Safety, 42d Bomb Wing, Recorder
1/Lt Rickel, Assistant Director of Safety, 42d Bomb Wing

2. The following were items of old business:

a. Acrobatic Flying Area: Three bases, Dow, Presque Isle and Loring use the same acrobatic area. There will be no instrument flights in this area. Presque Isle will be notified when we want to use this area.

b. VOR Status: The facility was checked by representative here on ILS installation and was found to have only minor discrepancies. Base Operations is working on let down procedures utilizing Presque Isle VOR. Loring RAPCON will use Presque Isle VOR as primary pickup fix for all aircraft coming in on IFR clearance. Base Opns.

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c. Back-up for present VOR: A request is to be made for a T-VOR at Loring and one approximately 50 miles north of station.

d. Stamps for Form 175: Two stamps in use now. One states number of accident free days, another indicates the amount of runway available and emergency runway available and filled in by pilot as he files clearance.

e. New Policy on Pilots qualified to carry passengers: Base Operations has set up a passenger carrying policy for C-119 and C-47 type aircraft. Aircraft Commanders will have a minimum total time of 1500 hours; one hundred hours in the aircraft and 35 hours in the last six months and at least one flight in the last 90 days. A minimum of two hours and four landings in the aircraft are required in the last 60 days. It is recommended that B-25 and C-[illegible] be put in the same category. A study will be made and info brought to next meeting. Base Opns.

f. Tower Officer: A new regulation is to be published on the duties of the tower officer during inclement weather and/or emergency conditions for landing aircraft. The 42d Bombardment Wing will coordinate on this regulation.

3. The following were items of [illegible] business:

a. Status of Runway: Extension on north end should be completed by 15 October. 6,985 feet of runway is available for normal use and 9,000 for emergency use. Taxiway "B" and "C" are open. Runway construction should be completed by 1 November. In the interim period, pilots should exercise caution while taxiing, takeoff and landing. ATO will keep the proper personnel informed of any changes.

b. Private Vehicles on Flight Line: A study will be made for next meeting of regulation on private vehicles on flight line, when move is made into new hangar. Division Commander recommended that passes be issued by position and not individuals.

c. Accident rate: No motor vehicle accidents in August. None in September, however late reporting of an accident in July results in one for September. No civilian accidents. There were six military disabling accidents for Division, 4 for Wing and 2 for Air Base Group, mostly caused by private motor vehicle accidents. Discussed possibility of obtaining vehicle for Safety Office. Action 42d Air Base Group.

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d. Flying Safety Hazard: When the approach end of the runway is closed for construction there is a potential hazard to aircraft coming in on GCA with low ceilings and visibility. Suggested that units mention this to pilots at flying safety meetings. GCA operators to warn pilots in pattern.

e. Blinker at Sawyer Road Intersection: Directed that Provost Marshal check and see why this blinker has not been installed. There has been one installed at intersection coming into East Gate. Signs for intersection at Sawyer Road should be completed soon.

f. Fire Prevention Week: The week of 9 - 15 October is Fire Prevention week. A briefing will be given to fire marshals and unit commanders along with publicity through TV, posters, demonstrations and static displays.

g. Snow Removal Plan: Operational briefing on snow removal to be ready for next meeting.

h. Ground Accident Reports: These reports are not getting to Eighth Air Force in the specified time (5 days). Action Ground Safety.

i. Runway Sweepers: Request should be made for additional sweepers. Wing Commander recommended 12 operational at all times to keep runway and taxiways cleaned.

j. Parking of Aircraft: Aircraft should not be parked on light duty pavement. Action Base Wing.

4. The meeting was adjourned at 1130 hours, 30 September 1960.

SAM L. BASS
Colonel, USAF
Director of Operations

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SECRET

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 NOVEMBER 1955---30 NOVEMBER 1955

at Loring Air Force Base, Limestone, Maine

RSI Cont No
S 15190

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SECRET

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 NOVEMBER 1955---30 NOVEMBER 1955

Prepared for the Historical Section of
the Information Services Office,
42d Air Base Group, by 1st Lt. Charles R. Hughes (Historical
Officer) and A/1C Martin Wein on
17 January 1956.

(Eighth Air Force, Strategic Air Command)

W. K. MARTIN
Brig. Gen., USAF
Commander

for CHARLES R. HUGHES
1st Lt., USAF
Historical Officer
(Information Services
Staff Officer)

MARTIN WEIN
A/1C AF 12437037
Historian

RSI Control No.
S15050

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W. K. MARTIN

Brigadier General

Commander

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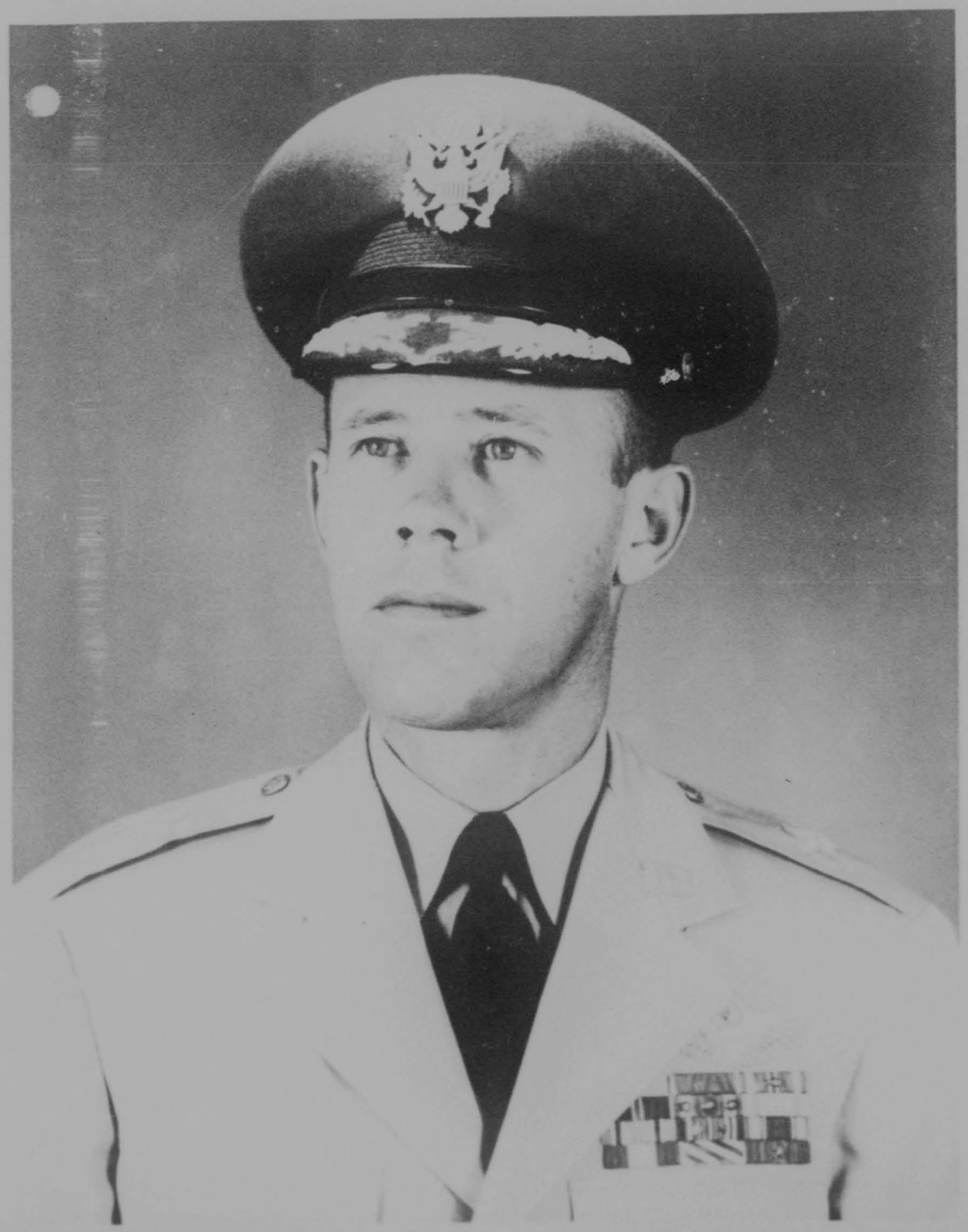

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JACKSON W. LEWIS

Colonel

Base Commander

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F O R E W O R D

This report contains the history of the 45th Air Division (SAC) from the period 1 November 1965 to 30 November 1965. The origin and organization of this air division are recounted along with important activities--mission and mission implementation, operations and training, supply, maintenance, personnel and facilities--being contained for the reporting period.

The information contained herein, relative to the history of the 45th Air Division at Loring Air Force Base, Limestone, Maine, a unit of the Eighth Air Force (SAC), covers activities of the 42d Air Base Group and assigned squadrons, the 403rd USAF Hospital and division headquarters. It is related to previous monthly histories of this air division since activation.

The present report was supervised by First Lieut. Charles R. Aubes, USAF, Historical Officer (Information Services Staff Officer), and written by Airman First Class Martin Wein, AF 12427[illegible], Historian.

Like other months' records, this history is subject to revision, and additional information or suggested corrections will be welcomed.

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LIST OF EXHIBITS

1. Organization Chart, 45th Air Division
2. Annex 3, 42d Bomb Wing Operations Order 322-65, 8 October 65.
3. Daily Strength Reports, 1 and 30 November, respectively.
4. AIC Program Status Report NCP FY 61 to 67, 30 November 1965.
5. Maintenance Hangar Release, Corps of Engineers (U.S. Army).
6. Figures and Fax booklet by Base Comptroller - Management Analysis (command notebook)
7. Monthly Evaluation of Operations (1-30 November 1965), 6 December 1965 (effective manning report).

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CHRONOLOGY

Date	Activity	Page
2-3 November	42d AUSFS takes off on TDY to Thule	8-10
3 November	"Double-Cantilever" Maintenance Hangar turned over to base	12-13
6 November	First mission of Operation "Saddle Rock" performed	
9 November	42d AUSFS placed in abort status	15-16
11-12 November	Operation "Saddle Rock" completed	8
17-19 November	B-36s redeploy from the UK.	8
22-23 November	Operation "Waltz Time" performed	8
22 November	Contract awarded for electrical modifications for new hangar	13
22 November	High temperature hot water distribution system turned over to AIC	13
26 November	Operation "Long Run" accomplished	8
November	Single refueling missions and navigation flights flown by 42d AUSFS at Thule	11
November	Test seating pad on flight line nears completion stage	14
November	Many flight line construction projects prepared for turn over to AIC	14
November	Six multi-purpose hangars turned over to AIC	14
November	Snow removal operations tested	13

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ORGANIZATION, ADMINISTRATION AND PERSONNEL

Brief Unit History

The 45th Air Division Headquarters was activated at Loring AFB, Limestone, Maine, on 4 October 1954 and was assigned to the Eighth AF.[1] Division Headquarters was set up just seven days after the base had been re-named "Loring" in honor of Maj. Charles J. Loring, Jr., a Maine jet hero of the Korean War.[2] Original name of the base was "Limestone".[3]

Before the division came into being, the 42d Heavy Bomb Wing was top base echelon. The 42d Wing was activated at "Limestone" (see above) in February 1953,[4] along with a support organization, the 42d Air Base Group.[5] On 4 October '54, this wing and air base group were assigned as units of the division.[6] The 4031st USAF Hospital became the third main unit of the division in March '54.[7]

The 45th administers its three units--wing, air base group and hospital--with respect to the over-all mission.[8] Facts point out that

1. SAC GO 69, 8 Oct 54 (Sec I).
2. DAF GO 34, 15 Sep 54 (para 6).
3. Named after Limestone Village, 7 mi. from base.
4. DAF Ltr, 322 (AFOAC 410b), 24 Mar 53. See also effective date, SAC GO 10, 25 Feb 53. Actually, the wing was "re-activated". WW II parent--42d Bomb Group (AAF)--was inactivated after Japan's surrender in 1946 [Hq 8th AF GO 68, 20 Apr 46 (pursuant to WD Ltr, AG 322 (27-1-45-M, 20 Mar 46-1)].
5. Also "re-activated". WW II parent--42d Service Group (AAF)--disbanded in Belgium, 1945 [Ltr, Hq IX AF Service Command, 22 May 45 (pursuant to WD Ltr, AG 322 (20-1-AFSPG-M, 4 Apr 45)].
6. SAC GO 69, 8 Oct 54.
7. Ibid., activated by SAC GO 17, 15 Mar 54.
8. Outlined in 8th AF Reg 23-13, 15 Nov 54, as amended. See below, Chap. II, p.

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though Loring has been a "single-wing" type station, and air division headquarters was established, primarily, to provide staging support under the EWP. As a designated provisional task force in SAC,[9] Loring AFB and the 42nd Air Division has a "geographical responsibility" to service SAC overseas flights.

Original construction of Loring began in the winter of 1946-47. During the initial construction period--up to the winter of 1952-53--the base was garrisoned by a small group of AF personnel.[10] In February, '53, the base came under the jurisdiction of SAC.[11] At this time the construction program went into high gear. Hangars, docks, an extension to the runway, barracks--many important base facilities were initiated.

The first B-36 aircraft arrived the last of March '53, just a few weeks after the wing was activated. In April '53, the wing launched its first training missions. By October '53, not quite nine months after the wing was activated, B-36 aircraft were flying more than 1,000 hours a month.[12]

When division headquarters was activated, changes were made in key personnel.[13] Brig. Gen. Bertram C. Harrison, USAF, who had commanded the wing (then Colonel), was named division CO and Col. James

---

9. SAC GO 47, 31 May 55.
10. When first assigned, Jun 50, group was designated "base detachment". Later, re-designated 4215th Base Service Sqdn, then, 4215th Air Base Sqdn (latter discontinued per SAC GO 10 when the 42d Bomb Wing was activated, Feb 53).
11. SAC GO 18, 21 Apr 53.
12. Inscribed on plaque awarded WX by Convair, 5 Dec 53.
13. Officers' Roster (RCS: SAF-PI).

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Carter, USAF, became wing commander. On 18 June 1955, Brig. Gen. (then Colonel) William K. Martin, USAF, took command of the air division from Gen. Harrison.[14] Col. Jackson W. Lewis had been air base group commander since 24 September 1953.

Division headquarters contained, since activated, three directorates: personnel, materiel and operations. Responsible to these directorates are the respective wing and air base group directorates.[15] These directorates are known in each headquarters as the "coordinating staff".

In the wing and air base group headquarters were added the "personnel-specialist staffs".[16] These agencies in wing headquarters consist of comptroller directorate, adjutant, air inspector, squadron headquarters, and office of safety; in air base group headquarters, comptroller directorate, manpower and organization branch, staff judge advocate, base chaplain, information services, adjutant, squadron headquarters, office of safety and munitions branch.[17] Not all these agencies were activated originally. For instance, the offices of safety in wing and air base group headquarters came into effect in April '55.[18] Another example: base operations--air base group coordinating staff--was activated early this year.[19]

Originally, there were activated seven squadrons and a medical group (see below) in the wing:[20] headquarters, periodic maintenance,

14. Hq 45AD GO 10, 18 Jun 55.
15. See Exhibit #1, Organ Chart, 45th Air Div.
16. Ibid.
17. Ref SAC Man 20-1, Dec 54.
18. Est. 1 Apr 55 per SAC directive (8th AF Msg, OS 186, 8 Mar 55). New OS took the place of old wing flying safety and air base group ground safety functions. Now flying and ground safety are combined in each OS.
19. Ref 45AD Unit Hist Rept, 1-31 Jan 55 (RCS: AD-D6).
20. SAC GO 10, 25 Feb 53.

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field maintenance, A & E maintenance, and the 69th, 70th and 75th heavy bomb squadrons. The eight wing squadron --an air refueling unit--was activated in February '55.[21]

The air base group, of course, was originally assigned to the wing.[22] At the time of activation, air base group had seven squadrons:[23] headquarters, air police, installations, operations, supply, motor vehicle and food service. When division headquarters was activated, air base group headquarters received equal status, i.e., lateral communication, with wing headquarters.[24]

There were attached to air base group headquarters seven special units which render support to the division.[25] They were the 1974th AACS (MATS), 2-7 Weather Detachment (MATS), 547th AAA Bn. (U. S. Army), OSI Detachment, 524th AF Band, the Resident Auditors and the 3080th Aviation Depot Group (AMC).

The wing tactical squadrons are the 69th, 70th and 75th[26]--designated "Heavy"[27] with the B-36 the designated aircraft. The 42d Air Refueling Squadron (also "heavy") flies the KC-97 stratotanker. The only other organization in the division to which pilots and aircraft are assigned is the operations squadron in air base group. This organization flies the base "administrative" aircraft: C-119, C-47, C-45 and H-19.

---

21. SAC SO 79, 8 Dec 54.
22. SAC GO 10, 25 Feb 55.
23. Ibid.
24. SAC R 69, 8 Oct 54 (Sec I).
25. See Exhibit #1.
26. These sqdn's had joined the old 42d Bomb Group (parent to the wing) late in WW II in the Pacific.
27. They were originally des gnated "Medium" during WW II. On 10 Feb 51, the 3 sqdn's were re-designated "Heavy" (per DAF Ltr, 322 (AFOMO 410b), 24 Mar 48).

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Just prior to the time that SAC took over jurisdiction of Loring AFB in February '53, Headquarters SAC received authorization from Headquarters USAF for a seventy-five bed USAF Hospital to be established on base. Twenty-five beds were first installed, later increased to seventy-five. The 42d Medical Group--activated as a wing unit in '53--originally operated the base hospital.[28] In February '54, this medical group was re-designated the 42d Tactical Hospital.[29] A month later, in March, the base hospital itself was designated the 6074th USAF Hospital.[30]

November Developments

On 17, 18 and 19 November, the 42d Bomb Wing redeployed back to Loring from the UK.[31] On the overseas flight, the wing was under the operational control of Eighth AF until arrival at Loring where they came back under control of their mother unit, the 45th Air Division.[32] The task force returned carrying 975 B-36 crewmen, fifty ground crew personnel and staff personnel. The remaining personnel who were TDY with the wing were airlifted back to Loring via MATS.[33]

On 2 November, the first of twenty KC-97 aircraft of the 42d Air Refueling Squadron left Loring for a sixty-day TDY to Thule AFB,

28. SAC GO 10, 24 Feb 53.
29. SAC GO 3, 27 Jan 54.
30. SAC GO 17, 15 Mar 54.
31. See Exhibit #2, Annex G to 42BW OPORD 322-55, 8 Oct 55.
32. 42BW OPORD 322-55, "Logistics".
33. Ref 45th Air Div Hist Rept, 1-31 Oct 55 (RCS: [illegible]-D4).

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Greenland.[34] Throughout the TDY, the squadron was under the operational responsibility of Eighth AF and the control responsibility of the Thule SAC Task Force Commander.[35] Maj. Willie H. Soontag, USAF, was still in command of the squadron during the rotation. In support of this AREFS TDY, the wing deployed a total of eighty-two officers and 296 airmen while air base group sent four officers and 103 airmen.[36] The combined total of personnel TDY was 485.

Division strength in airmen for November showed a total of 3,284 assigned during the month with a decrease of fifty-three airmen from the first of the month showing a deficiency from the air division total of 4,285.[37] Officer strength showed 620 for November with an increase of seven over the beginning of the month.[38] A deficiency still existed from the authorized total of 674 officers.[39]

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34. 42d AREFS Unit Hist Rept, 1-30 Nov 55 (LAFB RCS: ISO-D2).
35. Ibid., Col. L. C. Lewis, USAF.
36. 42D AREFS OPORD 329-55, 20 Oct 55, Annex D App. 1.
37. See Exhibit #3, Daily Strength Reports, 1 and 30 Nov 55.
38. Ibid.
39. Ibid.

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THE MISSION AND ITS IMPLEMENTATION

Over-All Mission

The 45th Air Division was activated, primarily, to administer a force capable of flying strategic bombardment operations in any part of the world.[1] In performing this task, the latest technical knowledge and advanced weapons are utilized.[2]

In addition to long-range bombardment, air-to-air refueling is a part of the division mission.[3] The 42d Bomb Wing provides the bombardment, air-to-air refueling and aircraft maintenance portion of the division mission.[4] The 42d Air Base Group provides the base support needed by the tactical organizations.

The air base group also performs another vital part of the mission of the 45th Air Division: staging support.[5]

Other tasks of the division, secondary in nature, are training USAF Reserve personnel and/or units and participation in civilian emergencies, such as disaster relief.[6]

Aircrews and ground support units are constantly tested in their work to maintain a high degree of proficiency.[7]

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1. 8th AF Reg 23-13, 15 Nov 54, as amended.
2. Ibid.
3. 8th AF Reg 23-13A, 14 Jan 55.
4. 8th AF Reg 23-9, 1 Apr 54, as amended.
5. Loring AFB est. as SAC provisional task force (SAC GO 40, 31 May 54).
6. 8th AF Reg 23-13, 15 Nov 54, para 3d.
7. Wing flies long-range simulated bombardment missions using operation orders from higher hq. Missions are related to EWP.

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Staging Support

On 11 and 12 November, Operation "Saddle Rock" was performed in support of six B-47 aircraft.[8] Support was also given on 22 and 23 November to fifteen KC-97 aircraft in Operation "Waltz Time".[9] On 26 November, thirty-five B-47 were supported by the 45th Air Division in a USCM and Evaluated Special Weapons exercise. The B-47s were from the 44th Bomb Wing, Lake Charles AFB, Louisiana.[10] This operation was named "Long Run."

Operation "Sea Legs" Redeployment

The 42d Bomb Wing redeployed to the Zone of Interior on 17, 18 and 19 November 1955 in approximately the same wave strength as employed on the deployment phase.[11] Aircraft were launched and arrived at the southern tip of Greenland (5940N-4400W) at sun up.[12] They flew two hours of low altitude formation, climbed to 30,000 feet and flew two hours of high altitude formation.

Operation "Show Boat"

On 2 November, 20 KC-97 aircraft of the 42d Air Refueling Squadron departed Loring for Thule AFB, Greenland and arrived there in the twilight period.[13] The unit departed TDY for approximately 60

8. WDC Unit Hist Rept, 1-30 Nov 55 (RCS: ISO-D2).
9. Ibid.
10. 45AD OPORD 340-55, 22 Nov 55.
11. 42BW OPORD 322-55, Annex C, 8 Oct 55.
12. Ibid.
13. 42d ARWFS Unit Hist Rept, 1-30 Nov 55 (RCS: ISO-D2).

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days[14] for the purpose of 1) providing air refueling support to SAC units overflying in the Thule area and 2) familiarizing unit personnel with operating conditions in forward areas.[15] Support was rendered the 42d Air Refueling Squadron by an AX Operations Control Team at Loring by personnel of Headquarters, 42d Bomb Wing;[16] 42d Field Maintenance Squadron provided personnel and maintenance support; 42d Periodic Maintenance Squadron provided the required maintenance support; 42d Armament and Electronics Squadron supplied personnel plus electronic maintenance support and the 42d Tactical Hospital provided personnel and equipment for the necessary medical support required.[17]

The flight schedule for the deployment consisted of six flights.[18] The first four flights consisted of four aircraft each and the last two flights had two aircraft each. With the first aircraft due to arrive at Thule during the twilight hours, the last flight took off 24 hours after the first aircraft left the ground at Loring.[19]

The mission ran an average of eight hours per aircraft with a total of 167:50 hours logged during the deployment phase.[20] Of the 18 aircraft to arrive at Thule on 2 November, 18 aircraft were reported to the Commander, 8th AF, as being on ready status.[21]

14. 42BW OPORD 329-55, 20 Oct 55.
15. Ibid.
16. SAC Reg 55-16.
17. 42BW OPORD 329-55, Annex D, Appx 1.
18. 42d ARRFS Unit Hist Rept, 1-30 Nov 55.
19. Ibid.
20. Ibid.
21. ZIPPO Msg. 11-36 03/0300Z Nov.

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The first committment the air refueling squadron had after its arrival at Thule was Operation "Saddle Rock".[22] The mission of "Saddle Rock" was to accomplish rotation of the 98th Bomb Wing/Air Refueling Squadron to the UK and to redeploy the 340th Bomb Wing/ Air Refueling Squadron to the ZI.[23] Also, the squadron conducted a USCM in conjunction with the deployment of the 98th Bomb Wing.

Severe maintenance difficulties were encountered on the first mission of Operation "Saddle Rock". As of one hour before take-off, only one aircraft was in commission, where twelve aircraft were required.[24] By take-off time, ten KC-97s had been put into shape and the mission was flown successfully.[25] The first day showed a total of 101:25 hours logged for the operation.[26]

Other single refueling missions were flown as well as navigation flights. A total of 510:10 were flown during the month and a total of 870,932 pounds of jet fuel transferred.[27]

Proficiency Training

The 42d Air Refueling Squadron's rotation to Thule, exercised training under "50-8" and "51-19" requirements (see above, Operation "Show Boat").[28]

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22. 8th AF OPORD 394-55.
23. 42d ARFS Unit Hist Rept, 1-30 Nov 55.
24. Ibid., See maintenance chapter, p.15.
25. 42d ARFS Unit Hist Rept.
26. Ibid.
27. Ibid.
28. Tng. IAW SAC Reg's 50-8, 16 May 55 & 51-19, 1 Aug 55. Tng Prog at Thule was accomplished IAW SAC Ltr, DOTRF, Subj: "Responsibility for Tng", 12 Nov 54.

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Nov 55

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FLYING SAFETY

	JUN	JUL	AUG	SEP	OCT	NOV
PRIMARY AIRCRAFT:						
Hours Flown	1663	1691	1392	1629	1236	1113
Major Accidents	0	0	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	0	0	0	0	0
ADMINISTRATIVE AIRCRAFT:						
Hours Flown	467	434	478	366	423	338
Major Accidents	0	0	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	0	0	0	0	0

SOURCE: Flying Safety Office, RCS: 1-AF-A1

FLYING SAFETY

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FLYING TIME

	JUN	JUL	AUG	SEP	OCT	NOV
B-25	163	113	115	96	110	103
C-45	89	110	95	52	72	10
C-47	112	121	127	156	145	162
C-119	51	43	73	24	45	35
H-19	54	47	35	38	51	29
TOTAL	467	434	445	366	423	338

		JUN	JUL	AUG	SEP	OCT	NOV
42d BW	Prog	1090	1081	903	1100	1036	964
	Act	1058	1085	923	1000	1236	1113
	/Acft	33	34	28	30	32	23
69th	Prog	330	350	300	355	[illegible]	[illegible]
	Act	312	351	306	335	399	441
	/Acft	31	35	28	30	[illegible]	24
70th	Prog	394	334	303	365	[illegible]	320
	Act	392	374	304	344	[illegible]	274
	/Acft	36	34	28	31	[illegible]	27
75th	Prog	366	397	300	380	[illegible]	343
	Act	354	360	313	321	420	273
	/Acft	32	33	28	29	[illegible]	25
42d ARS	Prog	NA	613	474	597	*	*
	Act	605	606	469	629	432	507
	/Acft	29	29	22	30	*	*

SOURCE: RCS: 1-AF-A1

* Due to TDY movement, information is not available.

FLYING TIME

0644

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AIRCRAFT COMMISSION STATUS
22D BOMBARDMENT WING (H)

B-36s

	JUN	JUL	AUG	SEP	OCT	NOV
Hours on Hand	22806	23901	24552	23760	16023	20638
Hours in Commission	14980	18181	18507	17573	10908	15208
Rate	65	76	75	74	68	74
Hours Out of Commission	7826	5720	6045	6187	5115	5480
Rate	35	24	25	26	32	26
Hours AOCP	626	33	91	204	378	185
Rate	3	0	0	1	3	1
Hours AOCM	4074	2668	3128	3252	3071	4342
Rate	18	11	13	14	19	21
Hours Other Time	3126	3019	2826	2731	1666	953
Rate	14	13	12	11	10	4
Average Aircraft Possessed	31.7	32.1	33	33	32	31.6

SOURCE: RCS: 1-AF-A1

AIRCRAFT COMMISSION STATUS

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AIRCRAFT COMMISSION STATUS

	69th Bm Sq		70th Bm Sq		75th Bm Sq		44d ARS	
	OCT	NOV	OCT	NOV	OCT	NOV	OCT	NOV
Hours on Hand	5642	7920	5004	6374	5377	6394	16313	[illegible]
Hours in Commission	3343	5057	3722	4993	3843	5158	11842	[illegible]
Rate	59	64	74	78	71	81	73	57
Hours Out of Commission	2299	2863	1282	1381	1534	1236	4471	[illegible]
Rate	41	36	26	22	29	19	27	[illegible]
Hours AOCP	152	41	56	144	170	0	383	[illegible]
Rate	3	0	1	2	3	0	2	11
Hours AOCM	1499	2378	512	978	1060	986	2718	[illegible]
Rate	27	30	10	16	20	15	17	31
Hours Other Time	648	444	714	259	304	250	1370	310
Rate	11	6	15	4	6	4	8	1
Average Aircraft Possessed	11	11	10.6	10	10.4	10.6	*	*

SOURCE: RCS: 1-AF-A1

* Due to TDY movement, information is not available.

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STATUS OF MOTOR VEHICLES

	JUN	JUL	AUG	SEP	OCT	NOV
Vehicle Days Assigned	24960	26040	25323	25080	26009	25200
Days VDF	424	419	366	360	148	299
Rate	1.7	1.6	1.4	1.5	.5	1.2
Days VDM	937	620	363	796	690	839
Rate	3.9	2.4	1.4	3.2	2.7	3.3
Total Vehicle Days Lost	1316	1035	729	1162	838	1138
Rate	5.6	4.0	2.8	4.7	3.2	4.5
Air Division Vehicles Authorized	577	577	577	577	577	577
Air Div & Tenant Veh Assigned	812	840	833	836	839	840

SOURCE: HCS: SAC-A1

STATUS OF MOTOR VEHICLES

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HOUSING STATUS

	SEP	OCT	NOV
Spaces Available	5303	5303	5303
Spaces Occupied	2920	2908	2630
Family Housing			
Officer:			
Completed	80	80	80
Occupied	16	21	27
Airmen:			
Completed	160	160	160
Occupied	200	186	172

* A portion of the Officer's Housing Area is being used to house Airmen families on a temporary basis.

	SEP	OCT	NOV
Wherry-Officers:			
Completed	510	510	510
Occupied	489	508	494
Wherry-Airmen			
Completed	990	990	990
Occupied	972	976	962
Local Area:**			
Officers	176	59	55
Airmen	802	899	319
Civilians	436	432	487

**Includes 548th AAA & 3080th

SOURCE: RCS: 1-AF-21, Base Housing Office

HOUSING STATUS

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INCIDENTS

	JUN	JUL	AUG	SEP	OCT	NOV
Traffic Accidents (Military & Civilian):						
On Base	15	8	4	10	6	6
Off Base	9	5	5	10	1	6
Traffic Violations (Military & Civilian):						
On Base	33	34	50	25	42	40
Off Base	13	76	50	60	33	25
Security Violations	0	0	0	0		0
Serious Crimes	2	0	3	0	4	1
Drunk and Disorderly	0	2	1	1	25	0
Insubordinate Conduct	0	0	1	0	0	0
Larceny, Housebreaking, Burglary, & Robbery	1	0	0	0	0	1

SOURCE: RCS: AF-Y7

INCIDENTS

0650

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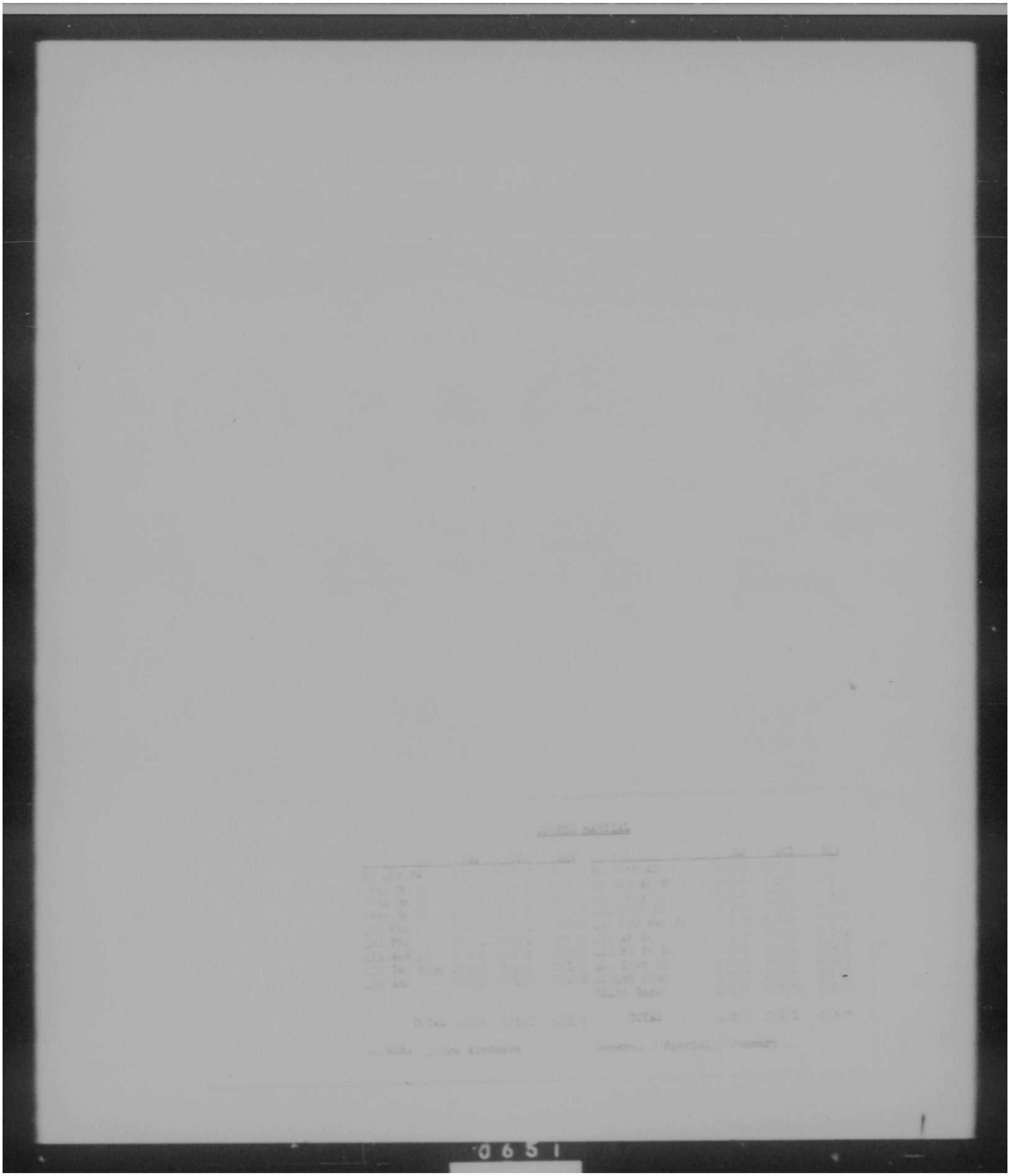

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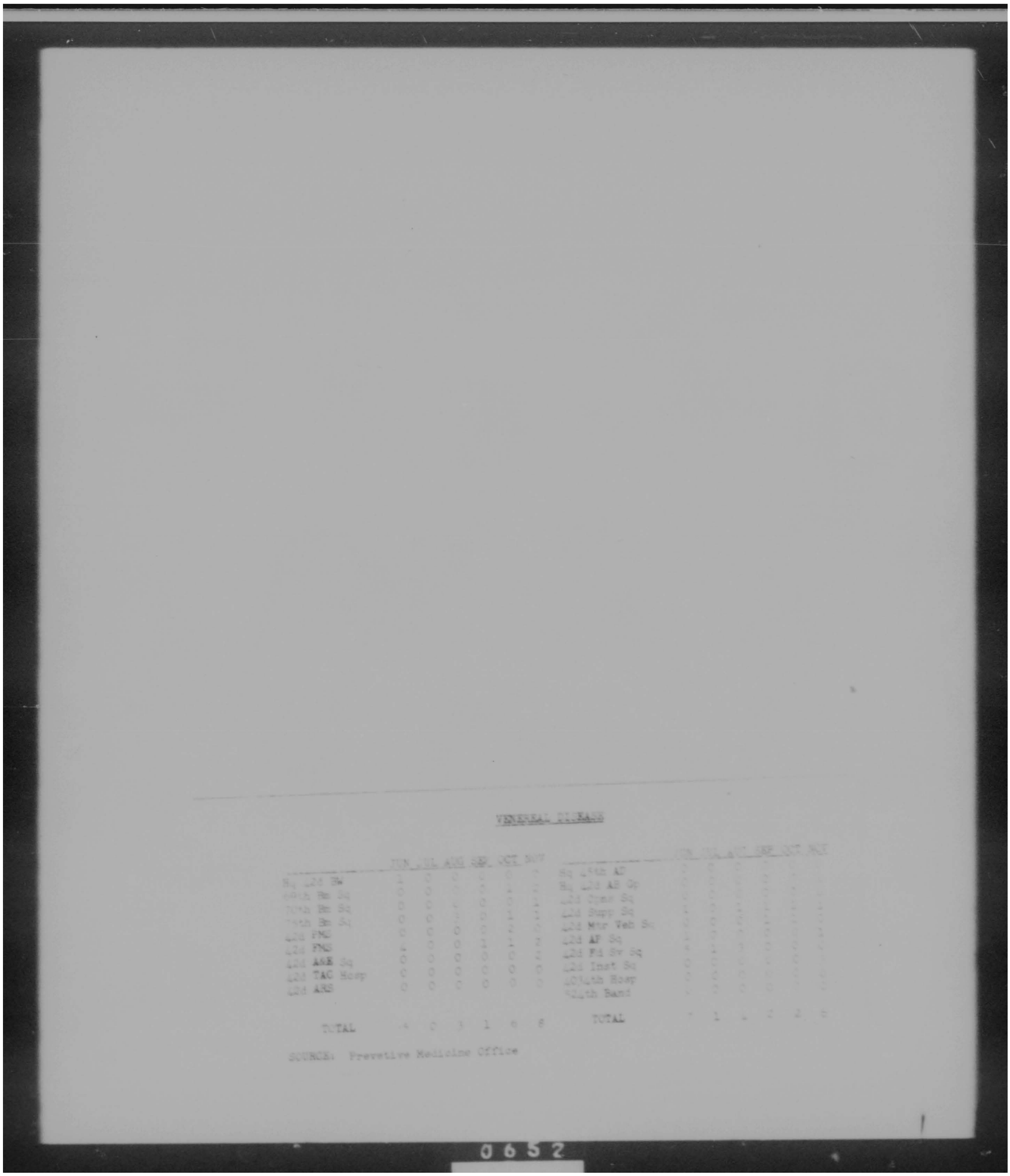

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A W O L ' S

	JUN	JUL	AUG	SEP	OCT	NOV
Hq 22d BW	0	1	0	0	0	0
69th Bm Sq	0	0	1	1	0	0
70th Bm Sq	0	0	0	0	0	0
71th Bm Sq	0	0	0	2	0	1
22d FMS	0	0	0	0	0	0
22d FMS	0	1	0	0	0	2
22d ASS Sq	0	0	0	2	0	0
22d TAC Hosp	1	1	0	0	1	0
22d ARS	0	0	0	0	1	0
TOTAL	1	3	1	5	2	3

	JUN	JUL	AUG	SEP	OCT	NOV
Hq 45th AD	0	0	0	0	0	0
Hq 44d AB Gp	0	1	1	0	0	0
22d Sig Sq	0	0	0	0	0	0
22d Supp Sq	0	1	1	0	0	0
22d Mtr Veh Sq	0	0	0	0	0	0
22d AP Sq	0	0	1	0	0	0
22d Fd Sv Sq	0	0	0	1	0	0
22 Inst Sq	0	1	0	0	0	0
1053d Hosp	0	0	0	0	0	0
542d Band	0	0	0	0	0	0
TOTAL	0	3	2	1	0	0

SOURCE: Provost Marshal

0653

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GOVERNMENT VEHICLE ACCIDENTS

	JUN	JUL	AUG	SEP	OCT	NOV
Hq 42d BW	0	0	0	0	0	0
69th Bm Sq	0	0	0	0	0	0
70th Bm Sq	1	0	0	0	0	0
75th Bm Sq	0	0	0	0	0	0
42d FMS	0	0	0	0	0	0
42d FMS	0	0	0	0	0	0
42d A&E Sq	0	0	0	0	0	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0

	JUN	JUL	AUG	SEP	OCT	NOV
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	1	0	0	0	0	0
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	0	0	0	0	0	0
42d Mtr Veh Sq	0	0	0	0	0	0
42d AP Sq	0	0	0	1	0	0
42d Fd Sv Sq	0	0	0	0	0	0
42d Inst Sq	0	0	0	0	1	0
1034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	2	0	0	1	1	1

SOURCE: Ground Safety Office

GROUND SAFETY

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CIVILIAN PERSONNEL INJURIES

	JUN	JUL	AUG	SEP	OCT	NOV
Hq 42d Bm Wg	0	0	0	0	0	0
69th Bm Sq	0	0	0	0	0	0
70th Bm Sq	0	0	0	0	0	0
75th Bm Sq	0	0	0	0	0	0
42d FMS	0	0	0	0	0	0
42d FMS	0	0	0	0	0	0
42d A&E Sq	0	0	0	0	0	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

	JUN	JUL	AUG	SEP	OCT	NOV
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	0	0	0
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	0	0	0	0	0	0
42d Mtr Veh Sq	0	0	0	0	0	0
42d AP Sq	0	0	0	0	0	0
42d Fd Sv Sq	0	0	0	0	0	0
42d Inst Sq	1	0	0	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0

SOURCE: Ground Safety Office

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SEPARATIONS vs REENLISTMENTS

	JUN	JUL	AUG	SEP	OCT	NOV
Hq 42d BW	9/3	6/2	4/1	2/2	3/1	2/0
69th Bm Sq	7/0	16/2	16/6	8/3	5/2	11/0
70th Bm Sq	6/2	4/0	8/2	6/2	14/7	11/1
75th Bm Sq	4/2	14/4	16/9	13/12	10/4	13/1
42d FMS	3/1	3/1	10/3	14/0	8/0	2/1
42d FMS	14/2	14/2	17/6	21/9	34/12	24/4
42d A&E Sq	9/2	10/1	7/2	8/1	6/2	3/1
42d TAC Hosp	3/1	10/3	8/3	11/3	7/1	7/2
42d ARS	1/0	2/0	5/3	2/1	5/2	4/0
TOTAL	56/13	79/15	91/35	85/33	92/31	77/10

	JUN	JUL	AUG	SEP	OCT	NOV
Hq 45th AD	0/0	0/0	1/2	0/0	0/0	[illegible]
Hq 42d AB Gp	9/2	20/9	12/1	17/4	7/2	[illegible]
42d Opns Sq	8/2	7/1	11/7	[illegible]	5/0	[illegible]
42d Supp Sq	9/6	12/3	8/3	12/1	13/4	11/[illegible]
42d Mtr Veh Sq	18/4	25/3	10/3	11/6	13/3	21/5
42d AP Sq	4/1	13/4	10/2	11/1	5/2	14/3
42d Fd Sv Sq	1/1	12/2	6/4	15/5	8/2	3/1
42d Inst Sq	10/3	20/4	10/4	9/3	10/5	4/2
4034th Hosp	3/1	1/0	0/0	1/0	0/0	0/0
524th Band			1/0	0/0	0/0	1/0
TOTAL	60/20	110/26	69/24	80/21	61/18	65/18

SEPARATIONS / REENLISTMENTS

SOURCE: Recruiting and Separation Office

SEPARATIONS vs REENLISTMENTS

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ASSETS

The assets or goods and property owned and operated by Loring Air Force Base are:

Inventories (Controlled by Base Supply)	$ 26,112,170.00
Equipment in Use - UAL	15,357,705.72
Equipment in Use - Other	5,480,704.58
Land & Land Improvements	1,709,282.79
Pavement & Runways	15,781,527.55
Buildings and Structures	47,501,731.40
Utility Plants & Systems	30,781,781.57
Construction in Progress	372,988.40
Accounts Receivable (Money owed to Loring)	51,705.87
Total Assets	$ [illegible],168,612.74

In addition there is approximately $121,700,000 worth of aircraft assigned to Loring Air Force Base.

CONTROLLER - BUDGET & ACCOUNTING DIV

0658

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BASE MAINTENANCE AND OPERATIONS (ASF FUNDS - FY 1956)

Obligations to 30 November 1955:

Fuel Oil	$215,709	Commercial Communications	48,146
Gasoline	72,652	Commercial Transportation	86,489
Motor & Lub Oil	22,996	FICA	3,516
Supplies Issued - LP Store	246,002	Travel	60,777
Equipment	38,821	Laundry & Dry Cleaning	9,309
Cont Maint of Motor Vehicles	10,961	Cont Maint of Real Property	21,332
Cont Maint of Equipment	354	Civilian Personnel	714,365
Cont Services	3,667	Off-Duty Education Program	529
Purchased Utilities	1,193		
		TOTAL:	$1,557,018

CONTROLLER - BUDGET & ACCOUNTING DIV

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FINANCE OPERATING DATA

	SEP	OCT	NOV
Gross Disbursements	$1,727,848	$2,219,790	$1,687,239
Gross Collections	289,496	$ 516,953	$ 147,668
Personnel Salaries			
Officers	$ 317,250 (714)	$ 309,640 (675)	$ 308,561 (728)
Airmen	$ 545,012 (5164)	$ 412,158 (3981)	$ 484,230 (5357)
Civilians	$ 163,729 (547)	$ 167,860 (555)	$ 178,133 (602)
Total Personnel Salaries	$1,025,991 (6426)	$ 889,658 (5211)	$ 970,924 (6687)
Travel & Per Diem Vouchers	732	1038	648
Commercial Vouchers	1,958	808	1005
Commercial Discounts Taken	$ 625	$ 342	$ 495
Mil Pay Records Transferred	87	70	140
Number of Sep Pymts (Excl of Reenl)	141	210	166
Savings Bonds	$ 10,069	$ 25,069	$ 4,313
Treasury Checks Written	6,349	6,581	4577
Authorized Personnel	27	26	26
Assigned Personnel	22	20	20

Figures in Parenthesis Equal Number of Personnel Paid

COMPTROLLER - FINANCE OFFICE

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STRENGTH DATA - AS OF 30 NOVEMBER 1955

	OFF		AMN		CIV	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq 45th AD	10	7	7	8	3	3
Hq 42d BW	47	52	126	114	3	3
69th Bm Sq	109	96	229	203	0	0
70th Bm Sq	109	98	229	223	0	0
75th Bm Sq	109	98	229	207	0	0
42d PMS	5	6	246	177	0	0
42d FMS	8	8	654	535	32	31
42d A&E Sq	12	9	303	387	0	0
42d ARS	100	106	250	210	0	0
42d TAC Hosp	36	28	137	117	0	0
4034th USAF H	16	18	19	14	35	34

SOURCE: Manpower Office, Morning Reports

	OFF		AMN		CIV	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq 42d AB Gp	56	59	250	291	73	72
42d Opns Sq	11	9	161	178	3	2
42d Supp Sq	18	14	345	281	96	99
42d Mtr Veh Sq	6	4	207	158	36	32
42d AP Sq	10	6	342	262	0	0
42d Fd Sv Sq	4	2	266	210	0	0
42d Inst Sq	6	7	273	233	309	250
524th Band	1	0	19	16	0	0
TOTAL 45th AD	673	627	4292	3824	590	526
TENANT & PERS	141	126	1171	1232	74	52
LAFB TOTAL	814	753	5463	5056	664	578

COMPTROLLER - STATISTICAL SERVICES DIV

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MANHOUR UTILIZATION
42D BOMB WING - NOVEMBER 1955

UNIT	Direct	Prod Indirect	Non Prod Indirect	Absent	Loaned	Over Time	Borrowed	Assigned	Avail
Hq 42d BW		3971.4	25.0	2037.5	360.3	308.4	300.8	5785.0	8996.4
69th Bm Sq	2385.0	1799.5	211.0	3411.5	24.0	172.0	356.0	7303.0	4395.1
70th Bm Sq	2279.0	2991.5	12.5	4619.5	629.0	659.0	646.0	9222.5	5209.0
75th Bm Sq	2216.5	2786.2	47.0	4468.9	156.0	485.0	412.0	8777.0	5049.7
42d ARS	305.0	832.5	11.5	957.0		124.0	6.0	2976.0	1149.0
42d A&E Sq	6039.8	13536.5	3822.7	17872.5	895.5	1517.2	158.0	40191.8	22390.0
42d FMS	22456.0	18348.1	1297.2	26158.1	5219.6	3144.1	3082.4	67254.3	40099.2
42d FMS	9237.4	6968.9	60.5	10153.0	1975.5	1180.9	506.6	26107.6	15666.8
42d Opns Sq	2593.5	3071.0	58.5	3754.8	115.5	946.3	84.0	8883.0	5723.0
Total	47506.8	53705.6	5545.9	73432.8	9075.4	8536.9	5551.8	175178.4	106757.7

SOURCE: SAC-U22, Part 4

COMPTROLLER - STATISTICAL SERVICES DIV

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LORING AIR FORCE BASE

NOVEMBER 1955

FIGGERS & FAX

PREPARED BY: DIRECTOR OF COMPTROLLER – MANAGEMENT ANALYSIS DIVISION

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The "50-24" ground school, operated by the air base group training flight, successfully completed seven B-36 crews.[29]

B-36s flew 788 hours in November; KC-97s flew a total of 325 hours in November.[30]

29. 42d Ops Sqdn Unit Hist Rept, 1-30 Nov 55 (RCS: ISC-D2).
30. Air Rflg Air Tng Rept, 1-30 Nov 55 (4-SAC-T12) & Combat Crew Air Tng Rept, 1-30 Nov 55 (1-SAC-T12).

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EXPERIMENTS AND DEVELOPMENTS

Flight Line Construction

Most flight line projects were nearing completion in November.[1] The high-intensity runway lighting was fifty-four per cent complete, heavy parking apron stub was ninety-eight per cent complete.[2]

Completed during the month and put into use were the North-South runway extensions.[3] Two concrete paved blast pads were also completed and were made available for use.[4]

Taxiway shoulders and stabilizing hangar area had reached a point of ninety-nine per cent completion and will be turned over to the base for use sometime in December.[5]

Of the eleven multi-purpose hangars under construction, six were completed during November and given over to the Air Force, but have not been put into use until final clean-up is made.[6] The other five will be completed during the spring.[7]

Transfer of the new "double-cantilever" maintenance hangar took place on 3 November.[8] Official transfer has not yet taken place although maintenance functions were gotten under way in November.[9] The structure

1. See Exhibit #4, AIO Prog Stat Rept MCP FY 51-55(30 Nov 55).
2. Ibid.
3. Ref 45 Air Div Hist 1-31 Oct 55 RCS: AU-D5).
4. Interview, Mr. O.F. Gagnon, USED Supdt, by author 30 Dec 55 in Corps of Engrs. (LAFB).
5. See Exhibit #4.
6. Interview, Mr. O.F. Gagnon.
7. Ref 45th Air Div Hist, 1-31 Oct 55.
8. Interview, Mr. O.F. Gagnon.
9. Ibid.

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is for B-36 maintenance and for B-52 maintenance when the wing is converted.[10] On 22 November 55, a contract was awarded for electrical modifications in the hangar.[11] The estimated cost of the new hangar is five and one-half million dollars.[12]

Over-all Base Construction

Construction has progressed on the two GLOBECOM facilities at North Lynden and Parem, Maine.[13] As of 30 November, the transmitter and receiver sites have reached a completion stage of 95 and 87 per cent, respectively.[14]

The new base structural fire station was completed to 79 per cent by 30 November.[15] Turned over to AIO on 22 November was the extensions to the high temperature hot water distribution system for the multi-purpose hangars and also completed was the deisel electric plant to house the additional 2500 KW deisel electric generator.[16]

Snow Removal Operations

Snow removal operations were conducted on a small scale in November due to the small amount of snow that fell.[17] Snow removal headquarters was established in air installations. Project personnel were processed and trained. Obstacles that would hinder snow removal

10. Ref 45 Air Div Hist 1-31 Oct 55.
11. Interview, Mr. O.F. Gagnon.
12. See Exhibit #5, Acft. Maint. Hangar.
13. Ref 45 Air Div Hist 1-31 Oct 55.
14. See Exhibit #4.
15. Ibid.
16. Mr. O.F. Gagnon.
17. Interview, Mr. M. Jalbert, AIO Supdt., by author 6 Jan 56 in ISO.

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equipment were marked and 2000 cubic feet of sand were stockpiled for use on the runways.[18]

Snow Removal Tests

Construction was still under way during the month on the experimental heating pad.[19] All of the steel work was completed and all calculating instruments were installed.[20] The bituminous area south of the trench was finished and the slabs were put into place. All pumps and vessels were placed in the pump house and transformers were placed to the pump house.[21] Electrical equipment were still in the process of being installed. Four low temperature oil coils were tested and were ready for operation by 30 November.[22]

18. Ibid.
19. Ref 45th Air Div Hist 1-31 Oct 55.
20. Interview, Mssrs. G.A. Rogers & A.H. Barrett, Chief Engrs. Amer. Hydrotherm Corp., 6 Jan 56 on flt line (LAFB).
21. Ibid.
22. Ibid.

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MAINTENANCE AND SUPPLY

Maintenance in the UK(1-17 Nov)

During the period of 1-17 Nov 55, fourteen aborts were recorded in the UK of which two aborts were ground and twelve airborne.[1] Thirty-one sorties were flown with a 45.1% abort rate.[2]

Maintenance personnel were hampered by bad weather throughout this period.[3] Due to the lack of open side docks, personnel were forced to do maintenance on aircraft in open areas during the poor weather.[4]

Maintenance at Thule

While at Thule, the 42d Air Refueling Squadron experienced a great deal of difficulty keeping aircraft in commission. In evaluating the situation, the following was stated on 8 November:[5]

> "The squadron was still experiencing difficulties with the aircraft. Most of the aircraft would experience carburetor-icing, inoperative fuel flow, meters, frozen selector valves, by-pass valves frozen open plus numerous other discrepancies. Three aircraft experienced ground fires-with not much damage caused."

On 9 November, a majority of the KC-97s were in no condition to fly and the squadron was placed in an abort condition by Col. L.C. Lewis, the Base Commander.[6] Water and contamination in carburetors

1. ZIPPO Msg. 11481, Ø8/195Øz Dec.
2. Ibid.
3. Interview, M/SGT. C.I. Goodwin, NCOIC, Prod. Anal. on 5 Jan 56 at Maint. Control.
4. Ibid.
5. 42d ARWPS Unit Hist Rept, 1-30 Nov 55 (ISO-D2).
6. Ibid.

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and fuel lines was found to be the source of trouble.[7] Throughout the next five days, all carburetors on the aircraft were removed, drained of all water content, cleaned and new gaskets installed. This alleviated much of the trouble.[8]

Supply at Thule

A total of 66 tons of cargo was deployed with the 42d Air Refueling Squadron to Thule for the 60 day TDY.[9] All participating squadrons took the necessary equipment essential to the accomplishment of the mission.[10] Eight R-4360-59 built-up engines and two R-4360-59 raw engines were deployed along with a complete Fly-Away Kit.[11] AFE was sent in accordance with SAC Form 651.

Over-all Maintenance Activities

B-36 type aircraft were in commission 70.4% of the time while KC-97s were in commission 57.4% of the time.[12] The B-36s spent 185 hours AOCP and 4342 hours AOCM. Hours for other types of repairs totalled 953.[13]

Supply Activities in General

Supply effectiveness[14] of Category A, which includes mostly aircraft parts, decreased slightly over the previous month.[15] Category

7. Ibid.
8. 42d ARRFS Unit Hist Rept, 1-30 Nov 55.
9. Ibid.
10. Outlined in 42d ARRFS Mob Plan, Part III. Wgt breakdown in 42BW OPORD 329-55, App2 Ann D.
11. 42BW OPORD 329-55, App 2, Ann D.
12. Rept of Acft Status & Purpose of Flt, 1-30 Nov 55 (RCS: 1-AF-A1).
13. See Exhibit #6, Figgers and Fax (command notebook).
14. Ibid.
15. 42d Sup Sqdn Unit Hist Rept, 1-30 Nov 55 (RCS: ISC-D2).

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B, which includes technical services such as ordance, engineering, signal and special hand tools in class 17B, remained about the same percentage factor as last month. Category A showed 89% effectiveness based on a total of 1,988 items issued of 2,430 line items requested. Category B showed 76% effectiveness with 899 items issued out of 1,253 items requested.[16] The two categories combined showed and over-all percentage effectiveness of 77% in November.

The 42d Motor Vehicle Squadron provided daily vehicle dispatch.[17]

Training committments were filled in Type I and Type II loadings by the special weapons crews. Sixty-six loadings were completed in Type I and twenty loadings completed in Type II.[18]

16. Ibid.
17. IAW SAC Reg 66-24, 1 Jan 55.
18. 42d Sup Sqdn Unit Hist Rept, 1-30 Nov 55.

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MAJOR PROBLEMS

Personnel Problems

The effective manning situation for the period of 1-30 November 55 was reported by base personnel[1] on 6 December. Manning in required specialties showed 71.1% of 1,634 airmen assigned being effectively utilized. Bodily manned, the base (excluding wing) totalled 88.32%. The air base group, USAF Hospital and the 45th Air Division were authorized 1,850 airmen on 30 November but were 216 airmen short of filling those slots.[2]

The main reasons for the continued regression and the impossibility of obtaining the maximum score of effectively assigned personnel was the same in November as in the previous months:[2] 1) skilled level airmen were being discharged and not reenlisting or reenlisting for other stations, 2) the requirement to support mandatory PCS shipments and 3) the small amount of skilled level airmen being assigned to this station--most new airmen were from basic training bases.

There was a shortage of 534 airmen in authorized AFSCs.[3] There were sixteen airmen transferred PCS from this station.[4] There were fifty-four airmen discharged who did not reenlist or reenlisted for another station.[5]

1. IAW Base Reg 170-4, 27 Sep 55. See Exhibit #7, "Monthly Evaluation of Operations" (effective manning).
2. Ref 45th Air Div Hist Repts, Jan thru Oct 55 (RCS: AC-26).
3. See Exhibit #7.
4. File, MIL-2, ASDP, 1-30 Nov 55.
5. File, MIL-2-1, MIL-15, ASDP, 1-30 Nov 55.

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Action taken to alleviate the regression in November was to continue to upgrade all airmen who have completed OJT and have passed the Airmen Proficiency Test or the Air Force Job Knowledge Test. The number of airmen upgraded in air base group, the hospital and division during November to the 3, 5, and 7 levels were twenty-nine.[6] Sixty-eight airmen were placed on OJT to the 3, 5, and 7 levels in the above mentioned units.[7]

This action above plus the projected fifty-four airmen for the coming month for assignment to the air base group squadrons, USAF hospital and the 45th Air Division Headquarters, would help in the coming months to relieve the personnel shortages.

The "C1C" untrainable situation was also reviewed;[8] there were actually 120 airmen at the helper level who were being reflected against the over-all strength. There were 262 authorized helper level positions in the air base group squadrons, USAF Hospital and division. There were 507 helper level airmen assigned to the air base group and hospital--125 of these on OJT for apprentice level in various AFSCs. There were, in the air base group and hospital, 382 untrainable "C1Cs" assigned in November.

The officer situation was principally the same as in October.[9] The per cent of ineffectively assigned officers was 11.2. The air base

6. File, MTL-3-1, ARCP, 1-30 Nov 55.
7. File, TNG-1, ARCP, 1-30 Nov 55.
8. See Exhibit #7.
9. Ibid.

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group squadrons, USAF Hospital and division headquarters were authorized 141 officers, assigned 116. These units, therefore, were 82.2% bodily manned with officers in November.

The reason for not obtaining maximum results was the 45th Air Division was short four officers, 42d Air Base Group (all units) was short 25 officers and the 4034th USAF Hospital was short seven officers. Shortages were in such critical areas such as the air division directorate of materiel.[10]

10. Ibid.

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ROSTER OF KEY PERSONNEL*

45TH AIR DIVISION

NOVEMBER 1955

HEADQUARTERS, 45TH AIR DIVISION:

Commander	William K. Martin (1697A)	Brig. General
Director of Pers	John B. F. Dice (899A)	Colonel
Director of Mat	Fred W. Nudell (5711A) - additional duty	Lieut. Colonel
Director of Ops	Sam L. Barr (4235A)	Colonel

42d AIR BASE GROUP:

Commander	Jackson W. Lewis (2116A)	Colonel
Deputy Commander	William W. Pannis (2406A)	Lieut. Colonel
Base Personnel Staff Officer	Fred C. Simpson (AO424142)	Lieut. Colonel
Base Materiel Staff Officer	Harry D. Terwilliger (AO1549490)	Major
Base Operations Staff Officer	Edward F. Fleming (AO792845)	Major
Manpower & Organ Staff Officer	William A. Carter (3019A)	Lieut. Colonel
Base Comptroller	William B. Pequignot (AO364007)	Lieut. Colonel
Staff Judge Advocate	Carl R. Pearson (21796A)	Major
Base Chaplain	John J. Long (AO487098)	Lieut. Colonel

* Roster of Officers 45AD (ROS: SAF-P1), 1-30 Nov 55.

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ROSTER OF KEY PERSONNEL

Info Services Staff Officer	Charles R. Hughes (AO3013363)	First Lieut.
Director of Safety	Lorenzo Caliendo (AO683963)	Major
Adjutant	Frank C. Elliott (AO1533548)	Captain
Comdt, Hq Sqdn	Frank L. Wrigglesworth (AO431085)	Major
Comdr, 42d Air Pol Squadron	Robert R. Love (AO215113)	Lieut. Colonel
Comdr, 42d Instal Squadron	Ernest L. Buckley (17912A)	Major
Comdr, 42d Ops Squadron	Myron W. Craves (AO469149)	Major
Comdr, 42d Sup Squadron	Edwin C. Annis (AO747705)	Captain
Comdr, 42d Mtr Veh Squadron	Donald B. Kidd (AO1038717)	Captain
Comdr, 42d Food Ser Squadron	Bertil E. Carlson (AW2201390)	WOJG

4034th USAF HOSPITAL:

Commander	James S. Langford (26348A)	Lieut. Colonel

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ABBREVIATIONS

AAF	Army Air Force
ABG	air base group
AD	air division
ADG	aviation depot group
ADDM	air division director of materiel
ADO	air division operations
ADVCN	advance reconnaisance
AEC	Atomic Energy Commission
AEE	absolute essential equipment
AF	Air Force
AIO	air installations office (officer)
ARSFS	air refueling squadron
APGC	Air Proving Ground Command
BW	bomb wing
DAF	Department of the Air Force
FY	fiscal year
GO	general order
IAW	in accordance with
LAFB	Loring Air Force Base
MCP	military construction program
OPORD	operation order
Oplan	operation plan
RCS	reports control system
SOP	standard operation policy
SAC	Strategic Air Command
TDY	temporary duty
T/O	technical order
UME	unit mission equipment
USED	U. S. Engineering Department
UK	United Kingdom
USCM	unit simulated combat mission
USAF	U. S. Air Force
WW II	World War II
WD	War Department
WCO	wing commander's office
WDM	wing director of materiel

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BIBLIOGRAPHY

The information contained in this report, relative to the History of the 45th Air Division for November, 1955, was prepared and submitted under the provisions of Air Force Regulation 210-3, dated 11 March 1955, Strategic Air Command Regulation 210-1, dated 7 October 1952, and Eighth Air Force Regulation 210-1, dated 12 November 1952.

Under the provisions of Base Regulation 210-1, dated 4 April 1954, as amended,* organizations of the 45th Air Division submitted unit historical reports covering activities for the reporting period. Information contained in these reports, plus information from various other sources--the Loring AFB weekly publication, the Limelite, files of the 45th Air Division and personal interviews with key personnel of the base--was used to compile an outline of important division activities that occurred during the reporting period. This outline served as the basis to the final preparation of the narrative portion of this history. Pertinent supporting documents were made available by all agencies of the base.

Final preparation of the history concerned more extensive coverage of the above-mentioned reference material. The narrative portion of the history underwent periodic checks during the preparation to insure accuracy of facts and reporting.

Official Publications

SAC GO 69, 8 Oct 54
SAC GO 10, 25 Feb 53
SAC GO 17, 15 Mar 54
SAC GO 40, 31 May 55
SAC GO 18, 21 Apr 53
SAC GO 3, 27 Jan 54
SAC MAN 20-1, Dec 54
SAC REG 55-16, 28 Nov 55
SAC REG 66-24, 1 Jan 55
DAF GO 34, 15 Sep 54
AF REG 23-13, 15 Nov 54
Hq 45AD GO 10, 18 Jun 55
8th AF Reg 23-13, 15 Nov 54
8th AF Reg 23-13A, 14 Jan 55
8th AF Reg 23-9, 1 Apr 54
Base Reg 170-4, 27 Sep 55

Orders

42BW OPORD 322-55, 8 Oct 55
42ARIFS OPORD 329-55, 20 Oct 55
45AD OPORD 340-55, 22 Nov 55
8th AF OPORD 334-55, 19 Oct 55

Recurring Reports

Officers Roster 45AD (RCS: 8AF-P1), 30 November 55 and since activation
Unit Hist Repts, 45AD squadrons, and staff agencies, 1-30 Nov 55 (LAFB RCS: ISO-D2)
45AD and 42BW Hist Rept's, Jan thru Oct 55 (RCS: AU-D5)
Refueling Air Tng Rept, Nov 55 (RCS: 4*SAC-T12)
USCM Air Tng Rept, Nov 55 (RCS: 1-SAC-T12)

Letters and Messages

DAF Ltr, 322 (AFOMO 410H) 24 Mar 53

*Base Supplement - 1 to 8th AFR 210-1 being prepared. Est. compl date: 1 Dec 55.

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ZIPPO Msg. 11-36, 03/0300Z Nov
ZIPPO Msg. 11481, 08/1950Z Dec

Interviews

Interview, Mr. O.F. Gagnon, USED Supdt, by author 30 Dec 55, in Corps of Engrs (LAFB)

Interview, Mr. G. Rogers, Amer. Hydrotherm Engr, by author 6 Jan 56 on LAFB flight line

Interview, Mr. M. Jalbert, AIO Supdt, by author 6 Jan 56 in ISO

Interview, M/SGT C.I. Goodwin, NCOIC, Prod. Anal. on 5 Jan 56 in maint. control

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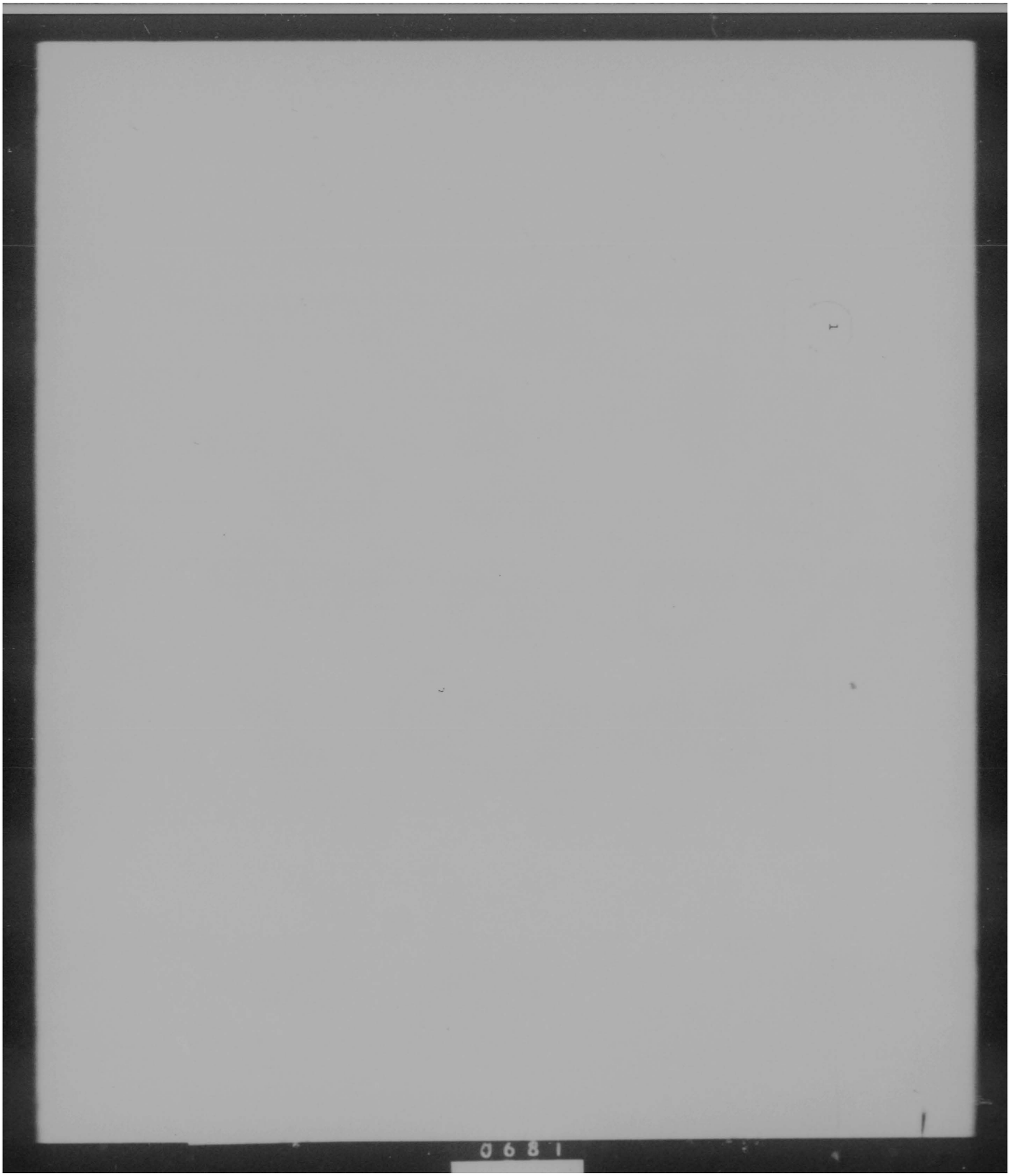

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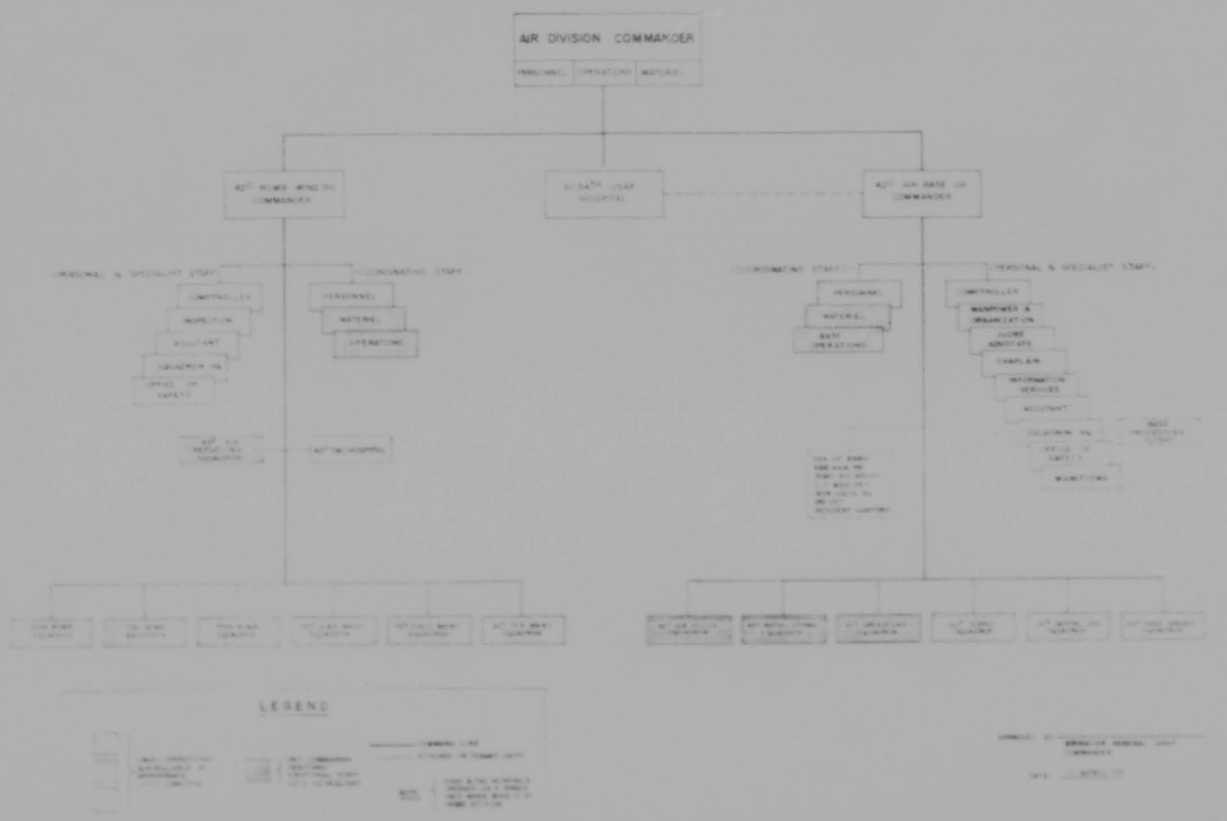
ORGANIZATION CHART

45TH AIR DIVISION



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HEADQUARTERS 42D BOMBARDMENT WING, HEAVY
LORING AIR FORCE BASE
LIMESTONE, MAINE
8 October 1955

ANNEX G TO 42D BOMBARDMENT WING OPERATIONS ORDER 322-55 - REDEPLOYMENT

1. General

a. The 42d Bombardment Wing will redeploy to the Zone of Interior on R+30, R+31 and R+32 in approximately the same wave strength as employed on the deployment phase. Detailed flimsys will be distributed prior to return, based on aircraft and crew availibility, crew training requirements, and logistics requirements.(C)

b. Redeployment routes as specified in Appendix I, Annex "C" (Navigation). Aircraft will be launched to arrive at the South tip of Greenland (59°N - 44°W) at sun up. They will form and fly 2 hours of low altitude formation, climb to 30,000 feet and fly 2 hours of high altitude formation. (C)

c. Departure from the U.K. will be at the discretion of the 42d Bombardment Wing Commander, subject to 7th Air Division approval. Departure times and schedules will be forwarded to 8th Air Force Headquarters not later than R-7. (C)

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ANNEX G
42BW OPORD 322-55
8 October 1955
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HEADQUARTERS 42D BOMBARDMENT WING, HEAVY
LORING AIR FORCE BASE
LIMESTONE, MAINE
8 October 1955

APPENDIX 1, ANNEX G TO 42D BOMBARDMENT WING OPERATIONS ORDER 322-55-
NAVIGATION

1. Route: (Z)

	REMARKS	TC	DIST.	BASE ALT.	MINIMUM SAFE ALT.
Departing Upper Heyford To:					
Level-off		332	38	13M	6100
55-25N 04-38W	Prestwick	332	210	13M	6100
58-12N 06-22W	Stornoway	340	167	13M	6906
63-24N 20-15W	Iceland	308	512	13M	8400
59-40N 44-00W	S. Tip Greenland	252	710	13M	9840
ORBIT FOR FORMATION					
56-35N 54-15W	Start Climb	241	381	15M	2500
56-10N 55-45W	Level off	241	55	30M	2500
55-50N 56-36W	Capelin	241	29	30M	2500
53-22N 60-30W	Goose Bay	222	200	30M	6300
50-20N 64-12W	Start Descent	217	228	30M	6660
48-07N 66-40W	Level off	217	166	8M	6660
Loring AFB		217	91	8M	6660

2 Incls: Incl #1 - Navigator's Log
Incl #2 - Route Chart

APP 1, ANNEX G
42BW OPORD 322-55
8 October 1955
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42ND BW OPS ORDER 322-55
ANNEX 3, APPENDIX 2, INCL 1 PAGE 1 OF 2

ENGINEER'S FLIGHT PLAN

DATE OF MISSION: 17, 18, 19 NOV 1955 TYPE OF MISSION: CCTM (RETURN FROM U.K.)

42ND BW | TYPE MODEL SERIES: B-36H

FIRST ENGINEER: LT. TACKE

WEIGHT COMPUTATIONS

A. ACFT BASIC WT	173000
B. OIL ENG (TO-146)	4740
C. OIL JET	390
D. CREW 10 @ 300	6000
E. AMMO (50%)	
F. CARGO B-10	1250
G. MISC Bags & Cargo	1500
H. FUEL RESERVE	61650
I. NON EXPENDABLE WT	
J. OFF-LOAD FUEL ADI	405
K. AMMO (50%)	
L. BOMBS	
M. CHAFF	
N. OIL USED	2030
O. FUEL EXPENDABLE	73335
P. TAKE-OFF GROSS WT	345000

A. DENSITY (GAL): 5.95 LBS/GAL
B. TOTAL LOAD (GAL): 154985
C. REQUIRED (GAL): 93335
D. RESERVE (GAL): 61650
E. OFF-LOAD (GAL):

TAKE-OFF DATA

RUNWAY LENGTH	9220'
OAT	+14°C
GROUND ROLL	3850
T.O. +50' OBS	5060
STOP W/ BRAKES	3500
STOP W BRAKES + 4 REVERS	3200'
UNSTICK IAS	144

REMARKS
NO WIND T.O. 13-36H-1 APPENDIX
HIGH AIRCRAFT WEIGHT PREDICTION.
TEMP FROM AVE METRO SURVEY.
DROP 405 LBS ADI @ T.O.
7% FUEL ADDED FOR DAYLIGHT FORMATION.

NO WIND PLAN

CONDITION	CAT	RPM ENG #	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	TOTAL TIME	TOTAL FUEL USED	ALT	Δ TIME	Δ FUEL USED	TOTAL TIME	TOTAL FUEL USED	GND DIST TOTAL	
LAT'S	VF	ENG #				345,000									
RTTO	147	3800	5240	(00)	5550	5955	—	—							
	77	2800	1646	0103	5550	339045	—	—							
		2140	1350												
1 CR1	10660	2800	12240	0113	5910	5915	175	38							
	7	2600	15200	0116	11460	333135	175	38							
4.66%	1175	2540	27440												
1 CR1	15000	2740	6180	1106	6800	6200	175	210							
—	18	1990	—				190								
	1252	1630	6180	1122	18760	326235	—	248							PRESTWICK
1 CR2	15000	2690	5760	0153	5090	5040	175	187							
—	18	1940	—				190								
	1257	960	5760	2115	23350	321245	—	415							STRONOWAY
1 CR3	15000	2690	5580	1130	8360	8260	175	285							
—	18	1900	—				190								
	1252	730	5580	3145	31710	313285	—	700							
1 CR4	15000	1960	5160	112	6200	6200	175	227							
—	8	1880	—				190								
	1252	880	5160	4157	27910	285	—	927							ICELAND
1 CR5	15000	1930	5100	1115	6370	6370	175	230							
—	20	1880	—				189								
	1248	250	5100	6112	44280	300315	—	63							
1 CR6	15000	1880	4980	1115	6220	6220	175	237							
—	20	1880	—				189								
	1248	880	4980	7127	50500	274035	—	400							
1 CR7	15000	1850	4890	1115	6100	6100	175	237							
—	20	1880	—				189								
	1248	215	4890	8142	56660	287715	—	637							GREENLAND
1 CR8	15000	1870	4800	0140	3200	3200	175	126							ORBIT PAYNAT
—	20	1880	—				189								FORMATION
	1248	880	4800	9122	57800	274795	—	763							
1 CR9	15000	1795	4740	1145	8300	8300	175	331							
—	20	1880	—				189								
	1248	790	4740	11101	62100	276445	—	2144							
1 CR10	25000	2800	12240	0116	5450	7230	175	55							DEDUCT
—	40	2600	10000				190								2030 LBS OIL
41.7%	478	2040	22240	2334	74650	281295	—	1144							
1 CR10	30000	2690	5760	0118	770	770	175	27							
—	44	1940	—				190								
	617	760	5760	11131	74820	282065	—	1228							LABRADOR
1 CR11	30000	2690	5760	0153	5040	5040	175	200							
—	44	1940	—				190								
	617	760	5760	12174	79860	287105	—	2428							GOOSE BAY

SAC FORM 316 REPLACES SAC FORM 80-A, WHICH IS OBSOLETE

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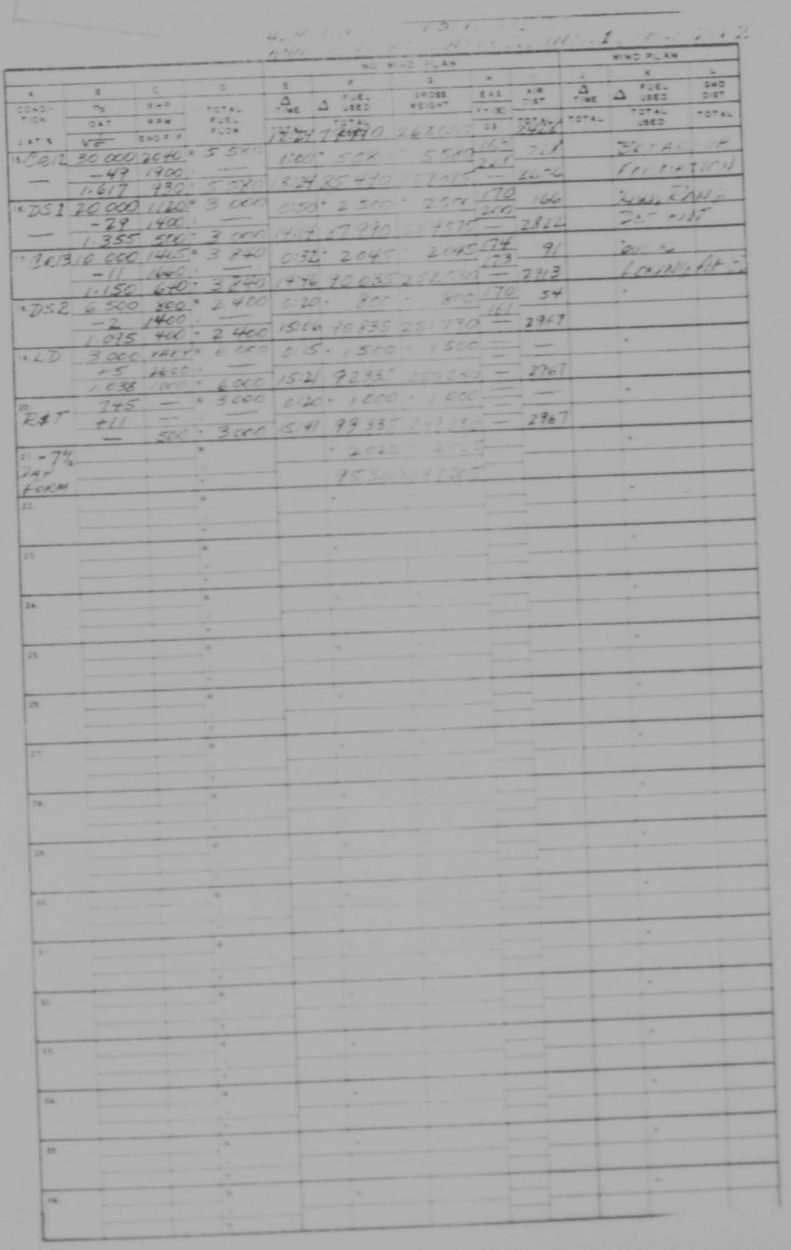

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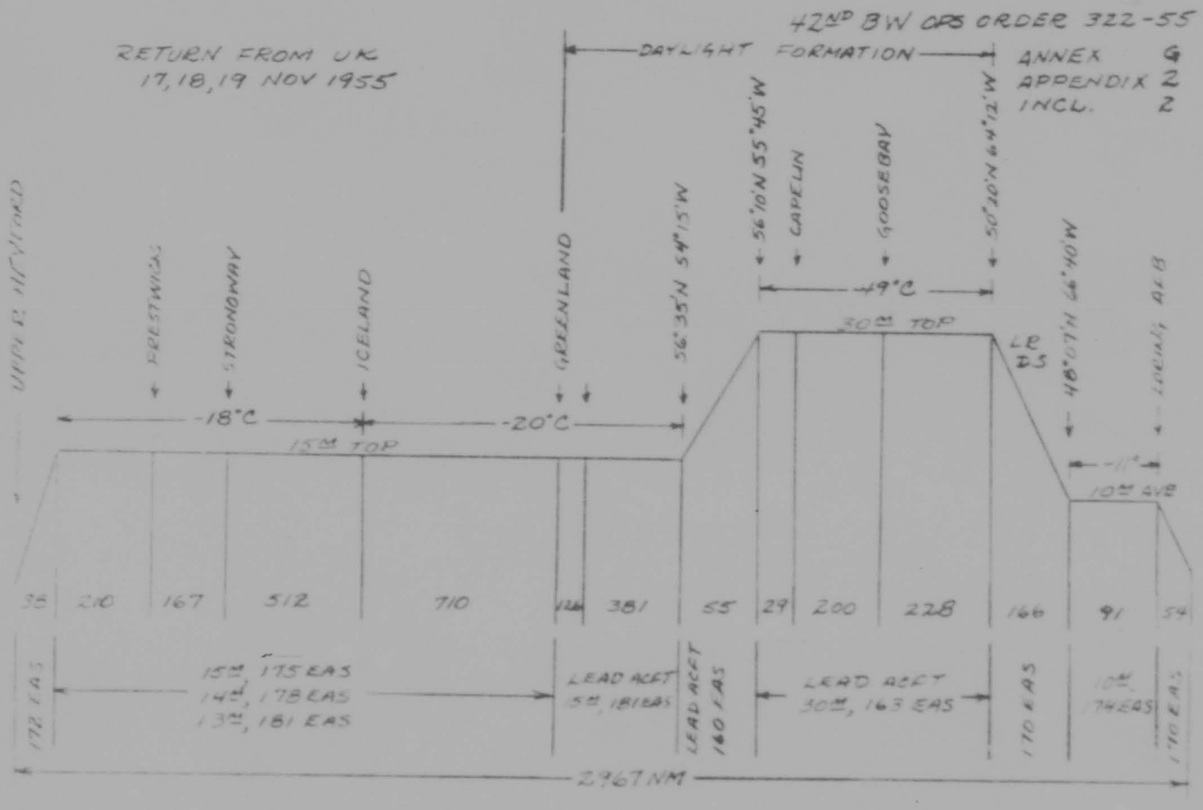
42ND BW OPS ORDER 322-55

ANNEX 4
APPENDIX 2
INCL. 2

RETURN FROM UK
17, 18, 19 NOV 1955



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AIR FORCE NAVIGATOR'S LOG

PILOT RETURN FROM U.K. NAVIGATOR OPORD 322-55 CREW NO. PLANE NO. ORGANIZATION 42D BW TYPE B-36 DATE 17-18-19 NOV 55

ENG. START	T.O.	LAND	FLIGHT TIME
0115Z	0200Z	1700Z	15[illegible]00 Avg

FORMATION POSITION

SUN RISES	SUN SETS	MOON RISES	MOON SETS	TWO KEYS A.M.	TWO KEYS P.M.
1100Z	2057Z			:50	:33

Departure UPPER HEYFORD, U.K. Destination LORING AFB ME

CONFIDENTIAL
FLIGHT PLAN

FROM— Upper Heyford, U.K.
TO— Loring AFB, Me

		TRUE COURSE	DRIFT	WIND DIRECTION	TRUE HEADING	VAR.	MAG. HEADING	TEMP. °C ALT.	EAS TAS	G.S.	DISTANCE	TIME :03	TOTAL TIME	TOTAL DISTANCE
Upper Heyford, U.K. 52 34N 01 45W	L/O	332				+11		-7 10.6M	172 175		38	:13	:16	38
55 25N 04 38W	Prestwick	332				+11		-18 15M	175 190		210	1:06	1:22	248
58 12N 06 22W	Stornoway	340				+13		-18 15M	175 190		167	:53	2:15	415
63 24N 20 15W	Iceland	308				+13		-18 15M	175 190		512	2:42	4:57	927
59 40N 44 00W	S. Tip Greenland	252				+20		-20 15M	175 189		710	3:45	8:42	1637
	Orbit for LO Alt. Formation	-				+27		-20 15M	175 189		-	:40	9:22	-
56 35N 54 15W		241				+30		-20 15M	175 189		381	1:45	11:07	2018
56 12N 55 45W	S/C L/O	241				+36		-40 25M	180 205		55	:16	11:23	2073
55 50N 56 36W	Entry Pt. Capelin	241				+37		-49 30M	175 228		29	:08	11:31	[illegible]
53 22N 60 30W	Goose Bay	222				+36		-49 30M	163 228		200	:53	12:24	2302
50 20N 64 13W		217				+32		-49 30M	163 228		228	1:00	13:24	2530
48 07N 66 40W	S/D L/O	217				+28		-29 20M	170 200		166	:50	14:14	2696
Loring AFB		217				+24		-11 10M	174 173		91	:32	14:46	2787
LETDOWN & LAND		-						- -	- -		LAND	:35	15:21	

INCL 1
AFP 1, ANNEX G
42BW OPORD 322-55
8 October 1955

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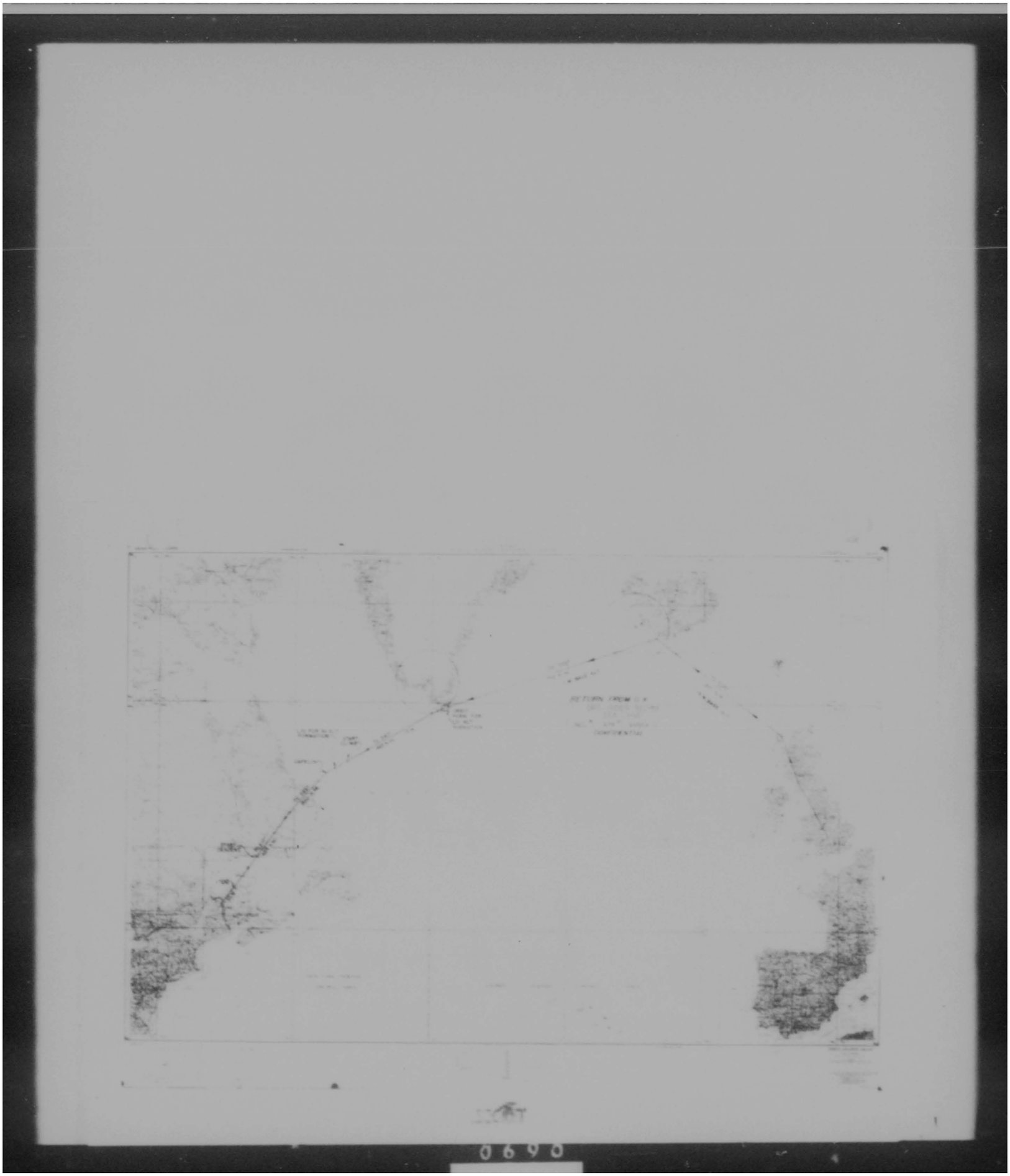

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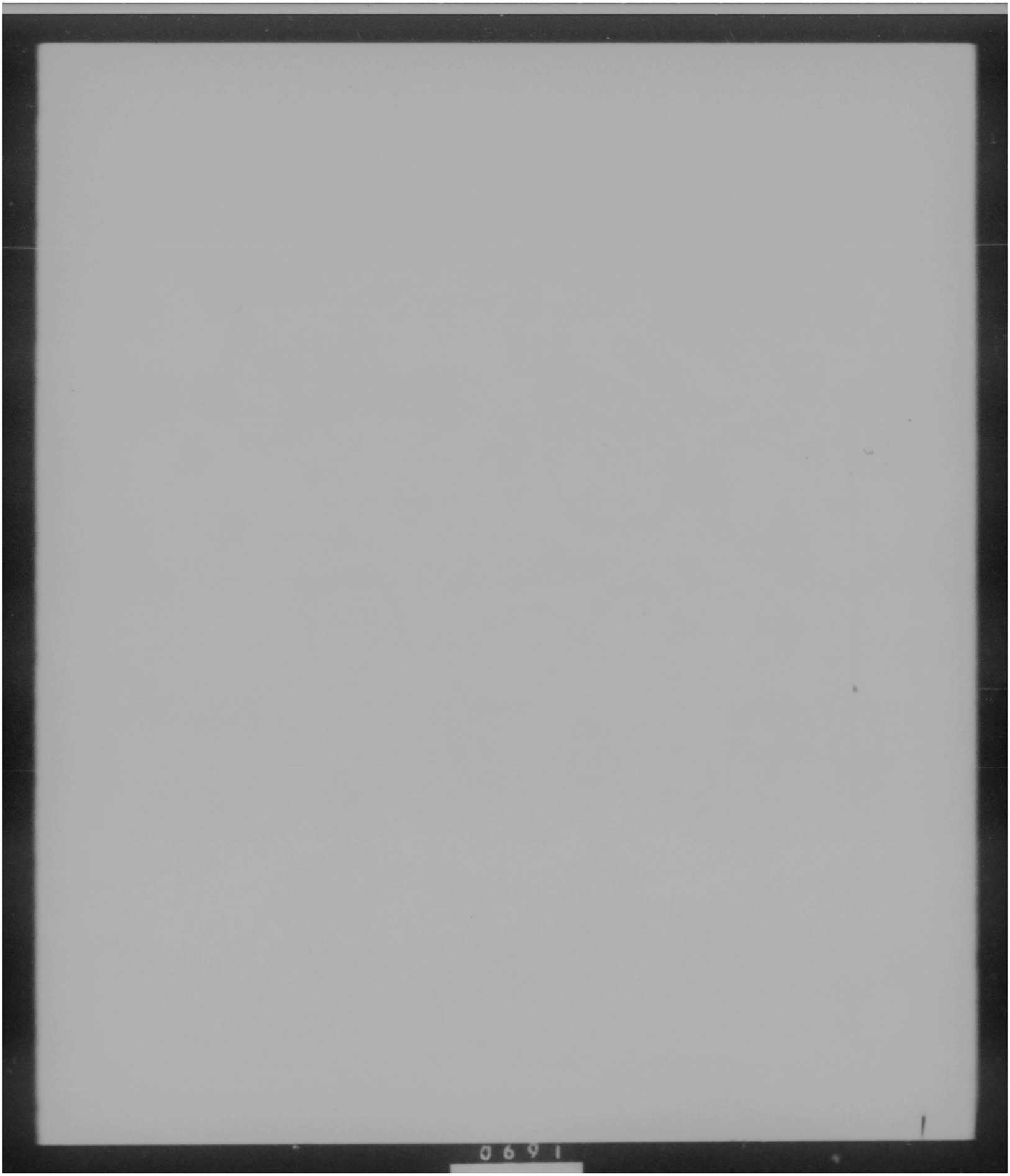

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

DATE

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PRD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PRD
HQ 45TH AIR DIVISION								
HQ 420 BOMB WING								
69TH BOMB SQUADRON								
70TH BOMB SQUADRON								
71TH BOMB SQUADRON								
420 FIELD MAINT SQUADRON								
420 PER MAINT SQUADRON								
420 A & E MAINT SQUADRON								
420 AIR REFUELING SQUADRON								
TOTAL								
420 TACTICAL HOSPITAL								
6034TH USAF HOSPITAL								
TOTAL								
HQ 420 AIR BASE GROUP								
420 OPRS SQUADRON								
420 SUPPLY SQUADRON								
420 MOTOR VEHICLE SQUADRON								
420 AIR POLICE SQUADRON								
420 FOOD SERVICE SQUADRON								
420 INSTLS SQUADRON								
524TH AIR FORCE BAND								
TOTAL								
BASE GRAND TOTAL								

OFFICER NAME, GRADE (Typed)

SIGNATURE (Officer) Robert Haggart

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE | DATE

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PRD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PRD
HQ 45TH AIR DIVISION								
HQ 420 BOMB WING								
69TH BOMB SQUADRON								
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75TH BOMB SQUADRON								
420 FIELD MAINT SQUADRON								
420 PER MAINT SQUADRON								
420 A & E MAINT SQUADRON								
420 AIR REFUELING SQUADRON								
TOTAL								
420 TACTICAL HOSPITAL								
6034TH USAF HOSPITAL								
TOTAL								
HQ 420 AIR BASE GROUP								
420 OPRS SQUADRON								
420 SUPPLY SQUADRON								
420 MOTOR VEHICLE SQUADRON								
420 AIR POLICE SQUADRON								
420 FOOD SERVICE SQUADRON								
420 INSTLS SQUADRON								
524TH AIR FORCE BAND								
TOTAL								
BASE GRAND TOTAL								

OFFICER NAME, GRADE (Typed)

SIGNATURE (Officer) Robert Kappas

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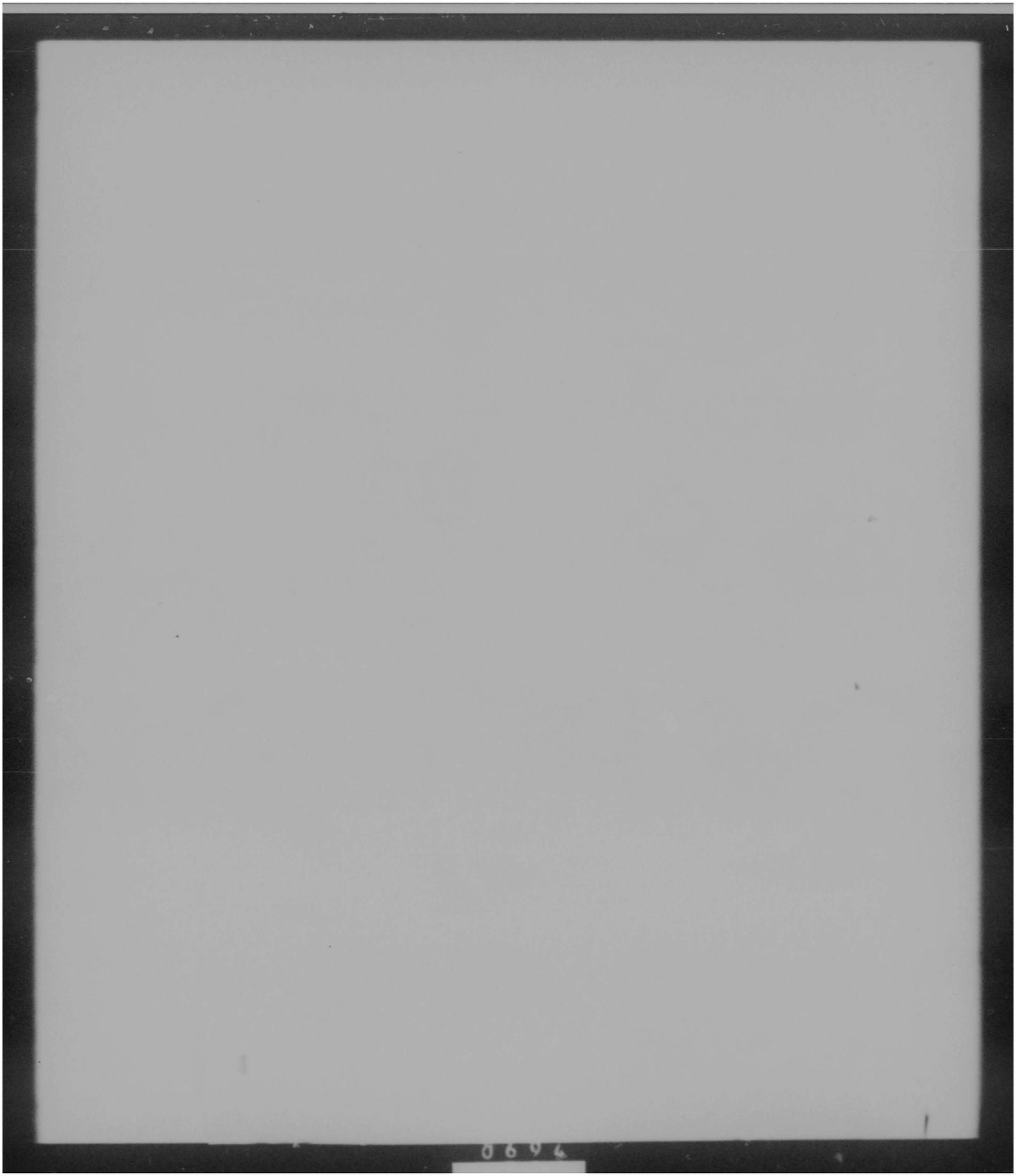

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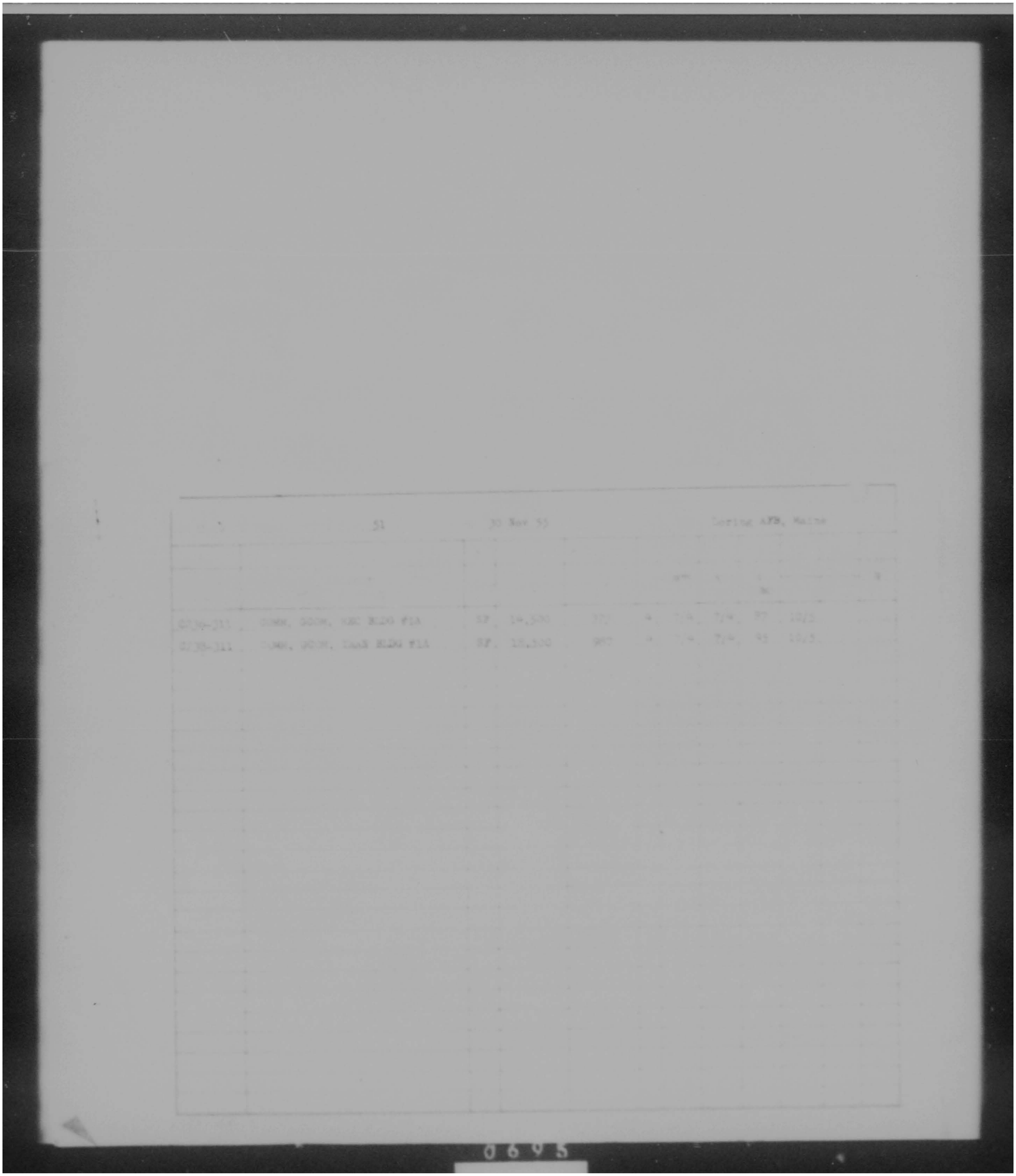

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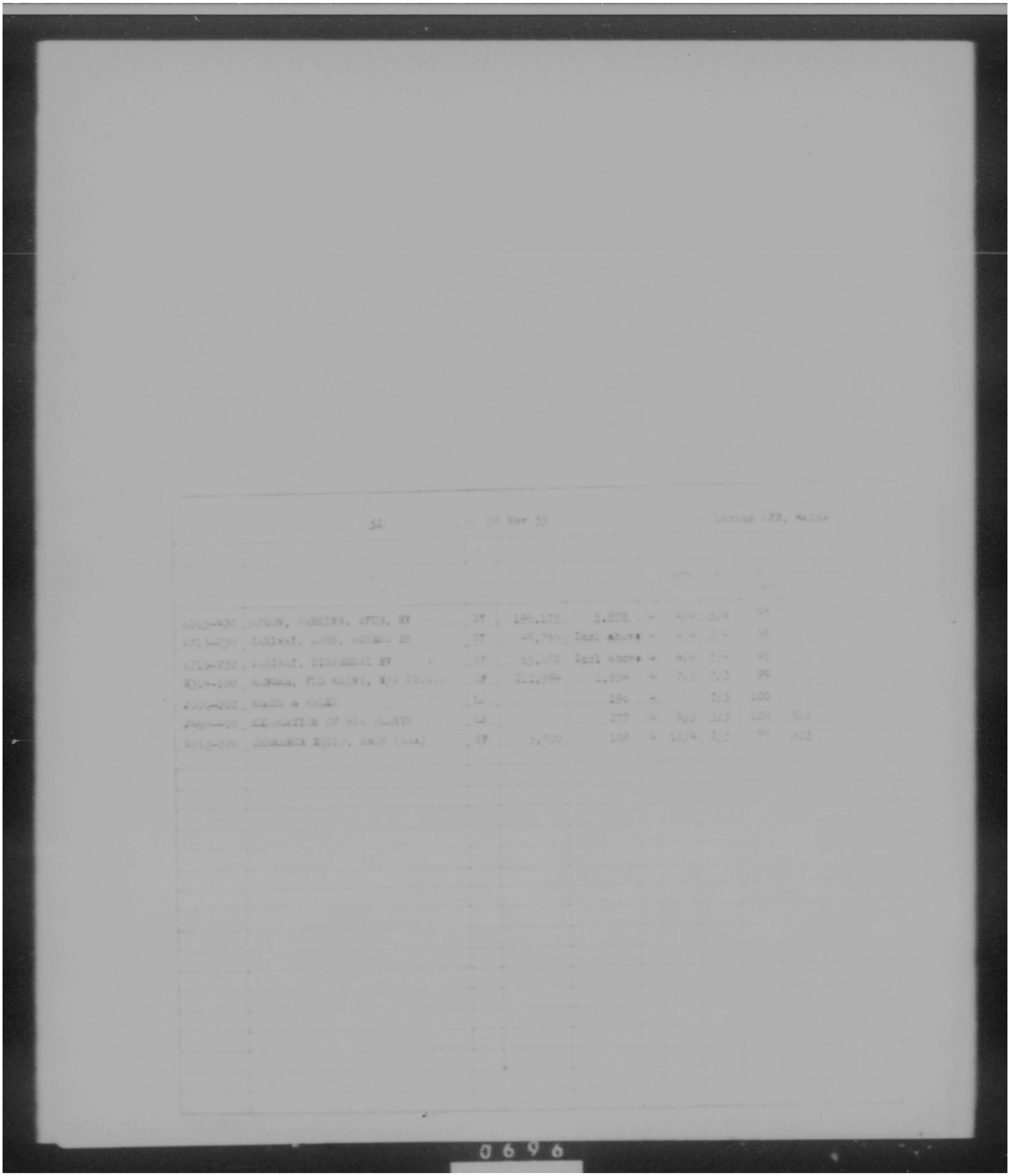

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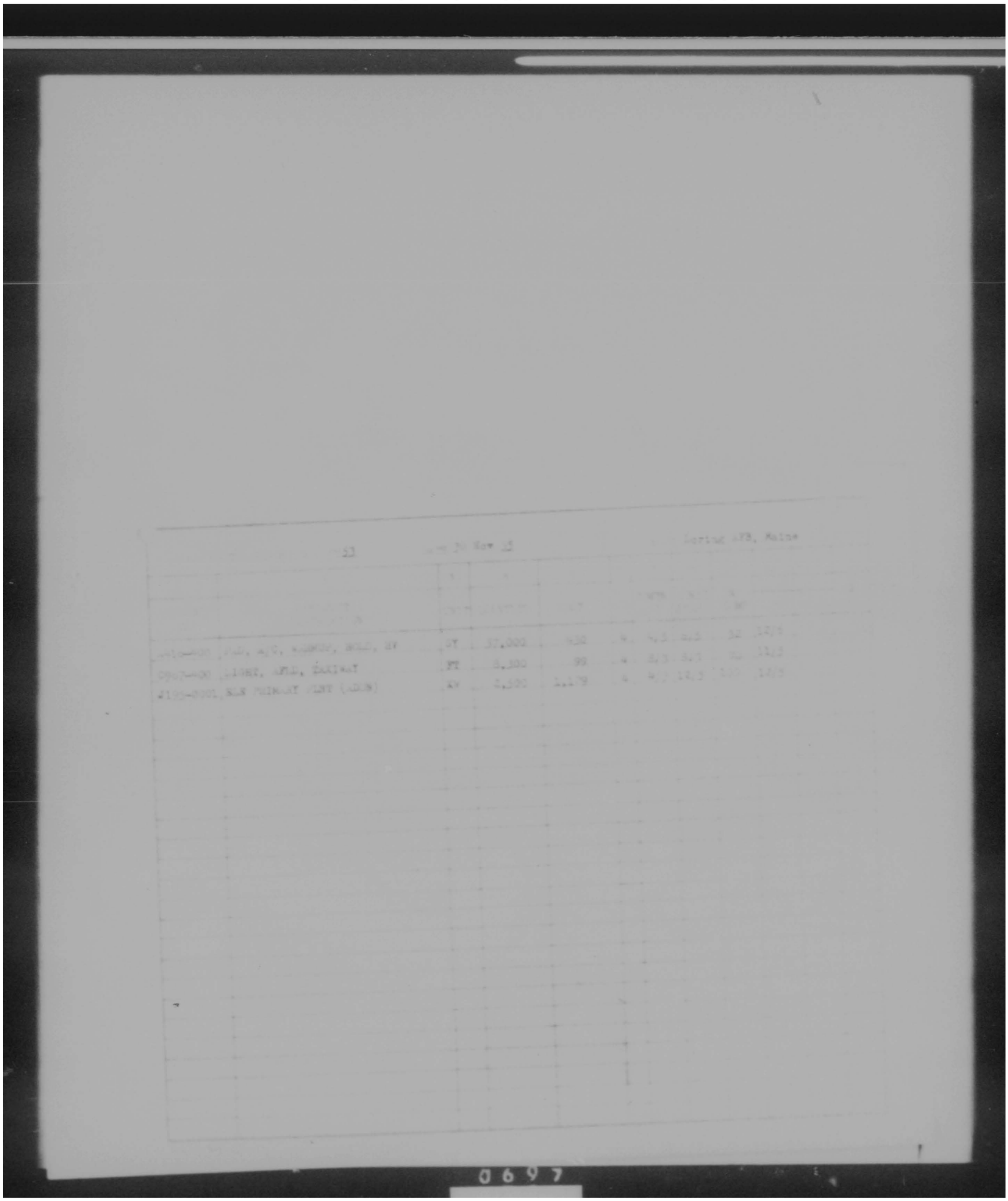

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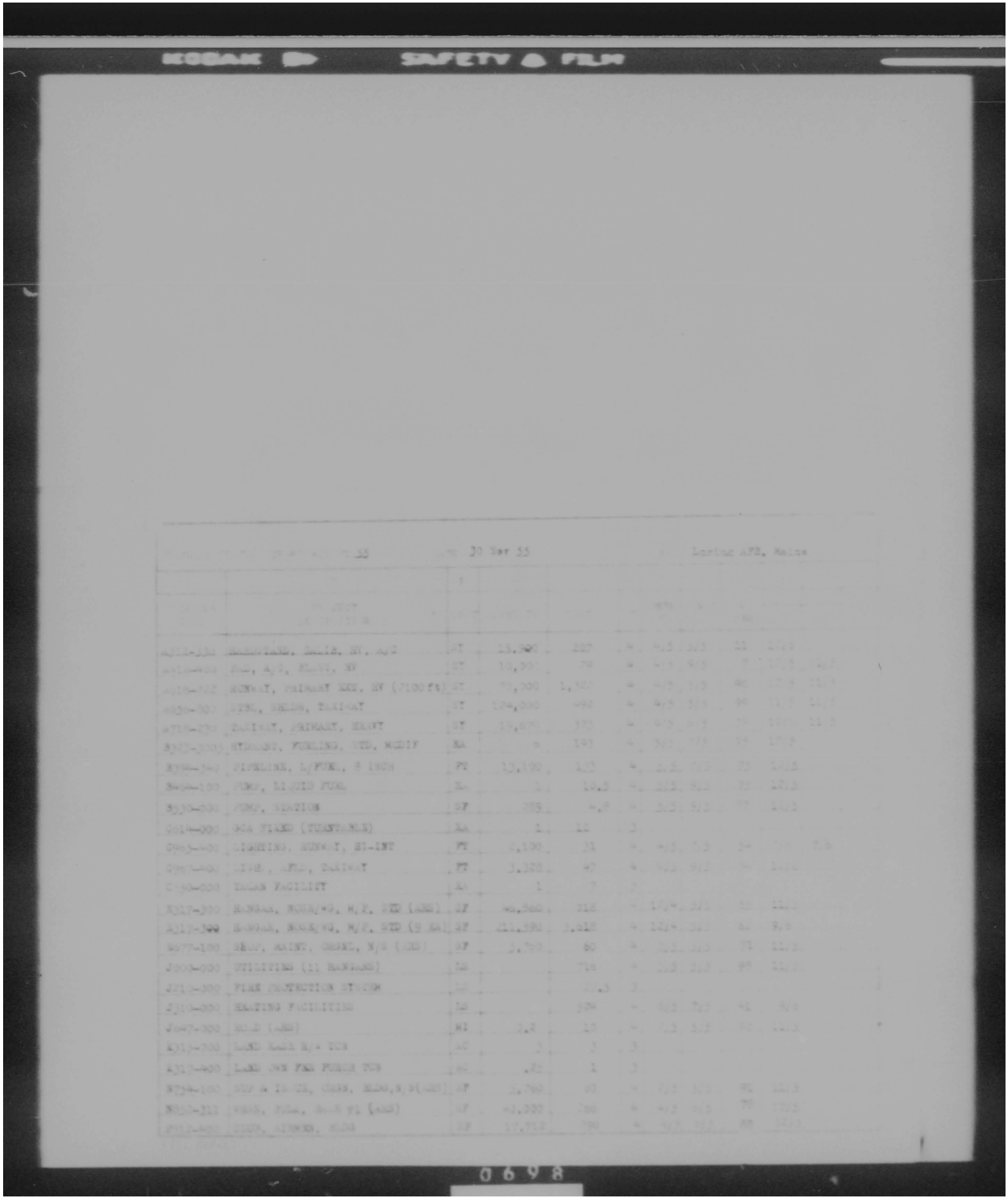

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55 30 Nov 55 Loring AFB, Maine

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56 30 Nov 55 Loring AFB, Maine

A618-3005	RUNWAY, PRIMARY	SY	33,334	400	2	4/4	9/55	98	10/5	
B131-112	BULK AVGAS TANK, N/S UG	BL	1,190	10	3	10/5			8/6	
B135-000	BULK STORAGE, JET FUEL	BL	25,000	100	2				8/6	
B227-000	FILL STAND, TRUCK	EA	1	3	3					
E317-3005	HANGAR, NOSE/WG, M/P, STD	SF	226,160	960	2	10/5			11/6	
G311-0005	DORMITORY, AIRMAN (STORM WINDOWS)	LS		158	3	9/5			1/56	
J562-600	PARK, VEHICLE, ADM, PVD	SY	13,750	87	3	11/5			9/6	
J754-000	GARBAGE INCINERATOR	EA	1	130	3	2/6			12/6	
K746-000	LAND, FEE, PURCHASE	AC	5	1	1	3/6			3/6	
K668-002	LAND, EASEMENT, RIGHT/WAY	AC	10	2	1	3/6			3/6	
P273-330	CHAPEL, BASE #3 (300) SE	SF	6,988	215	3	4/6			2/7	
P275-320	CHA/EL, ED. WING, BLDG #2	SF	3,375	112	3	12/5			11/6	
P317-330	CLUB, NCO, BLDG #3	SF	14,330	218	3	12/5			12/6	
P673-400	GYM, FIELD HOUSE, BLDG	SF	33,600	345	3	10/5			4/7	
R743-330	POST OFFICE, CENTRAL #3	SF	3,800	92	3	3/6			12/6	
R836-340	SCTY, GUARD HOUSE #4	SF	4,100	110	3	3/6			11/6	
S212-0001	AUTO MAINT. SHOP, BASE	SF	9,600	167	3	10/5			11/6	

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PROGRAM STATUS REPORT MCP FY 57 DATE 30 Nov 55 Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	SI	CONTR. AVL	CONST. START	% COMP			
14-457	OPERATIONS, SQUADRON	SF	15,404	267	2						
17-232A	FLIGHT SIMULATOR TNG.	SF	4,744	133	2						
17-712	TARGET INTEL. TRAINING	SF	9,000	216	2						
21-426R	AUTO STORAGE, HEATED	SF	14,400	193	2						
21-427	AUTO STORAGE, OPEN	SY	13,000	104	2						
61-241	HQS, BASE UNIT, A/POLICE	SF	2,112	58	2						
71-431	GARAGE, FAM, HSG, AIRMEN	UN	160	180	2						
71-432	GRGE, F/HSG, OFFICERS	UN	76	85	2						
74-275A	COMMISSARY STORE	SF	9,052	195	2						
74-388A	EXCHANGE, SALES STORE	SF	13,340	267	2						
74-544	LIBRARY, NON-TECHNICAL	SF	5,991	109	2						
74-618A	OPEN MESS, OFFICERS	SF	9,500	222	2						
12-123	HYDRANT FUELING SYSTEM	EA	6	60	2						
41-131	STORAGE, BASE AVFUEL	BL	110,000	570	2						

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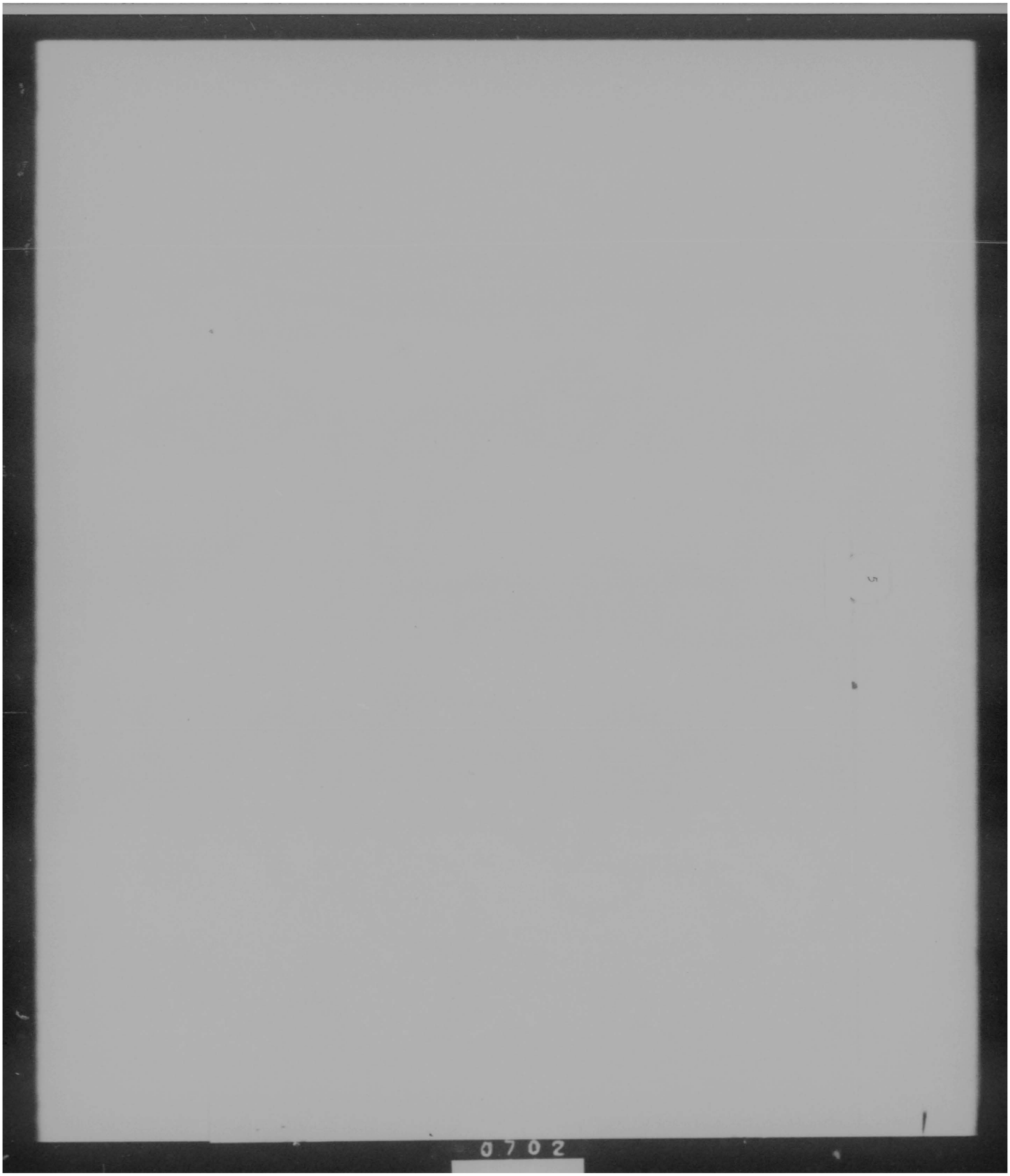

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AIRCRAFT MAINTENANCE HANGAR

LORING AIR FORCE BASE LIMESTONE, MAINE

The Aircraft Maintenance Hangar is being constructed under the direction of the New England Division, Corps of Engineers, U. S. Army for the Air Force by Albert A. Lutz Company, Incorporated of New York, N. Y. The appurtenant facilities, i.e., the Reservoir and Pump House are being constructed by Consolidated Constructors, Incorporated of Portland, Maine, the Plane Wash Waste Disposal Plant by Cote Construction Company of Van Buren, Maine and the Parking Aprons by B. Perini & Sons, Incorporated of Framingham, Massachusetts. The estimated cost of the entire facility is 5-1/2 million dollars.

The hangar was designed by the Kuljian Corporation of Philadelphia, Pennsylvania and was adapted to the site by the Corps of Engineers. The main floor is approximately 250 feet by 600 feet, or approximately 3.5 acres. Four (4) three-story shops are provided within the hangar, each serviced by a freight-type hydraulic elevator. The total shop area is 33,100 sq. ft. The cubic content of the hangar is equal to approximately 7 million bushels.

FOUNDATION:

The structure is supported on 200 caissons, 24 inches in diameter, with a design load of 120 tons each and averaging 25 feet in length. The caissons are of the so-called Franki Displacement type, whereby concrete is literally rammed into the earth by a 7,000 lb. ram through a steel casing which is extracted. The ultimate shape of the caisson is similar to an inverted mushroom with a rough stem and a bulbous portion which rests on ledge. The Franki Foundation Company of New York, N. Y. is sub-contractor for the foundation work.

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HEATING AND VENTILATING:

Two distinct types of heating are utilized in the structure. Radiant type heating is installed in the main hangar area with approximately [illegible] miles of black steel pipe imbedded in the concrete slab, together with ceiling-mounted forced hot air circulators. The shop areas are heated by a forced hot air system. Exhaust and air circulation systems are installed throughout. Approximately 3/4 of a mile of piping is installed in each door truck slab for de-icing purposes.

The combined heating systems are designed for approximately [illegible], [illegible], [illegible] B.T.U. per hour. One day's operation at the maximum design load would be sufficient to heat an average home in Maine for [illegible] years. Subcontractor for the heating and the ventilating work is James S. Cassedy, Cambridge, Mass.

PLUMBING:

Complete plumbing systems are provided, including a drainage system, a cold water system, a hot water system, a sanitary sewer system and a compressed air system. Special equipment is provided for plane washing which includes a water collection system which will carry the waste water to a treatment plant adjacent the hangar which removes the emulsified oils, greases, suspended solids and chemical agents. The interior plumbing work is being installed by James S. Cassedy Company of Cambridge, Massachusetts and the wash waste disposal plant is being constructed by Cote Construction Company of Van Buren, Maine.

ELECTRICAL SYSTEM:

A complete electrical system is provided for power and lighting purposes. Fluorescent light fixtures are installed in the shop areas. Incandescent and mercury vapor light fixtures which are provided with disconnecting type hangers

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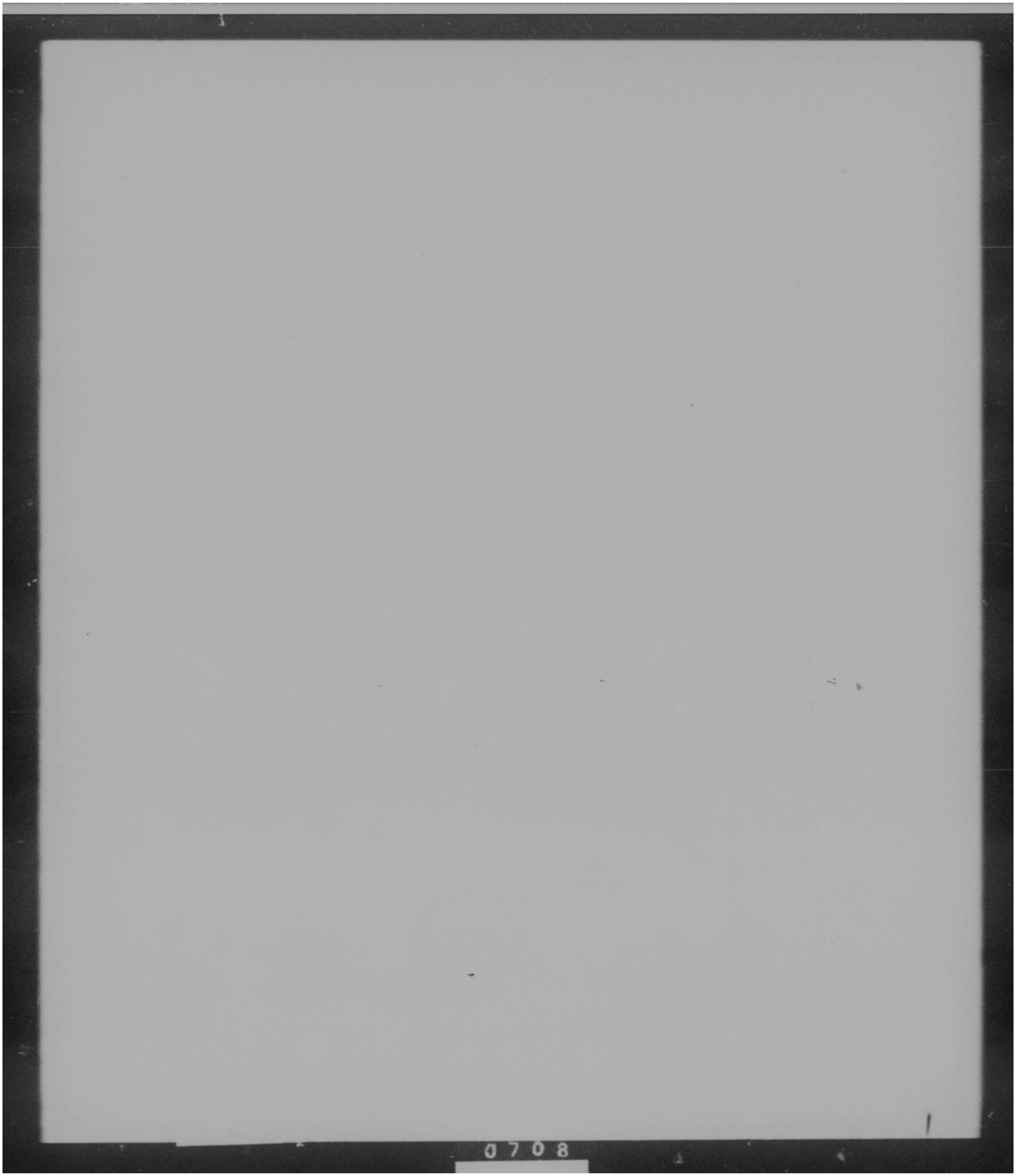

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Charles K. Hyde

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Edward V. Johnson

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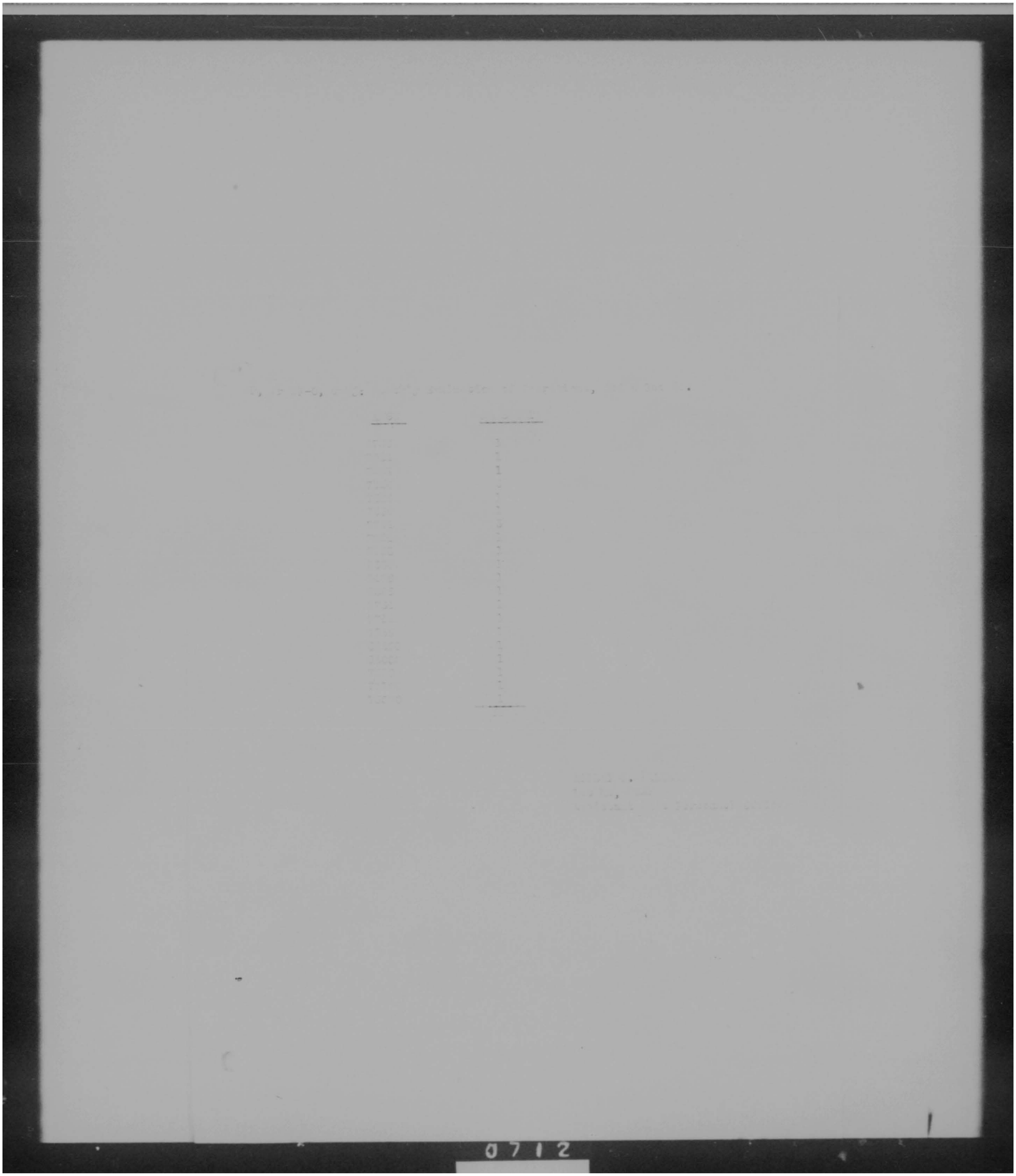

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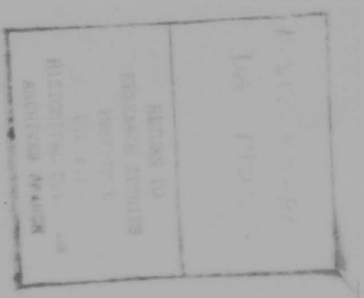

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 DECEMBER 1955---31 DECEMBER 1955

at Loring Air Force Base, Limestone, Maine

S15412

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(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 DECEMBER 1955---31 DECEMBER 1955

Prepared for the Historical Section of
the Information Services Office,
42d Air Base Group, by Major Peter O. E. Bekker (Historical
Officer) and A/1C Martin Wein on
6 February 1956.

(Eighth Air Force, Strategic Air Command)

W. K. MARTIN
Brig. Gen., USAF
Commander

PETER O. E. BEKKER
Major, USAF
Historical Officer
(Information Services
Staff Officer)

MARTIN WEIN
A/1C AF 1243[illegible]
Historian

RSI
S15412

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W. K. MARTIN

Brigadier General

Commander

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JACKSON W. LEWIS

Colonel

Base Commander

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F O R E W O R D

This report contains the history of the 45th Air Division (SAC) from the period 1 December 1955 to 31 December 1955. The origin and organization of this air division are recounted along with important activities--mission and mission implementation, operations and training, supply, maintenance, personnel and facilities--being emphasized for the reporting period.

The information contained herein, relative to the history of the 45th Air Division at Loring Air Force Base, Limestone, Maine, a unit of the Eighth Air Force (SAC), covers activities of the 42d Air Base Group and assigned squadrons, the 4034th USAF Hospital and division headquarters. It is related to previous monthly histories of this air division since activation.

The present report was supervised by Major Peter O.E. Bekker, USAF, Historical Officer (Information Services Staff Officer), and written by Airman First Class Martin Wein, AF 12437037, Historian.

Like other months' reports, this history is subject to revision, and additional information or suggested corrections will be welcomed.

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LIST OF EXHIBITS

1. Organization Chart, 45th Air Division
2. Daily Strength Repts, 2 and 21 December 55.
3. 45th Air Division Staging Letter, 8 December 55.
4. Operation "Texas League" Refueling Chart.
5. AIC Program Status Rept, MCP FY 51-57, 31 December 55.
6. Report of Aircraft Status and Purpose of Flight, 31 December 55.
7. Figger and Fax booklet (command notebook)
8. Monthly Evaluation of Operations, 4 January 56.

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CHRONOLOGY

Date	Activity	Page
3 December	Operation "Texas League" Conducted	9
3-4 December	Gen. Martin wins Commanders' Bombing Competition	21
12 December	B-47 from 340th Bomb Wing TDY to Loring	8
12 December	Operation "Pace Setter I" Flown	10
13 December	Overfly Support for 43d, 44th, Air Refl g Sqdns and 96th Bomb Wing	8
17 December	Flight Line Closed for Snow Removal	14
19 December	4 KC-97s fly tests at Sonderstrom Air Base	10
24 December	Flight Line closed a second time for snow removal	14
29-30 December	Operation "Saint Nick" support given	8
28 December	Operation "Saint Nick" takes place	5, 8
December	Tests conducted on test heating pad	13
December	Snow Removal Operations Tested	13

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ORGANIZATION, ADMINISTRATION AND PERSONNEL

Brief Unit History

The 45th Air Division Headquarters was activated at Loring AFB, Limestone, Maine, on 8 October 1954 and was assigned to the Eighth AF.[1] Division Headquarters was set up just seven days after the base had been re-named "Loring" in honor of Maj. Charles J. Loring, Jr., a Maine jet hero of the Korean War.[2] Original name of the base was "Limestone".[3]

Before the division came into being, the 42d Heavy Bomb Wing was top base echelon. The 42d Bomb Wing was activated at "Limestone" (see above) in February 1953,[4] along with a support organization, the 42d Air Base Group.[5] On 8 October '54, this wing and air base group were assigned as units of the division.[6] The 4034th USAF Hospital became the third main unit of the division in March '54.[7]

The 45th administers its three units--wing, air base group and hospital--with respect to the over-all mission.[8] Facts point out that

1. SAC GO 69, 8 Oct 54 (Sec I).
2. DAF GO 34, 15 Sep 54 (para 6).
3. Named after Limestone village, 7 mi. from base.
4. DAF Ltr, 322 (AFCMD 410h), 24 Mar 53. See also effective date, SAC GO 10, 25 Feb 53. Actually, the wing was "Re-activated". WW II parent--42d Bomb Group (AAF)--was inactivated after Japan's surrender in 1946 [Hq 5th AF GO 69, 20 Apr 46 (pursuant to WD Ltr, AG 322 (OB-I-BAM, 26 May 46)].
5. Also "re-activated". WW II parent--42d Service Group (AAF) -- disbanded in Belgium, 1945 [Ltr, Hq IX AF Service Command, 22 May 45 (pursuant to WD Ltr, AG 322 OB-I-AFRPG-M, 4 Apr 45)].
6. SAC GO 69, 8 Oct 54.
7. Ibid., activated by SAC GO 17, 15 Mar 54.
8. Outlined in 8th AF Reg 23-13, 15 Nov 54, as amended. See below, Chap. II, p.

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though Loring has been a "single-wing" type station, an air division headquarters was established, primarily, to provide staging support under the EWP. As a designaged provisional task force in SAC,[9] Loring AFB and the 45th Air Division has a "geographical responsibility" to service SAC oversess flights.

Original construction of Loring began in the winter of 1946-47. During the initial construction period--up to the winter of 1952-53--the base was garrisoned by a small group of AF personnel.[10] In February, '53, the base came under the jurisdiction of SAC.[11] At this time the construction program went into high gear. Hangars, docks, an extension to the runway, barracks--many important base facilities were initiated.

The first B-36 aircraft arrived the last of March '53, just a few weeks after the wing was activated. In April '53, the wing launched its first training missions. By October '53, not quite nine months after the wing was activated, B-36 aircrews were flying more than 1,000 hours a month.[12]

When division headquarters was activated, changes were made in key personnel.[13] Brig. Gen. Bertram C. Harrison, USAF, who had commanded the wing (then colonel), was named division CO and Col. Jerome

9. SAC GO 40, 31 May 55.
10. When first assigned, Jun 50, group was designated "base detachment". Later, re-designated 4215th Base Service Sqdn, then, 4215th Air Base Sqdn (latter discontinued per SAC GO 10 when the 42d Bomb Wing was activated, Feb 53).
11. SAC GO 18, 21 Apr 53.
12. Inscribed on plaque awarded WCO by Convair, 5 Dec 53.
13. Officers' Roster (RCS: SAF-P1).

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Tarter, USAF, became wing commander. On 18 June 1955, Brig. Gen. (then Colonel) William K. Martin, USAF, took command of the air division from Gen. Harrison.[14] Col. Jackson W. Lewis had been air base group commander since 24 September 1953.

Division headquarters contained, since activated, three directorates: personnel, materiel and operations. Responsible to these directorates are the respective wing and air base group directorates.[15] These directorates are known in each headquarters as the "coordinating staff".

In the wing and air base group headquarters were added the "personnel-specialist staffs".[16] These agencies in wing headquarters consist of comptroller directorate, adjutant, air inspector, squadron headquarters, and office of safety; in air base group headquarters, comptroller directorate, manpower and organization branch, staff judge advocate, base chaplain, information services, adjutant, squadron headquarters, office of safety and munitions branch.[17] Not all these agencies were activated originally. For instance, the offices of safety in wing and air base group headquarters came into effect in April '55.[18] Another example: base operations--air base group coordinating staff-was activated early this year.[19]

Originally, there were activated seven squadrons and a medical group (see below) in the wing:[20] Headquarters, periodic maintenance,

14. Hq 45AD GO 10, 18 Jun 55.
15. See Exhibit #1, Organ. Chart, 45th Air Div.
16. Ibid.
17. Ref SAC Man 20-1, Dec 54.
18. Est. 1 Apr 55 per SAC directive (8th AF Msg, CS 186, 8 Mar 55). New OS took the place of old wing flying safety and air base group ground safety functions. Now flying and ground safety are combined in each OS.
19. Ref 45AD Unit Hist Rept, 1-31 Jan 55.(RCS: AW-D5).
20. SAC GO 10, 25 Feb 53.

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field maintenance, A & E maintenance, and the 69th, 70th and 75th heavy bomb squadrons. The eight wing squadron--an air refueling unit--was activated in February '55.[21]

The air base group, of course, was originally assigned to the wing.[22] At the time of activation, air base group had seven squadrons:[23] headquarters, air police, installations, operations, supply, motor vehicle and food service. When division headquarters was activated, air base group headquarters received equal status, ie., lateral communication, with wing headquarters.[24]

There were attached to air base group headquarters seven special units which render support to the division.[25] They were the 1974th AACS (MATS), 2-7 Weather Detachment (MATS), 548th AAA Bn. (U.S. Army), OSI Detachment, 524th AF Band, the Resident Auditors and the 3080th Aviation Depot Group.(AFSC).

The wing tactical squadrons are the 69th, 70th and 75th[26]--designated "Heavy"[27] with the B-36 the designated aircraft. The 42d Air Refueling Squadron (also "Heavy") flies the KC-97 stratotanker. The only other organization in the division to which pilots and aircraft are assigned is the operations squadron in air base group. This organization flies the base "administrative" aircraft: C-119, C-47

21. SAC GO 79, 8 Dec 54.
22. SAC GO 10, 25 Feb 53.
23. Ibid.
24. SAC GO 69, 8 Oct 54.(Sec I).
25. See Exhibit #1.
26. These sqdns had joined the old 42d Bomb Group (parent to the wing) late in WW II in the Pacific.
27. They were originally designated "Medium" during WW II. On 19 Feb 53, the 3 sqdns were re-designated "Heavy" (per DAF Ltr, 322 (AFOMO 410b), 24 Mar 48).

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Just prior to the time that SAC took over jurisdiction of Loring AFB in February '53, Headquarters SAC received authorization from Headquarters USAF for a seventy-five bed USAF Hospital to be established on base. Twenty-five beds were first installed, later increased to seventy-five. The 42d Medical Group--activated as a wing unit in '53[28]--originally operated the base hospital. In February '54, this medical group was re-designated the 42d Tactical Hospital.[29] A month later, in March, the base hospital itself was designated the 4034th USAF Hospital.[30]

December Developments

The 42d Air Refueling Squadron remained TDY to Thule Ab, Greenland throughout most of December. While at Thule, the address of the unit was APO 23, New York, New York.[31] On 28 December, the bulk of the squadron began redeploying to Loring.[32] The redeployment operation was named "Saint Nick".[33] As the 42d Air Refueling Squadron phased out of Thule, they were replaced by the 71st Air Refueling Squadron from Dow Air Force Base, Bangor, Maine.[34] Personnel and materiel were redeployed via air refueling KC-97s and SAC support aircraft.[35]

Division strength in airmen for December showed a total of 3,876 assigned during the month with an increase of sixty-three from the

28. SAC GO 10, 25 Feb 53.
29. SAC GO 3, 27 Jan 54.
30. SAC GO 17, 15 Mar 54.
31. 42d ARSFS OPORD 343-55, 21 Dec 55.
32. 42d ARSFS Unit Hist Rept, 1-31 Dec 55.
33. 42d ARSFS OPORD 343-55, 21 Dec 55.
34. Ibid., p.2.
35. Ibid., Annex D.

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beginning of the month with a deficiency still remaining from the air division authorized strength of 4,295.[36] Officer strength showed 623 for December with a decrease of two over the beginning of the month.[37] A deficiency still existed from the authorized total of 674 officers.[38]

36. See Exhibit #2, Daily Strength Reports, 2 and 21 Dec 51.
37. Ibid.
38. Ibid.

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THE MISSION AND ITS IMPLEMENTATION

Over-All Mission

The 45th Air Division was activated, primarily, to administer a force capable of flying strategic bombardment operations in any part of the world.[1] In performing this task, the latest technical knowledge and advanced weapons are utilized.[2]

In addition to long-range bombardment, air-to-air refueling is a part of the division mission.[3] The 42d Bomb Wing provides the bombardment, air-to-air refueling and aircraft maintenance portion of the division mission.[4] The 42d Air Base Group provides the base support needed by the tactical organizations.

The air base group also performs another vital part of the mission of the 45th Air Division: staging support.[5]

Other tasks of the division, secondary in nature, are training USAF Reserve personnel and/or units and participation in civilian emergencies, such as disaster relief.[6]

Aircrews and ground support units are constantly tested in their work to maintain a high degree of proficiency.[7]

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1. 8th AF Reg 23-13, 15 Nov 54, as amended.
2. Ibid.
3. 8th AF Reg 23-13A, 14 Jan 55.
4. 8th AF Reg 23-9, 1 Apr 54, as amended.
5. Loring AFB est. as SAC provisional task force [SAC SO 43, 31 May 47].
6. 8th AF Reg 23-13, 15 Nov 54, para 3d.
7. Wing flies long-range simulated bombardment missions using operation orders from higher hq. Missions are related to SMP.

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Staging Support--Flight Line Utilized

Flight Line support was given one B-47 aircraft of the 340th Bomb Wing on 12 December 55. The B-47 remained at Loring for 96 hours TDY for special training.[8]

Staging Support--Overflies

Support was rendered forty-eight KC-97s of the 43d and 44th Air Refueling Squadrons and forty-five B-47s of the 96th Bomb Wing on 13 December 55 during "Operation "Water Test".[9]

During the period of 27-30 December, a total of one hundred KC-97 aircraft of the 43d, 44th, 71st, 310th and 380th Air Refueling Squadrons for Operation "Saint Nick" were given support.[10]

Operation "Show Boat" Redeployment

The 28th of December was set as the date for the return of the 42d Air Refueling Squadron to Loring from Thule AFB, Greenland.[11] Four days prior to the set date, one KC-97 departed Thule AFB, with ADVON personnel for Loring.[12] On 27 December, the first of two increments of aircraft left Thule. This increment consisted of nine KC-97s and the second was made up of ten KC-97s.[13] All aircraft of the first increment took off as scheduled except one ground abort which was replaced by a

8. 45th Air Div Staging Support Ltr, 8 Dec 55. See Exhibit # .
9. Ibid.
10. Ibid.
11. 42d AREFS Unit Hist Rept, 1-31 Dec 55.(RES: ISO-D2).
12. 42d AREFS OPORD 343-55, 21 Dec 55.
13. Ibid.

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ground stand-by.[14] Approximately forty-two hours after the departure of the first increment, the second increment was due to take off for the return flight to Loring. This last phase of the redeployment was delayed fourteen hours as a result of two KC-97's of the required ten of the 71st Air Refueling Squadron were on ACDP status at Goose AFB, Newfoundland.[15] These two aircraft were promptly replaced and the remaining ten aircraft of the 42d Air Refuling Squadron departed for Loring, concluding fifty-seven days of TDY at Thule AFB, Greenland.

Operation "Texas League"

A major mission of the 42d Air Refueling Squadron while TDY to Thule was Operation "Texas League".[16] The 42d combined with the 44th and 93d Air Refueling Squadrons in gathering forty KC-97 E, F and G type aircraft for the operation.[17] This task force was to provide refueling support for thirty-five Faker Force aircraft. This operation was set up so as to test the everyday capabilities of the Air Defense system of the North American Continent. For the purpose of this test, it was assumed that a sizable enemy force was launched against the North American Continent with prior information and simulated aggressor attacks.[18] On the first of December, the forty tanker aircraft had been assembled for the mission. The mission went into effect on the third of December.[19] Eight individual orbit areas and refueling tracks were designated in the

14. 42d ARSFS Unit Hist Rept, 1-31 Dec 55.
15. Ibid.
16. 2d AF SPORD 501-55.
17. 42d ARSFS Unit Hist Rept, 1-31 Dec 55.
18. Ibid.
19. ZIPPO Msg. DOOF 11976, Section #2.

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refueling area located 300 miles southeast of Thule.[20] During this exercise, eight tankers from the 42d Air Refueling Squadron transferred 387,000 pounds of jet fuel to aircraft of the attacking force.[21]

Other TDY Missions

On 19 December, 8th AF directed the 42d Air Refueling Squadron to dispatch four KC-97s to Sonderstrom Air Base, Greenland for the purpose of exercising the capabilities of this base to handle SAC tankers. Two days were spent flying out Sonderstrom and exercising turn arounds and the missions proved successful.[22]

Operation "Pace Setter I"

Twenty B-36s of the 42d Bomb Wing participated in Operation "Pace Setter I" on 12 December 1955.[23] This was a bomber stream type mission utilizing Atlanta, Charlotte and Richmond RBS sites.[24] Over-all wing showing was poor with the most glaring and re-occurring error being that of mis-identification of target.[25] Programs have been set up to keep this error from happening again.

Proficiency Training

Another phase of "50-24" training was completed during December with a wing average of 85% attained.[26] The air refueling squadron

20. See Exhibit #, "efueling Chart for Texas League".
21. 42d AR&FS Unit Hist Rept, 1-31 Dec 55.
22. Ibid.
23. See Exhibit # , 45th Air Div Staging Ltr.
24. 75th BS Unit Hist Rept, 1-31 Dec 55 (RCS: ISC -82).
25. Ibid.
26. 42d Opns Sqdn Unit Hist Rept, 1-31 Dec 55 (RCS: ISA-82).

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accomplished 95% of "50-24" training while at Thule towards completion of the phase then in effect.[27]

B-36s flew a total of 879 hours in December while the KC-97s flew a total of 610 hours.[28]

27. 42d ARRFS Unit Hist Rept, 1-31 Dec 55.
28. Air Rflg Air Tng Rept, 1-31 Dec 55 (4-SAC-T12) & Combat Crew Air Tng Rept, 1-31 Dec 55 (1-SAC-T12).

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EXPERIMENTS AND DEVELOPMENTS

Flight Line Construction

The heavy dispersal taxiway and the heavy access apron taxiway reached a stage of 98% completion along with the heavy parking apron stub.[1] 8,300 feet of taxiway lighting was 88% complete while another 3,328 ffot section of lighting reached a 39% completion stage. The 2,100 foot high-intensity runway lighting system reached a completion stage of 77%.and the primary runway extension that the high intensity lighting is part of was 91% complete by 31 December.[2]

The 13,100 foot, eight inch fuel pipeline was 87% complete and also, the modifications on the six fueling hydrants. The liquid fuel pump and the pump station had also reached 87% completion.[3] 19,670 square yards of heavy primary taxiway were 45% complete by 31 December.[4] The 124,000 square yard stabilized taxiway shoulder was 99% complete by the same date.

Over-All Base Construction

Construction has progressed on the two GLOBECOM facilities at North Lynden and Paren, Maine. As of 31 December, the transmitter and receiver sites have reached completion stages of 97 and 89 per cent[5]

1. See Exhibit # [illegible], AIC Prog Stat Rept MDP FY 51-57 (31 Dec 55).
2. Ibid.
3. Ibid.
4. Ibid.
5. Ref 45 Air Div Hist 1-30 Nov 55 (RCS: AD-B5).

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respectively.[5] The new structural fire station was 85% complete by 31 December. Ninety-eight per cent complete by the same period was the parachute shop building.[6]

Snow Removal Tests

A few minor tests were conducted on the test heating pad and proved successful.[7] The tests were conducted on the low temperature oil and water coils which melted fallen snow immediately.[8] Ice was allowed to form over night on the slab and was immediately melted the following morning. Difficulties were encountered with the high temperature heating system when the pump failed, causing failure of the system until a new pump could be transported to Loring to replace the damaged one. This delayed the high temperature tests for two weeks.[9]

Snow Removal Operations

A two shift operation began on 3 December 55 and was immediately put to use when a five inch snow fall occurred on the same day.[10] Blowers and brooms went into operation immediately and had the snow and ice cleared by 5 December.

Orders were issued to the snow removal personnel to discontinue the spreading of sand and ashes on the flight line. Snow removal chemicals

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6. See Exhibit # ".
7. Interview, Mr. A.R. [illegible], Chief Engr., Amer. Hydrotherm Corp., by author on 27 Jan 56 on flt line.(LAFB).
8. Ibid.
9. Ibid.
10. Interview, Mr. M. Jalbert, AIC Supdt., by author on 27 Jan 56 in AIC.

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such as "Sno-Thaw,", "Ice Foe" and "Snow Gone" were then put into use.[11] These chemicals are to be used only for the runways.

On the 12-13 December, four inches of snow fell and in two hours all snow was cleared off the flight line. The 14-16 of December saw heavy icing which was cleared by the sixteenth.[12] A continuous, light snow fell during the fifteenth but was cleared from the runways by 1500 that afternoon. On the morning of 17 December, the runways were closed down for plowing operations as four inches of snow had fallen. By noon, the runway was open for emergency B-36 landings and by the eighteenth, the snow had been completely removed from the flight line.[13] Snow removal operations headquarters was moved to Dock #40 on the flight line on 20 December. A light snow also fell but was promptly removed. On 24 December, the runway was again closed and reopened by noon on the 25th.when the minimum safety standards were met in the clearance of the 6-8 inches of snow. Operations continued throughout Christmas Day and Night and on the next day, all of the snow was cleared from the flight line.[14]

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11. Ibid.
12. Ibid.
13. Ibid.
14. Ibid.

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MAINTENANCE AND SUPPLY

Maintenance at Thule (1-28 Dec 55)

An excessive number of propellers had to be changed because of damage from rocks on taxiways, hardstands and runways.[1] This problem was discussed with Thule AFB personnel and was corrected immediately. Total darkness experienced throughout the entire TDY decreased quality maintenance. Darkness and cold temperatures also doubled the maintenance man hours.[2]

Seven engine changes were completed which were attributed primarily to usual causes rather than to climate.

Armament and electronics maintenance experienced difficulty with APS-42 radar set antennae wave guide corrosion. This corrision caused pressure leaks which in turn caused malfunctions.[3] On the whole, the A & E maintenance quality was considered good.

Supply at Thule

A difficulty was encountered in acquiring spare parts for ground power equipment. This problem was discussed with Thule officials and appropriate action was taken to establish necessary parts.[4]

The present Fly-Away Kit is considered inadequate for efficient

1. 42d ARIFS narrative of Mission.after TDY.
2. Ibid.
3. Interview, 2d. Lt. R.A. Bond, OIC of Radio Maint, 42d A & E Sqdn, by author, 30 Jan 56 at A & E.
4. 42d ARIFS Narrative of Mission.

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arctic operation. At the start of the TDY, the kits were 99.3% complete but only 65% effective.[5] The 42d Air Refueling Squadron arrived at Thule without any spare clothing since such items are critical in the Zone of Interior. Appropriate stock levels, particularly for maintenance personnel were nedded to provide replacement parts for items hich become unserviceable during TDY.[6]

The 42d Armament and Electronics Squadron encountered some difficulty in the supply of ARC-21 radio couplers and CU-308 Loran couplers. These couplers were sent NRTS to a maintenance depot and were not returned to the unit until after completion of the TDY.[7] Two vehicles were required for the A & E maintenance personnel on missions but only one was on hand.[8]

Over_All Maintenance

B-36 type aircraft were in commission 69.7% of the time while KC-97 type aircraft were in commission 72.8% of the time.[9] The B-36s spent 620 hours AOCF and 3,911 hours AOCM. The KC-97s spent 945 hours AOCF and 3,215 AOCM. Hours for other types of repairs for B-36s totalled 2,179 and for KC-97s 289 hours.[10]

Supply Activities in General

Supply effectiveness[11] of Category A, which includes mostly

5. Ibid.
6. Ibid.
7. Interview, 2d. Lt. R.A. Bond.
8. Ibid.
9. Rept of Acft Status & Purpose of Flt, 1-31 Dec 55 (RCS: 1-AF-A1).
10. See Exhibit # 7, Figgers and Fax (command notebook).
11. Ibid.

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aircraft parts, remained about the same in December as in the previous month.[12] Category B, which includes technical services such as ordnance, engineering, signal and special hand tools in class 17B, showed a considerable increase over last month. Category A showed 89% effectiveness based on a total of 3,175 items issued of 3,793 items requested. Category B showed 86% effectiveness with 2,025 items issued of 2,550 items requested.[13] The two categories combined showed an over-all percentage effectiveness of 87.5%.

The 42d Motor Vehicle Squadron provided daily vehicle dispatch.[14]

Training committments were filled Type I and Type II loadings by the special weapons crews. Twenty-eight loadings were completed in Type I and eight loadings completed in Type II.[15]

12. 42d Sup Sqdn Unit Hist Rept, 1-31 Dec 55 (RCS: ISC-D2).
13. Ibid.
14. IAW SAC Reg 66-24, 1 Jan 55.
15. 42d Sup Sqdn Unit Hist Rept, 1-31 Dec 55.

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MAJOR PROBLEMS

Personnel Shortages

The effective manning situation for the period of 1-31 December 55 was reported by base personnel[1] on 5 January 56. Manning in required specialties showed 70.57% of 1,712 airmen assigned being effectively utilized. Bodily manned, the base (excluding wing) totalled 92.44%. The air base group, USAF Hospital and the 45th Air Division were authorized 1,852 airmen on 31 December but were 140 airmen short of filling those slots.[2]

The main reasons for not obtaining the maximum score of effectively assigned personnel was the same as in the previous months:[3] 1) skilled level airmen were being discharged and not reenlisting or reenlisting for other stations, 2) the requirement to support mandatory PCS shipments and 3) the small amount of skilled level airmen being assigned to this station--most new airmen were from basic training bases.

There was a shortage of 545 airmen in authorized AFSCs.[4] There were nine airmen transferred PCS from this station.[5] There were fifty-two airmen discharged who did not reenlist or reenlisted for another station.[6]

Action taken to alleviate the situation was to continue to upgrade all airmen who have completed OJT and have passed the Airmen Proficiency Test or the Air Force Job Knowledge Test. The number of airmen upgraded

1. IAW Base Reg 170-4, 27 Sep 55. See Exhibit # 8, "Monthly Evaluation of Operations" (effective Manning).
2. See Exhibit # 9.
3. Ref 45th Air Div Hist Repts, Jan thru Nov 55 (RCS: AF-D5).
4. See Exhibit #5.
5. File, MIL-2, ABDP, 1-31 Dec 55.
6. File, MIL-2-1, MIL-15, ABDP, 1-31 Dec 55.

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in air base group, the hospital and division during December to the 3, 5, and 7 levels were fifty-six.[7] Twenty airmen were upgraded in converted AFSCs. One hundred and eighty-eight airmen were placed on OJT to the 3, 5, and 7 levels in the above mentioned units.[8]

This action above plus the projected 125 airmen for the coming month for assignment to the Air Base Group squadrons, USAF Hospital and the 45th Air Division Headquarters, would help in the coming months to relieve the personnel shortages.

The "010" untrainable situation was again reviewed:[9] there were actually 142 airmen at the helper level who were being reflected against the over-all strength. There were 262 authorized helper level positions in the air base group squadrons, USAF Hospital and division. There were, in the air base group and hospital, 404 untrainable "010" assigned in December.

The officer situation was principally the same as November.[10] The per cent of ineffectively assigned officers was 13.0. The air base group squadrons, USAF Hospital and division headquarters were authorized 138 officers, assigned 123. These units, therefore, were 89.1% bodily manned with officers in December.

The reason for not obtaining maximum results was the 45th Air Division was short four officers, 42d Air Base Group (all units) was short 21 officers and the 4034th USAF Hospital was short six

7. File, MTL-3-1, ABDF, 1-31 Dec 55.
8. File, TNG-1, ABDF, 1-31 Dec 55.
9. See Exhibit #\.
10. Ibid.

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officers. Shortages were in such critical areas such as the air division directorate of materiel.[11]

11. Ibid.

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MISCELLANEOUS

Commanders' Bombing Competition

The Eighth Air Force Commanders' Bombing Competition was flown on 3-4 December 55. This operation, named "Honest John", was flown over selected targets in Little Rock, Arkansas and Kansas City, Missouri during the eight day competition.[1] A B-36, representing the 45th Air Division and led by Brig. Gen. William K. Martin, USAF, outscored 38 other division, wing and tactical squadron commanders.[2] The first place prize awarded the 45th Air Divison Commander was the "General Jack Roberts Trophy for Bomber-Stream Missions".[3]

1. 69th BS Unit Hist Rept, 1-31 Dec 55 (RCS: ISO-D2).
2. Article, Army, Navy, Air Force Journal, 21 Jan 56.
3. Brig. Gen. W.K. Martin.

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ROSTER OF KEY PERSONNEL

45TH AIR DIVISION

DECEMBER 1955

HEADQUATERS, 45TH AIR DIVISION:

Commander	William K. Martin (1697A)	Brig. General
Director of Pers	John B. F. Dice (899A)	Colonel
Director of Mat	Fred W. Mudell (5711A) - additional duty	Lieut. Colonel
Director of Ops	Sam L. Barr (4235A)	Colonel

42D AIR BASE GROUP:

Commander	Jackson W. Lewis (2116A)	Colonel
Deputy Commander	William W. Pannis (2466A)	Lieut. Colonel
Base Personnel Staff Officer	Fred C. Simpson (A0424142)	Lieut. Colonel
Base Materiel Staff Officer	Harry D. Terwilliger (A01549390)	Major
Base Operations Staff Officer	Edward F. Fleming (A0792825)	Major
Manpower & Organ Staff Officer	William A. Carter (3019A)	Lieut. Colonel
Base Comptroller	William B. Pequinot (A0564007)	Lieut. Colonel
Staff Judge Advocate	Carl R. Pearson (21796A)	Major
Base Chaplain	John J. Long (A0487098)	Lieut. Colonel

*Roster of Officers 45AD (RCS: 8AF-P1), 1-31 Dec 55.

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ROSTER OF KEY PERSONNEL

Info Services Staff Officer	Charles R. Hughes (A03013363)	First Lieut.
Director of Safety	Peter O. E. Bekker (A0821934)	Major
Adjutant	Frank C. Elliott (A01533548)	Captain
Comdt, Hq Sqdn	Frank L. Wrigglesworth (A0431085)	Major
Comdr, 42d Air Pol Squadron	Robert R. Love (A02[illegible]5113)	Lieut. Colonel
Comdr, 42d Instal Squadron	Ernest L. Buckley (17912A)	Major
Comdr, 42d Ops Squadron	Myron W. Graves (A0469149)	Major
Comdr, 42d Sup Squadron	Edwin C. Annis (A0747705)	Captain
Comdr, 42d Mtr Veh Squadron	Donald R. Kidd (A01038717)	Captain
Comdr, 42d Food Ser Squadron	Bertil E. Carlson (AW2201390)	WOJG

4034th USAF HOSPITAL:

Commander	James G. Langford (26348A)	Lieut. Colonel

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ABBREVIATIONS

AAF	Army Air Force
ABG	air base group
AD	air division
ADG	aviation depot group
ADDM	air division director of materiel
ADO	air division operations
ADVON	advance reconnaisance
AEC	Atomic Energy Commission
AEE	absolute essential equipment
AF	Air Force
AIO	air installations office (officer)
ARRFS	air refueling squsdron
APGC	Air Proving Ground Command
BW	bomb wing
DAF	Department of the Air Force
FY'	fiscal year
GO	general order
IAW	in accordance with
LAFB	Loring Air Force Base
MCP	military construction program
NRTS	not reparable this station
OPORD	operation order
OPLAN	operation plan
RCS	reports control system
SOP	standard operation procedure
SAC	Strategic Air Command
TDY	temporary duty
T/O	Technical order
UME	unit mission equipment
USED	U. S. Engineering Department
UK	United Kingdom
USCM	unit simulated combat mission
USAF	U. S. Air Force
WW II	World War II
WD	War Department
WCO	wing commander's office
WDM	wing director of materiel

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The information contained in this report, relative to the History of the 45th Air Division for December, 1955, was prepared and submitted under the provisions of Air Force Regulation 210-3, dated 11 March 1955, Strategic Air Command Regulation 210-1, dated 7 October 1952, and Eighth Air Force Regulation 210-1, dated 12 November 1952.

Under the provisions of Base Regulation 210-1, dated 4 April 1954, as amended,* organizations of the 45th Air Division submitted information contained in these reports, plus information from various other sources--the Loring AFB weekly publication, the Limelite, files of the 45th Air Division and personal interviews with key personnel of the base--was used to compile an outline of important division activities that occurred during the reporting period. This outline served as the basis to the final preparation of the narrative portion of this history. Pertinent supporting documents were made available by all agencies of the base.

Final preparation of the history concerned more extensive coverage of the above-mentioned reference materiel. The narrative portion of the history underwent periodic checks during the preparation to insure accuracy of facts and reporting.

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*Base Supplement - 1 to 8th AFR 210-1 being prepared.

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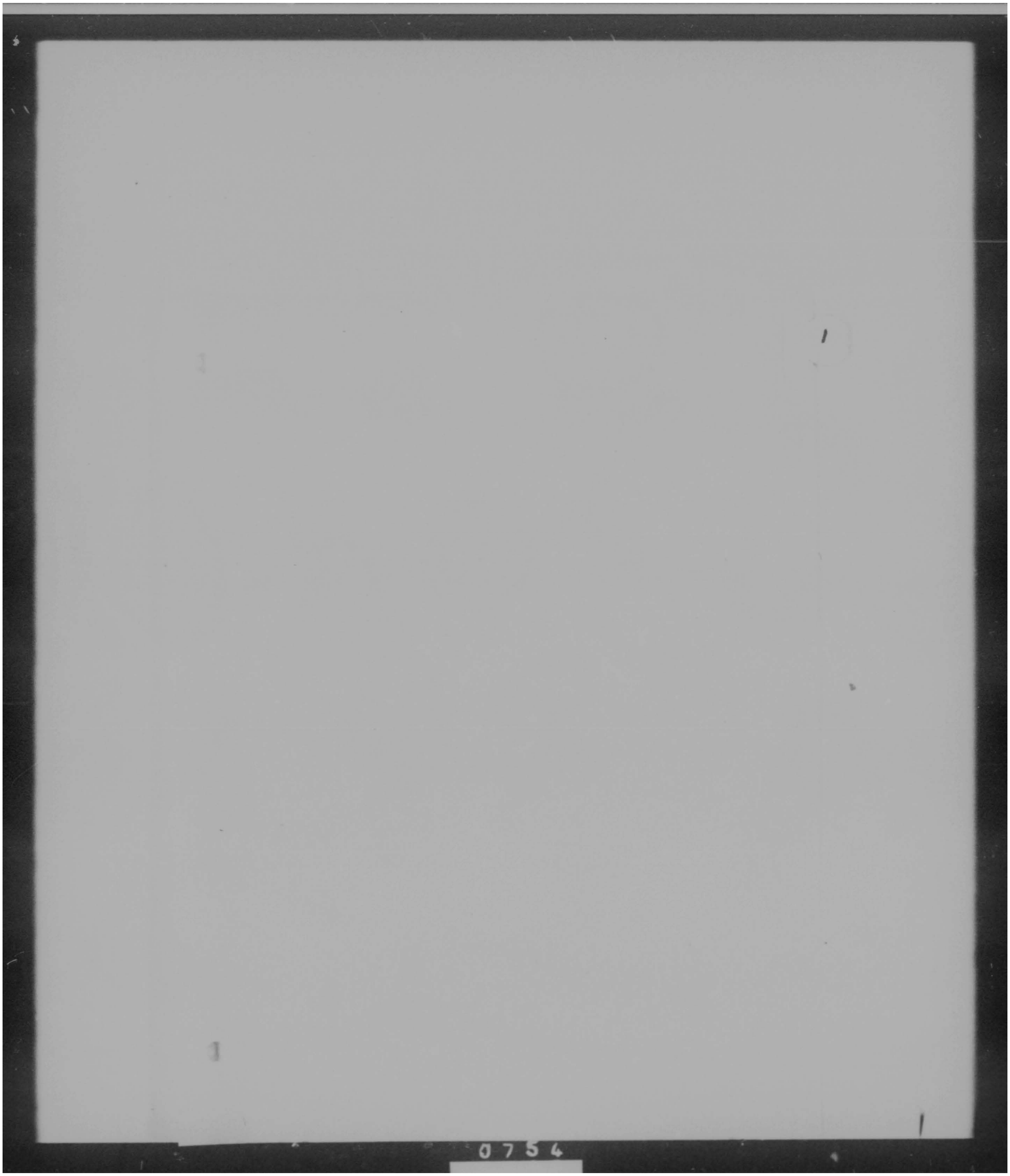

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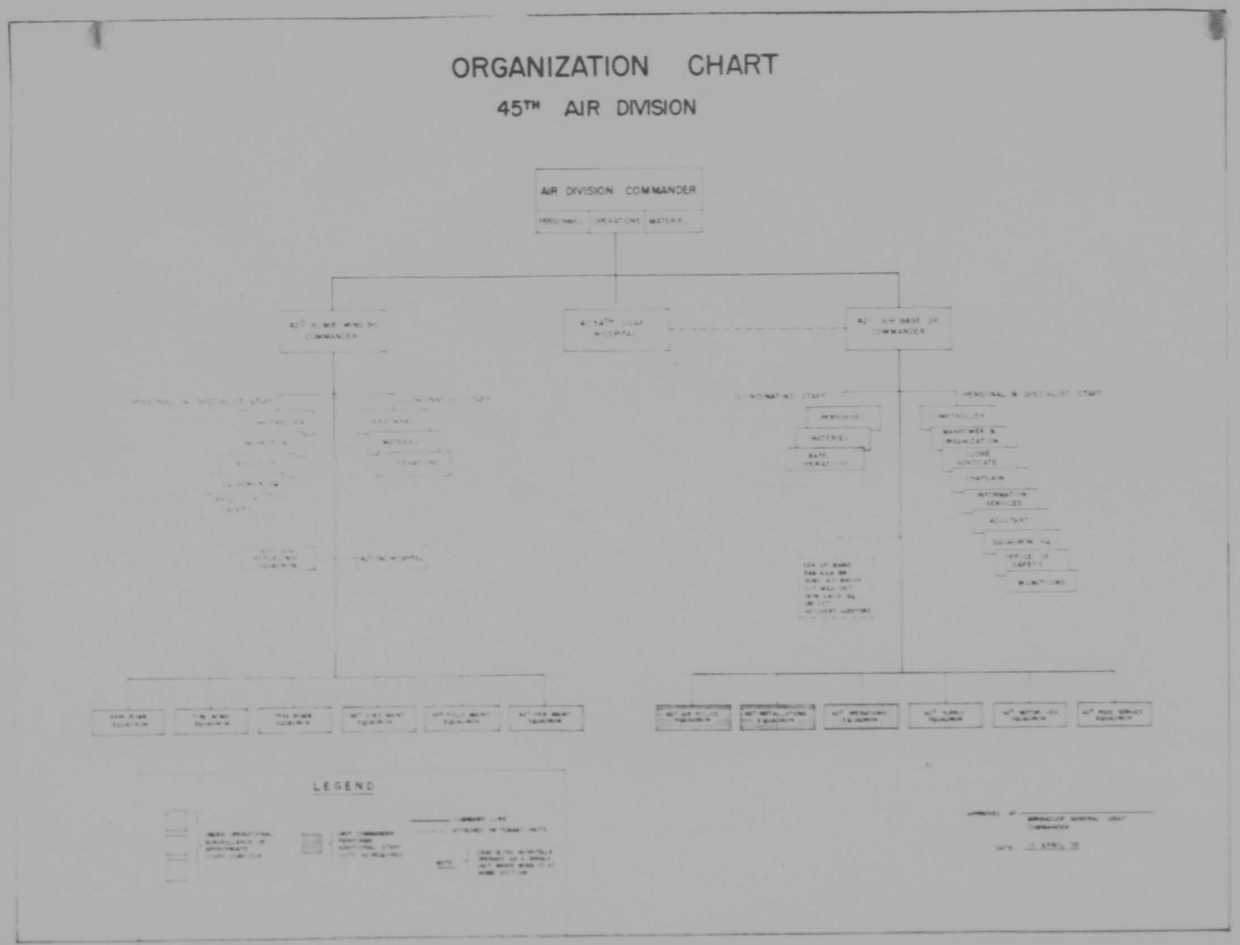

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE: 2 December 55

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PRD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PRD
HQ 45TH AIR DIVISION	10	10	0	7	7	10	0	4
HQ 42D BOMB WING	47	52	0	47	126	113	0	110
69TH BOMB SQUADRON	109	90	0	85	229	194	0	178
70TH BOMB SQUADRON	109	99	0	91	229	215	0	209
75TH BOMB SQUADRON	109	98	0	98	229	201	0	200
42D FIELD MAINT SQUADRON	8	8	0	8	654	533	0	423
42D PER MAINT SQUADRON	5	6	0	5	247	177	0	146
42D A & E MAINT SQUADRON	12	9	0	8	303	387	0	319
42D AIR REFUELING SQUADRON	100	106	0	93	250	209	0	199
TOTAL	509	478	0	442	2274	2039	0	1788
42D TACTICAL HOSPITAL	36	28	0	25	137	118	0	107
4034TH USAF HOSPITAL	16	18	0	17	19	14	4	17
TOTAL	52	46	0	42	156	142	4	124
HQ 42D AIR BASE GROUP	59	59	0	50	267	298	1	277
42D OPRS SQUADRON	11	9	0	8	161	176	13	163
42D SUPPLY SQUADRON	18	14	0	11	345	280	0	252
42D MOTOR VEHICLE SQUADRON	4	4	0	4	192	158	0	133
42D AIR POLICE SQUADRON	10	6	0	5	342	261	0	188
42D FOOD SERVICE SQUADRON	4	2	0	2	266	210	10	196
42D INSTLS SQUADRON	6	7	0	7	273	233	1	210
824TH AIR FORCE BAND	1	0	0	0	19	16	0	16
TOTAL	113	101	0	87	1865	1632	25	1435
BASE GRAND TOTAL	674	625	0	571	4295	3813	29	3347

OFFICER NAME, GRADE (Typed): ROBERT RAPPAPORT, CAPT., USAF

SIGNATURE (Officer): Robert Rappaport

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE MAINE — DATE: 21 December 55

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PRO	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PRO
HQ 45TH AIR DIVISION	10	7	0	5	7	14	0	5
HQ 42D BOMB WING	47	53	0	46	126	126	0	117
69TH BOMB SQUADRON	109	97	0	85	229	202	0	182
70TH BOMB SQUADRON	109	94	0	76	229	213	0	172
75TH BOMB SQUADRON	109	99	0	85	229	196	0	184
42D FIELD MAINT SQUADRON	8	9	0	9	654	531	0	391
42D PER MAINT SQUADRON	5	5	0	5	247	167	0	131
42D A & E MAINT SQUADRON	12	9	0	7	303	380	0	270
42D AIR REFUELING SQUADRON	100	104	0	84	250	207	0	181
TOTAL	509	477	0	402	2274	2036	0	1614
42D TACTICAL HOSPITAL	36	28	0	19	137	115	0	101
6034TH USAF HOSPITAL	16	18	0	17	19	14	3	16
TOTAL	52	46	0	36	156	129	3	117
HQ 42D AIR BASE GROUP	59	60	0	49	267	304	1	248
42D OPRS SQUADRON	11	8	0	7	161	185	13	140
42D SUPPLY SQUADRON	18	14	0	10	345	302	0	231
42D MOTOR VEHICLE SQUADRON	4	4	0	4	192	175	0	126
42D AIR POLICE SQUADRON	10	5	0	4	342	278	0	159
42D FOOD SERVICE SQUADRON	4	2	0	2	266	210	0	172
42D INSTLS SQUADRON	6	7	0	6	203	241	0	191
524TH AIR FORCE BAND	1	0	0	0	19	16	0	15
TOTAL	113	100	0	82	1865	1711	14	1282
ASE GRAND TOTAL	674	623	0	438	4295	3876	17	3013

OFFICER NAME GRADE (Typed): ROBERT RAPPAPORT, CAPT., USAF

SIGNATURE (Official): Robert Rappaport

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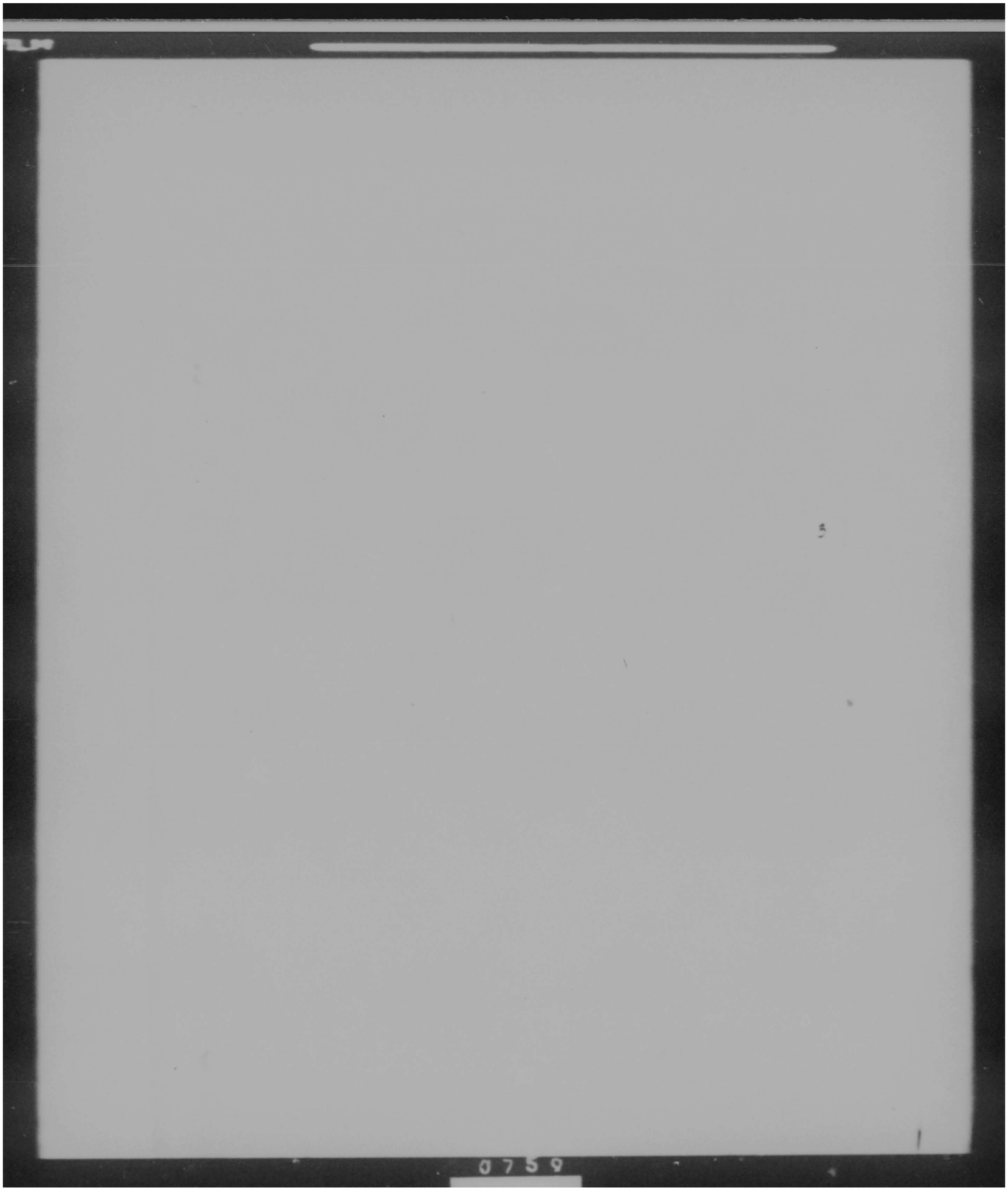

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

ADO 8 December 1955

SUBJECT: (Unclassified) Loring Air Force Base Staging Support for 6 December 1955 through 15 January 1956

TO: See Distribution

1. The following information concerning staging support requirements and proposed unit missions is submitted for your information and necessary action. This information should be used for planning purposes only. (U)

2. The 42d Bombardment Wing will be required to furnish the following: (U)

a. Twenty B-36 aircraft, 12 December 1955, for participation in operation "Pace Setter".

b. Twenty KC-97 aircraft for return to Loring, on 27 - 28 December 1955, operation "Saint Nick".

c. Thirty KC-97 sorties, 5 - 11 January 1956, in support of operation "Sword Play".

3. Loring Air Force Base will be required to provide base support and facilities for the following operations: (U)

a. One B-47 aircraft of the 340th Bombardment Wing, on 12 December 1955, for 96 hours TDY for special training.

4. Loring Air Force Base may be required to provide base facilities and support for the following overflies:

a. Forty-eight KC-97 aircraft of the 42d and 420th Air Refueling Squadrons, and forty-five B-47 aircraft of the 96th Bombardment Wing, on 13 December 1955, operation "Water Test".

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Hq 43th AD, Loring AFB, Limestone, Me, ADO, Subject: (U) Loring AFB Staging Support for 8 December 1955 through 15 January 1956

b. One hundred (total) KC-97 aircraft of the 43d, 44th, 71st, 310th and 380th Air Refueling Squadrons, during the period 27 through 30 December 1955, operation "Saint Nick".

c. Ninety B-47 aircraft of the 19th and 303th Bombardment Wings, ninety KC-97 aircraft of the 310th and 380th Air Refueling Squadrons and 4060th Air Refueling Wing, and three C-121C support aircraft, during the period 5 through 11 January 1956, operation "Sword Play".

BY ORDER OF THE COMMANDER:

Frank C. Elliott
FRANK C. ELLIOTT
Captain, USAF
Adjutant

DISTRIBUTION:
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ADO - 1
ADF - 1
ADI - 1
ADL - 2
ADOO - 1
ADM - 1
ADU - 1
ADT - 1
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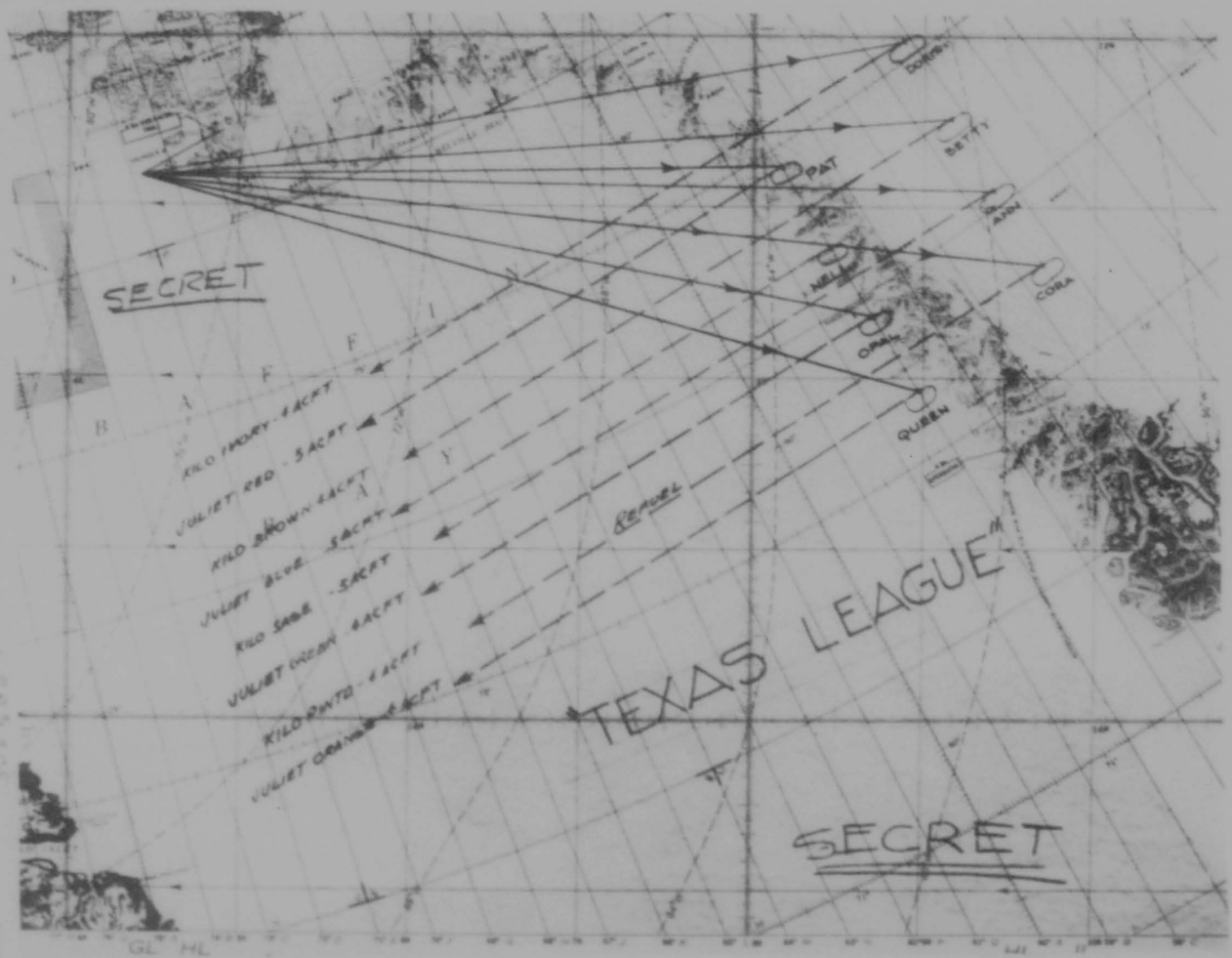

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51 31 Dec 55 Loring AFB, Maine

0236-311	COMM. GCOM. NEC BLDG #1A	SF	14,500	373	4	7/4	7/4	89	10/5		
0238-311	COMM. GCOM. TRAN BLDG #1A	SF	18,500	987	4	7/4	7/4	97	10/5		

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52 31 Dec 55 Loring AFB, Maine

A165-400	APRON, PARKING, STUB, MV	SY	196,175	5,878	4	4/4	5/4	98			
A713-230	TAXIWAY, APRN, ACCESS MV	SY	48,766	Incl above	4	4/4	5/4	98			
A716-230	TAXIWAY, DISPERSAL MV	SY	65,022	Incl above	4	4/4	5/4	98			
E314-100	MANGAR, FLD MAINT, N/S (D.C.)	SF	211,984	1,954	4	7/3	7/3	99			
J468-400	RELOCATION OF MIX PLANTS	LS		277	4	4/5	3/5	100	9/5		
S610-000	ORDNANCE EQUIP, SHOP (AAA)	SF	5,800	108	4	12/4	2/5	99	9/5		

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PROGRAM STATUS REPORT MCP FY53 DATE 31 Dec 55 BASE Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	ST	CONTR AFD	CONST START	% COMP	SOC EST	SOC ULAF	SOC ON SOC
A416-400	PAD, A/C, WARMUP, HOLD, HV	SY	57,000	430	4	4/5	6/5	33	12/6		
C967-400	LIGHT, AFLD, TAXIWAY	FT	8,300	99	4	8/3	8/3	88	11/5		
J195-0001	ELE PRIMARY PLNT (ADDN)	KW	2,500	1,129	4	4/3	12/5	100	12/5		

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PROGRAM STATUS REPORT MCP FY 55 DATE 31 Dec 55 BASE Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	ST	DOWNTOWN START	CONST START	% COMP	BOQ		DD 1391
A312-330	HARDSTAND, CARIB, HV, A/C	SY	15,900	207	4	4/5	5/5	11	12/6		
A412-400	PAD, A/C, ELEST, HV	SY	10,000	29	4	4/5	9/5	100	12/5	11/5	
A618-222	RUNWAY, PRIMARY EXT, HV (2100 ft)	SY	70,000	1,322	4	4/5	5/5	91	12/5	11/5	
A656-800	STBL, SHLDR, TAXIWAY	SY	124,000	492	4	4/5	5/5	99	11/5	11/5	
A718-230	TAXIWAY, PRIMARY, HEAVY	SY	19,670	323	4	4/5	6/5	45	12/6	11/5	
B323-3005	HYDRANT, FUELING, STD, MODIF	EA	6	193	4	5/5	7/5	87	12/5		
B394-340	PIPELINE, L/FUEL, 8 INCH	FT	13,100	133	4	5/5	7/5	87	12/5		
B464-100	PUMP, LIQUID FUEL	EA	1	10.5	4	5/5	9/5	87	12/5		
B530-000	PUMP, STATION	SF	289	4.8	4	5/5	9/5	87	12/5		
C614-000	GCA FIXED (TURNTABLE)	EA	1	10	3						
C965-400	LIGHTING, RUNWAY, HI-INT	FT	2,100	31	4	4/5	7/5	77	7/6	7/6	
C967-400	LIGHT, AFLD, TAXIWAY	FT	3,328	47	4	4/5	9/5	39	12/6		
C850-000	TACAN FACILITY	EA	1	7	3						
E317-300	HANGAR, NOSE/WG, M/P, STD (ARS)	SF	46,860	718	4	12/4	5/5	85	11/5		
E317-300	HANGAR, NOSE/WG, M/P, STD (9 EA)	SF	211,590	3,618	4	12/4	5/5	93	9/6		
E677-100	SHOP, MAINT, ORGNL, M/S (ARS)	SF	5,760	60	4	3/5	5/5	93	11/5		
J000-000	UTILITIES (11 HANGARS)	LS		716	4	3/5	5/5	98	11/5		
J210-000	FIRE PROTECTION SYSTEM	LS		27.5	3						
J310-000	HEATING FACILITIES	LS		534	4	6/5	7/5	46	9/6		
J647-000	ROAD (ARS)	MI	0.2	10	4	7/5	5/5	96	11/5		
K315-700	LAND BASE R/W TCN	AC	3	3	3						
K317-400	LAND OWN FEE PURCH TCN	AC	.25	1	3						
N754-100	SUP & ISSUE, ORGN, HLDG, M/S(ARS)	SF	5,760	60	4	2/5	5/5	93	11/5		
N852-311	WHSE, SUPP, BASE #1 (ARS)	SF	40,000	266	4	4/5	6/5	81	12/5		
P312-400	CLUB, AIRMEN, HLDG	SF	17,712	290	4	4/5	8/5	90	12/5		

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55 31 Dec 55 Loring AFB, Maine

R386-313	FIRE STA #1C (3 STALL)	SF	4,796	136	4	1/5	6/5	85	11/5	
S712-400	PRKMT, SHOP, BASE, BLDG	SF	7,750	193	4	2/5	5/5	98	12/5	

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	56		31 Dec 55					Loring AFB, Maine		
A618-0005	RUNWAY, PRIMARY	SY	33,334	130	2	4/2	8/55	99	12/5	
B131-112	BULK AVGAS TANK, N/S UG	BL	1,190	33	3	1/6		1	8/6	
B135-000	BULK STORAGE, JET FUEL	BL	25,000	100	2	12/5		4	8/6	
B227-000	FILL STAND, TRUCK	EA	1	3	3					
C654-000	ILAS MARKERSTAND	LS		33	2					
C656-000	ILAS MIDDLE MARKER	LS		17	2					
C658-000	ILAS OUTER MARKER	LS		234	2					
E317-3005	HANGAR, NOSE/WG, M/P, STD	SF	226,160	960	3	2/5		2	11/6	
G311-0005	DORMITORY, AIRMAN (STORM WINDOWS)	LS		185	3	9/5			4/56	
J562-600	PARK, VEHICLE, ADM, PVD	SY	13,750	108	3	4/6		5	8/6	
J951-000	GARBAGE INCINERATOR	EA	1	130	3	2/5		1	12/6	
K716-000	LAND, FEE, PURCHASE	AC	5	42	1	3/6			3/6	
K668-000	LAND, EASEMENT, RIGHT WAY	AC	10	8	1	3/6			3/6	
P273-330	CHAPEL, BASE #3 (300) SE	SF	6,988	206	3	12/5		3	2/7	
P275-300	CHAPEL, RD. WING, BLDG #2	SF	3,375	86	3	10/5			11/6	
P317-330	CLUB, NCO, BLDG #3	SF	14,330	257	3	12/5		5	12/6	
P673-400	BCTN, FIELD HOUSE, BLDG	SF	33,600	592	3	1/6		5	4/7	
R743-330	POST OFFICE, CENTRAL #3	SF	3,800	102	3	12/5		5	12/6	
R836-340	SCTY, GUARD HOUSE #4	SF	4,100	90	3	12/5		5	11/6	
S212-0001	AUTO MAINT. SHOP, BASE	SF	9,600	167	3	1/6		3	11/6	

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57 31 Dec 55 Loring AFB, Maine

14-457	OPERATIONS, SQUADRON	SF	15,404	267	2						
17-232A	FLIGHT SIMULATOR TNG.	SF	4,744	477	2						
17-712	TARGET INTEL. TRAINING	SF	9,000	216	2						
21-426R	AUTO STORAGE, HEATED	SF	14,400	193	2						
21-427	AUTO STORAGE, OPEN	SY	13,000	104	2						
61-241	HQS, BASE UNIT, A/POLICE	SF	2,112	58	2						
71-431	GARAGE, FAM, MSG, AIRMEN	UN	160	180	2						
71-432	GRGE, F/MSG, OFFICERS	UN	76	85	2						
74-275A	COMMISSARY STORE	SF	9,052	195	2						
74-388A	EXCHANGE, SALES STORE	SF	13,340	267	2						
74-544	LIBRARY, NON-TECHNICAL	SF	5,991	109	2						
74-618A	OPEN MESS, OFFICERS	SF	9,500	222	2						
12-123	HYDRANT FUELING SYSTEM	EA	6	60	2						
41-131	STORAGE, BASE AVFUEL	BL	110,000	380	2						

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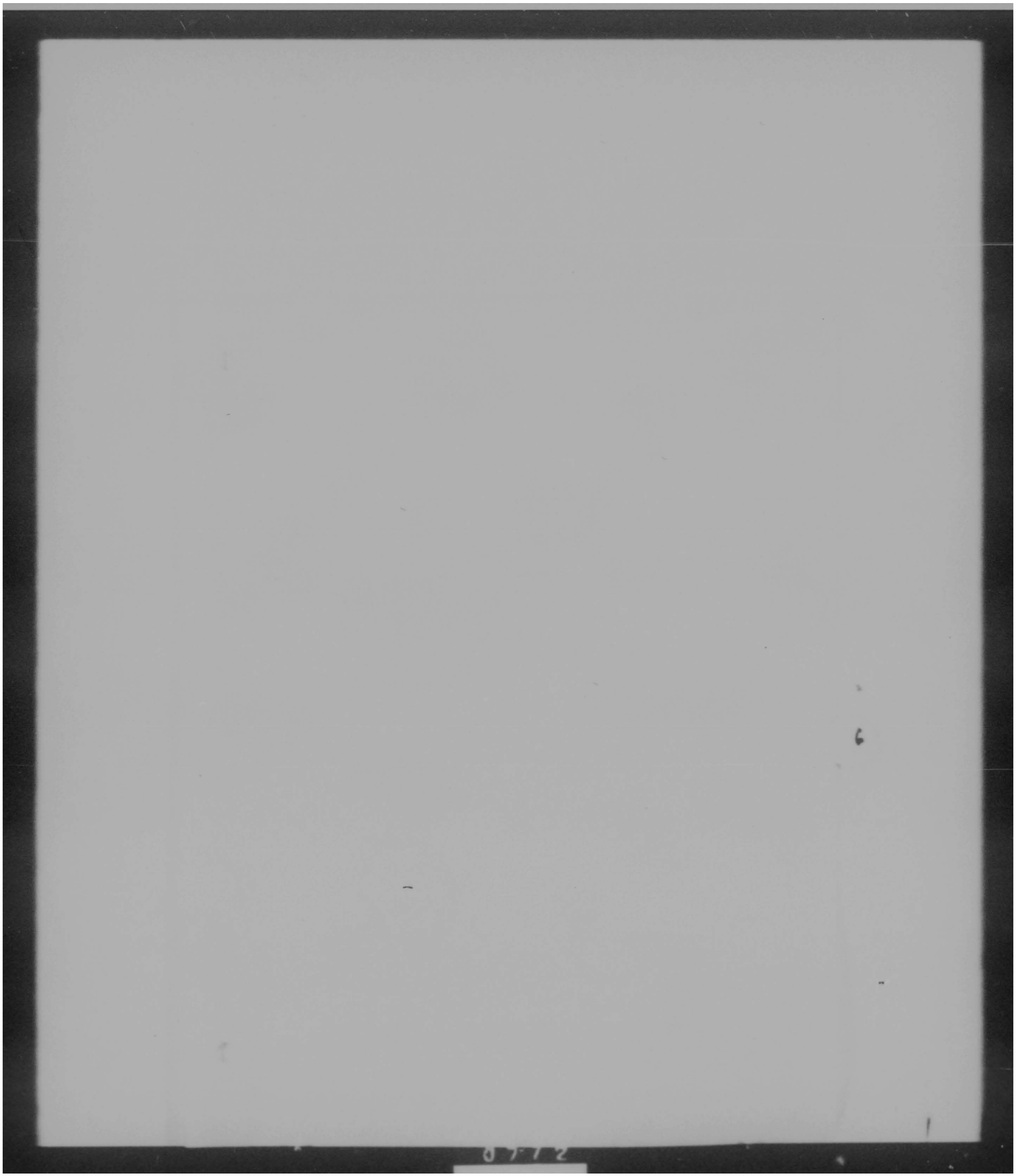

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REPORT OF AIRCRAFT STATUS AND PURPOSE OF FLIGHT

REPORTS CONTROL SYMBOL 1-AF-41

SAC | SAF | 42d Bomb Wing | Loring AFB | AS OF 31 December 1955

PART I

B-36D	CC	9	7163	5099	290	208	1564		22
B-36H	CC	12	8961	6921	180	473	1127		38
B-36J	CC	8	6052	3386	301	1498	867		18
KC-97G THULE	C	0	13037	9553	940	280	2250		96
KC-97G Loring	CC	22	3331	2366			965		1
C-119C	CP	1	744	480		120	144		11

PART II

B-36D	CC	230			7	237
B-36H	CC	394			20	414
B-36J	CC	223			5	228
KC-97G THULE	CC	585			20	605
KC-97G LORING	CC				5	5
C-119C	CP			22	1	23

AF 110a

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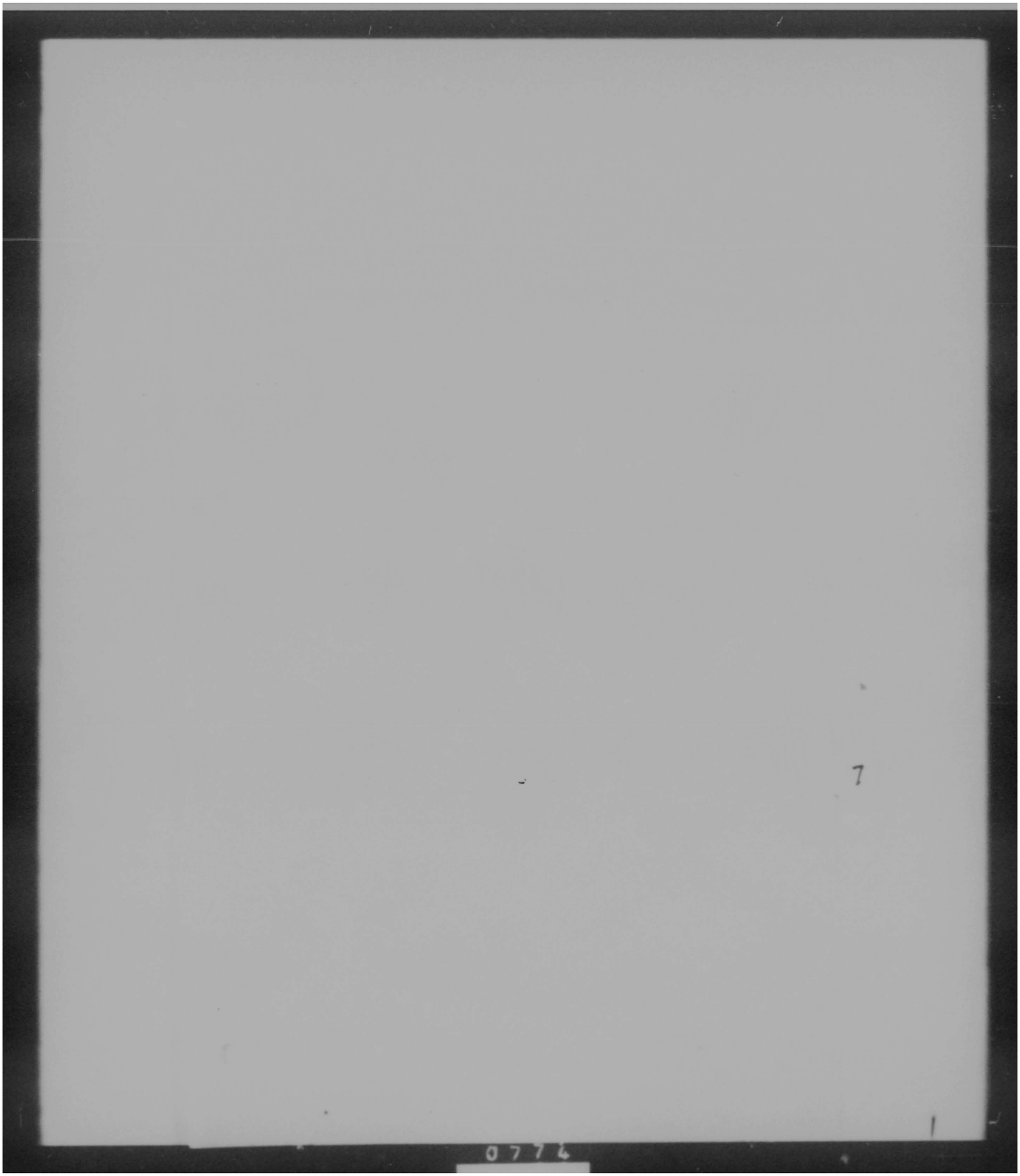

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I N D E X

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2.	Flying Time	1 Page
3.	Aircraft Commission Status	2 Pages
4.	Base Supply Effectiveness	1 Page
5.	Status of Motor Vehicles	1 Page
6.	Housing Status	1 Page
7.	Incidents	4 Pages
8.	Ground Safety	3 Pages
9.	Separations vs Reenlistments	1 Page
10.	Comptroller	6 Pages

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FLYING SAFETY

	JUL	AUG	SEP	OCT	NOV	DEC
PRIMARY AIRCRAFT:				1596		
Hours Flown	1691	1792	1629	1665	1295	1189
Major Accidents	0	0	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	0	0	0	0	0
ADMINISTRATIVE AIRCRAFT:						
Hours Flown	434	445	366	423	338	260
Major Accidents	0	0	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	0	0	0	0	0

SOURCE: Flying Safety Office, HCS: 1-AF-A1

FLYING SAFETY

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FLYING TIME

	JUL	AUG	SEP	OCT	NOV	DEC
B-25	113	115	96	110	103	50
C-45	110	95	52	72	10	48
C-47	171	127	156	145	161	111
C-119	43	73	24	43	35	23
H-19	47	35	38	51	29	28
TOTAL	434	445	366	423	338	260

SOURCE: RCS: 1-AF-A1

		JUL	AUG	SEP	OCT	NOV	DEC
69th	Prog	350	300	355	327	301	331
	Act	351	306	335	353	241	284
	Acft	35	28	30	29	22	26
70th	Prog	334	303	365	358	320	314
	Act	374	304	344	377	274	324
	Acft	34	28	32	33	27	32
75th	Prog	397	300	380	361	340	271
	Act	360	313	321	384	273	270
	Acft	33	28	29	36	23	30
B-36	Prog	1081	903	1100	1036	964	916
	Act	1085	923	1000	1114	788	879
ARS	Prog	613	474	997	450	997	600
	Act	606	469	629	432	326	610
	Acft	29	22	30	20	20	28
TOTAL							
	Prog	1694	1377	1697	1486	1961	1516
	Act	1691	1392	1629	1546	1217	1489

FLYING TIME

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AIRCRAFT COMMISSION STATUS
2ND BOMBARDMENT WING (H)

B-36s

	JUL	AUG	SEP	OCT	NOV	DEC
Hours on Hand	23901	24552	23760	16023	20648	22116
Hours in Commission	18181	18507	17573	10908	15208	15406
Rate	76	75	74	68	74	70
Hours Out of Commission	5720	6045	6187	5115	5440	6710
Rate	24	25	26	32	26	30
Hours AOCP	33	91	204	378	185	620
Rate	0	0	1	3	1	3
Hours AOGM	2668	3128	3352	3072	4342	3911
Rate	11	13	14	19	21	17
Hours Other Time	3019	2826	2731	1666	933	2179
Rate	13	12	11	10	4	10
Average Aircraft Possessed	32.1	33	33	32	31.6	29.9

SOURCE: MCS: 1-AF-A1

AIRCRAFT COMMISSION STATUS

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AIRCRAFT COMMISSION STATUS

	69th Bm Sq		70th Bm Sq		75th Bm Sq		42d ABS	
	NOV	DEC	NOV	DEC	NOV	DEC	NOV	DEC
Hours on Hand	7920	8579	6374	8018	6394	5519	15840	16368
Hours in Commission	5057	5581	4993	5891	5158	3934	9094	11919
Rate	64	65	78	73	81	71	57	73
Hours Out of Commission	2863	2998	1381	2127	1236	1585	6746	4449
Rate	36	35	22	27	19	29	43	27
Hours AOCP	41	163	144	373	0	84	1644	945
Rate	0	2	2	5	0	2	11	6
Hours AOCM	2378	1714	978	1377	986	820	4792	3215
Rate	30	20	16	17	15	15	31	19
Hours Other Time	444	1121	259	377	250	681	310	289
Rate	6	13	4	5	4	12	1	2
Average Aircraft Possessed	11	10.8	10	10.0	10.6	9.0	22	22

SOURCE: RCS: 1-aF-A1

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BASE SUPPLY EFFECTIVENESS

	JUL	AUG	SEP	OCT	NOV	DEC
Depot Supply Action	73	70	72	74	76	68
Base Supply Action	71	69	81	78	85	88
Reparable Action	100	97	98	94	88	94
Stock Record Cards	25713	22894	21337	23097	22954	17670
Line Items Processed	28600	29859	21320	19698	21785	13360
Percent Inventory Taken	18	35	51	61	84	100
Percent Inventory Error	6.7	5/6	5	4	5	6
Line Items in LP Store	6700	6650	6650	6655	6666	6665
Line Items Issued LP Store	1722	1754	2044	1904	1635	1480
Pipeline Time - Days						
GSA Store Items	28	20	31	46	59	82
GSA Supplies	35	17	33	47	43	46
Local Purchase	21	19	23	35	43	40

SOURCE: RCS: AF-81

BASE SUPPLY EFFECTIVENESS

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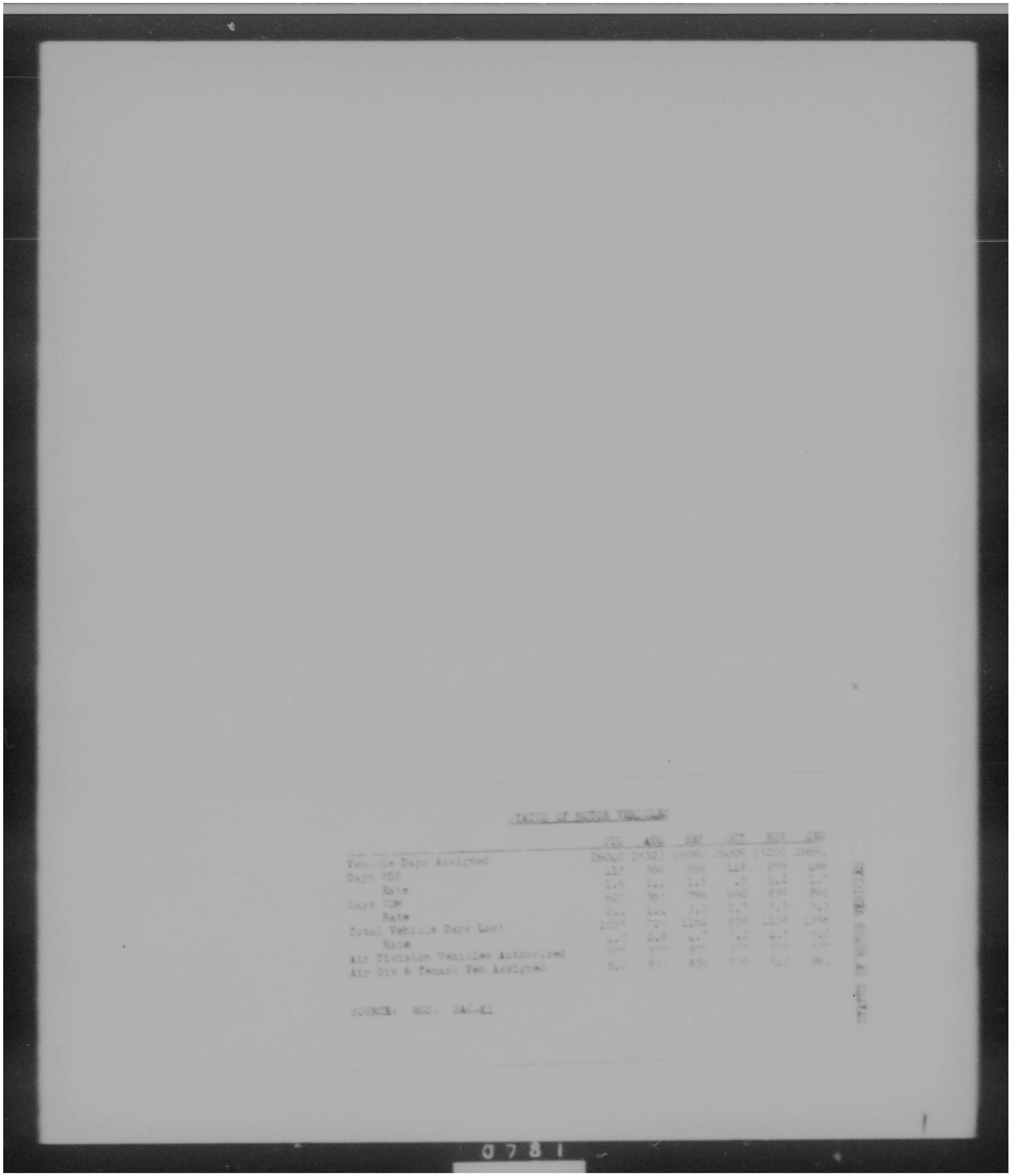

STATUS OF MOTOR VEHICLES

	JUL	AUG	SEP	OCT	NOV	DEC
Vehicle Days Assigned	26040	25323	25080	26009	25200	26691
Days VDP	413	366	366	148	299	466
Rate	1.6	1.4	1.3	.5	1.2	1.7
Days VDM	620	363	796	690	839	890
Rate	2.4	1.4	3.2	2.7	3.3	3.3
Total Vehicle Days Lost	1033	729	1162	838	1138	1356
Rate	4.0	2.8	4.7	3.2	4.5	5.0
Air Division Vehicles Authorized	577	577	577	577	577	577
Air Div & Tenant Veh Assigned	840	833	836	839	840	861

SOURCE: RCS: SAC-K1

STATUS OF MOTOR VEHICLES

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HOUSING STATUS

	OCT	NOV	DEC
Spaces Available	5303	5303	5303
Spaces Occupied	2908	2650	2846
Family Housing			
Officer:			
Completed	80	80	80
Occupied	21	27	30
Airmen:			
Completed	160	160	160
Occupied	186	172	195

* A portion of the Officer's Housing Area is being used to house Airmen families on a temporary basis.

	OCT	NOV	DEC
Wherry-Officers:			
Completed	520	510	510
Occupied	408	492	500
Wherry-Airmen			
Completed	940	940	940
Occupied	976	962	944
Local Area:**			
Officers	59	55	55
Airmen	800	329	360
Civilians	432	487	440

**Includes 549th AAA & 1060th

SOURCE: RCS: 1-AF-21, Base Housing Office

HOUSING STATUS

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INCIDENTS

	JUL	AUG	SEP	OCT	NOV	DEC
Traffic Accidents (Military & Civilian):	8	4	10	6	6	15
On Base	6	5	10	1	6	8
Off Base						
Traffic Violations (Military & Civilian):	34	30	25	42	40	41
On Base	76	50	60	33	26	28
Off Base	0	0	0	0	0	0
Security Violations	0	1	0	1	1	0
Serious Crimes	2	1	1	15	0	0
Drunk and Disorderly	0	1	0	0	0	1
Insubordinate Conduct	0	0	0	2	1	1
Larceny, Housebreaking, Burglary, & Robbery						

SOURCE: NCS; AF-17

INCIDENTS

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COURTS MARTIAL

	OCT	NOV	DEC
Hq 42d BW	0/0/0	0/0/0	0/0/0
69th Bm Sq	0/0/0	0/0/0	0/1/0
70th Bm Sq	0/0/0	0/0/0	0/0/0
71st Bm Sq	0/0/0	0/0/0	0/0/0
42d FMS	0/0/0	0/0/0	0/0/0
42d FMS	0/0/1	0/0/2	1/0/1
42d AAB Sq	0/0/1	0/0/1	0/2/1
42d TAC Hosp	0/0/0	0/1/2	0/0/0
42d ARS	0/1/0	0/0/0	0/0/0
TOTAL	0/1/2	0/1/5	1/1/2

	OCT	NOV	DEC
Hq 49th AF	0/0/0	0/0/0	0/0/0
Hq 42d AB Gp	0/0/0	0/0/2	0/1/0
42d Opns Sq	0/0/0	0/1/0	0/0/1
42d Supp Sq	0/1/0	0/0/0	0/0/1
42d Mtr Veh Sq	0/0/0	0/0/0	0/0/0
42d AF Sq	0/0/0	0/1/1	0/1/2
42d Fd Sv Sq	0/0/1	0/1/1	0/0/1
42d Inst Sq	0/0/0	0/0/0	0/1/0
401st Hosp	0/0/0	0/0/0	0/0/0
42d th Band	0/0/0	0/0/0	1/0/0
TOTAL	0/1/1	0/3/4	0/4/5

SOURCE: Judge Advocate General / Special Summary

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VENEREAL DISEASE

	JUL	AUG	SEP	OCT	NOV	DEC
Hq 42d BW	0	0	0	0	0	0
[illegible]th Bm Sq	0	0	0	1	2	1
[illegible]th Bm Sq	0	0	0	0	1	0
75th Bm Sq	0	3	0	1	1	2
42d FMS	0	0	0	2	0	1
42d FMS	0	0	1	1	2	0
42d AAE Sq	0	0	0	0	2	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	0	0	1	0	0
TOTAL	0	3	1	6	8	4

	JUL	AUG	SEP	OCT	NOV	DEC
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	0	1	1
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	0	1	1	1	1	0
42d Mtr Veh Sq	0	0	1	1	0	0
42d AP Sq	0	0	0	0	1	0
42d Fd Sv Sq	1	2	0	0	0	2
42d Inst Sq	0	0	0	0	3	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	1	4	2	2	6	3

SOURCE: Preventive Medicine Office

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A W O L 'S

	JUL	AUG	SEP	OCT	NOV	DEC
Hq 42d BW	1	0	0	0	0	0
69th Bm Sq	0	3	1	0	0	0
70th Bm Sq	0	0	0	0	0	0
75th Bm Sq	0	0	2	0	1	0
42d PMS	0	0	0	0	0	0
42d FMS	1	0	0	0	2	1
42d A&E Sq	0	0	2	0	0	0
42d TAC Hosp	1	0	0	1	0	0
42d ARS	0	0	0	1	0	0
TOTAL	3	3	5	2	3	1

	JUL	AUG	SEP	OCT	NOV	DEC
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	1	1	0	2	1	0
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	1	1	0	0	0	0
42d Mtr Veh Sq	0	0	0	0	0	0
42d AP Sq	0	1	0	3	1	2
42d Fd Sv Sq	3	1	3	1	0	3
42d Inst Sq	1	1	0	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	6	5	3	6	2	5

SOURCE: Provost Marshal

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GOVERNMENT VEHICLE ACCIDENTS

	JUL	AUG	SEP	OCT	NOV	DEC
Hq 42d BW	0	0	0	0	0	0
69th Bm Sq	0	0	0	0	0	0
70th Bm Sq	0	0	0	0	0	0
75th Bm Sq	0	0	0	0	0	0
42d FMS	0	0	0	0	0	0
42d FMS	0	0	0	0	0	0
42d A&E Sq	0	0	0	0	0	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

	JUL	AUG	SEP	OCT	NOV	DEC
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	0	0	0
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	0	0	0	0	0	0
42d Mtr Veh Sq	0	0	0	0	1	1
42d AP Sq	0	0	1	0	0	0
42d Fd Sv Sq	0	0	0	0	0	0
42d Inst Sq	0	0	0	1	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	0	0	1	1	1	1

SOURCE: Ground Safety Office

GROUND SAFETY

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MILITARY PERSONNEL INJURIES

	JUL	AUG	SEP	OCT	NOV	DEC
Hq 42d Bm Wg	0	0	1	0	0	0
69th Bm Sq	0	0	0	0	1	1
70th Bm Sq	0	1	0	2*%	0	0
75th Bm Sq	0	0	0	0	0	0
42d PMS	0	0	0	0	0	0
42d FMS	3	1	1	0	2	0
42d A&E Sq	1	1	0	0	0	0
42d TAC Hosp	1	1	0	0	0	0
42d ARS	2	0	1	0	0	1
TOTAL	7	4	3	2	3	2

	JUL	AUG	SEP	OCT	NOV	DEC
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	0	0	0
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	1	0	0	0	0	0
42d Mtr Veh Sq	0	0	0	0	0	1
42d AP Sq	2	0	1	0	0	1**
42d Fd Sv Sq	0	1	0	0	2*	1
42d Inst Sq	1	1	0	1	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	4	2	1	1	2	3

SOURCE: Ground Safety Office

** Includes one fatality
*% Includes one fatality
* Includes two fatalities

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SAFETY FILM

CIVILIAN PERSONNEL INJURIES

	JUL	AUG	SEP	OCT	NOV	DEC
Hq 42d Bm Wg	0	0	0	0	0	0
69th Bm Sq	0	0	0	0	0	0
70th Bm Sq	0	0	0	0	0	0
75th Bm Sq	0	0	0	0	0	0
42d FMS	0	0	0	0	0	0
42d FMS	0	0	0	0	0	0
42d A&E Sq	0	0	0	0	0	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

	JUL	AUG	SEP	OCT	NOV	DEC
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	0	0	0
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	0	0	0	0	0	0
42d Mtr Veh Sq	0	0	0	0	0	0
42d AP Sq	0	0	0	0	0	0
42d Fd Sv Sq	0	0	0	0	0	0
42d Inst Sq	0	0	0	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

SOURCE: Ground Safety Office

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SEPARATIONS vs REENLISTMENTS

	JUL	AUG	SEP	OCT	NOV	DEC
Hq 42d BW	6/2	4/1	2/2	3/1	2/0	3/0
69th Bm Sq	16/2	16/6	8/3	5/2	11/0	11/3
70th Bm Sq	4/0	8/2	6/2	14/7	11/1	14/4
75th Bm Sq	14/4	16/9	13/12	10/4	13/1	13/4
42d PMS	3/1	10/3	14/0	8/0	2/1	13/2
42d FMS	14/2	17/6	21/9	34/12	24/4	33/8
42d A&E Sq	10/1	7/2	8/1	6/2	3/1	7/3
42d TAC Hosp	10/3	8/3	11/3	7/1	7/2	6/4
42d ARS	2/0	5/3	2/1	5/2	4/0	2/0
TOTAL	79/15	85/33	77/10	91/35	92/31	102/30

	JUL	AUG	SEP	OCT	NOV	DEC
Hq 45th AD	0/0	1/0	0/0	0/0	0/0	0/0
Hq 42d AB Gp	20/9	12/2	17/4	7/2	6/3	19/5
42d Opns Sq	7/1	12/7	4/1	5/0	5/2	12/1
42d Supp Sq	12/3	8/3	12/1	13/4	11/2	10/6
42d Mtr Veh Sq	25/3	10/3	11/6	13/3	21/5	11/3
42d AP Sq	13/4	10/2	11/1	5/2	14/3	4/2
42d Fd Sv Sq	12/2	6/4	15/5	8/2	3/1	7/2
42d Inst Sq	20/4	10/4	9/3	10/5	4/2	13/4
4034th Hosp	1/0	0/0	1/0	0/0	0/0	0/0
524th Band		1/0	0/0	0/0	1/0	1/0
TOTAL	110/26	80/21	65/18	69/24	61/18	83/23

SEPARATIONS / REENLISTMENTS

SOURCE: Recruiting and Separation Office

SEPARATIONS vs REENLISTMENTS

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ASSETS

The assets or goods and property owed and operated by Loring Air Force Base are:

Inventories (Controlled by Base Supply)	$ 28,951,348.00
Equipment in Use - UAL	11,324,944.07
Equipment in Use - Other	5,622,787.17
Land & Land Improvements	1,709,282.79
Pavement & Runways	15,781,527.55
Buildings and Structures	47,521,731.40
Utility Plants & Systems	30,781,781.57
Construction in Progress	379,561.06
Accounts Receivable (Money owed to Loring)	[illegible]
Total Assets	$ 146,249,481.92

In addition there is approximately $141,789,000 worth of aircraft assigned to Loring Air Force Base.

COMPTROLLER - BUDGET & ACCOUNTING DIV

0791

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BASE MAINTENANCE AND OPERATIONS (458 FUNDS - FY 1956)

Obligations to 31 December 1955

Fuel Oil	$235,426	Commercial Communications	59,296
Gasoline	93,648	Commercial Transportation	93,974
Motor & Lub Oil	29,992	FICA	4,258
Supplies Issued - LP Store	303,076	Travel	66,510
Equipment	32,973	Laundry & Dry Cleaning	15,975
Cont Maint of Motor Vehicles	11,475	Cont Maint of Real Property	27,700
Cont Maint of Equipment	1,532	Civilian Personnel	912,578
Cont Services	7,481	Off Duty Education Program	529
Purchased Utilities	1,459		
		TOTAL	$1,897,882

COMPTROLLER BUDGET & ACCOUNTING DIV

07,92

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FINANCE OPERATING DATA

	OCT	NOV	DEC
Gross Disbursements	$2,219,090	$1,687,239	$2,308,014
Gross Collections	$ 516,953	$ 147,668	$ 128,349
Personnel Salaries			
Officers	$ 309,640 (675)	$ 308,561 (728)	$ 304,549 (726)
Airmen	$ 412,158 (3981)	$ 484,230 (5357)	$ 328,705 (5157)
Civilians	$ 167,860 (555)	$ 178,133 (602)	$ 193,249 (669)
Total Personnel Salaries	$ 889,658 (5211)	$ 970,924 (6687)	$ 826,503 (6552)
Travel & Per Diem Vouchers	1038	648	1,626
Commercial Vouchers	806	1005	609
Commercial Discounts Taken	$ 342	$ 495	$ 1,060
Mil Pay Records Transferred	70	140	99
Number of Sep Pymts (Excl of Reenl)	210	166	306
Savings Bonds	$ 25,069	$ 4,313	$ 40,950
Treasury Checks Written	6,581	4577	10,004
Authorized Personnel	26	26	27
Assigned Personnel	20	20	24

Figures in Parenthesis Equal Number of Personnel Paid

CONTROLLER - FINANCE OFFICE

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STRENGTH DATA -- AS OF 31 DECEMBER 1955

	OFF		AMN		CIV	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq 45th AD	10	7	14	3	4	
Hq 42d BW	48	53	126	133	3	3
69th Bm Sq	63	97	166	202	0	0
70th Bm Sq	63	95	166	207	0	0
75th Bm Sq	63	99	166	194	0	0
42d PMS	5	5	278	166	0	0
42d PMS	8	8	702	539	32	31
42d A&E Sq	12	9	277	379	0	0
42d ARS	100	103	224	207	0	0
42d TAC Hosp	36	28	137	117	0	0
4034th USAF H	16	18	19	13	35	34

SOURCE: Manpower Office, Morning Reports

	OFF		AMN		CIV	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq 42d AB Gp	56	56	256	299	73	66
42d Opns Sq	11	8	156	175	3	3
42d Supp Sq	18	14	345	305	96	100
42d Mtr Veh Sq	6	5	209	188	36	43
42d AP Sq	10	5	342	308	0	0
42d Fd Sv Sq	4	2	266	210	0	0
42d Inst Sq	6	7	271	241	309	317
524th Band	1	0	19	16	0	0
TOTAL 45th AD	536	619	4134	3913	590	598
TENANT PERS	147	123	2147	2065	75	53
LAFB TOTAL	683	742	5281	4978	665	651

COMPTROLLER STATISTICAL SERVICES DIV

0794

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MANHOUR UTILIZATION
42D BOMB WING - DECEMBER 1955

UNIT	Direct	Prod Indirect	Non Prod Indirect	Absent	Loaned	Over Time	Borrowed	Assigned	Avail
Hq 42d BW		6506.8	39.5	2319.0	74.0	386.2	255.0	8299.0	6548.3
69th Bm Sq	7147.2	4333.3	73.2	4890.8	296.0	923.5	16.0	15801.0	11543.7
70th Bm Sq	7443.0	5828.2	156.5	7945.9	439.0	1349.1	165.0	20328.0	13427.7
75th Bm Sq	5117.1	4295.2	349.5	7218.3	198.0	661.9		16716.2	9761.8
42d ARS		433.0		499.0				932.0	433.0
42d A&E Sq	6713.4	15356.4	3590.5	21302.2	1403.2	2609.2	205.2	46050.4	24960.3
42d PMS	24040.3	22910.7	2219.8	23642.5	4105.6	2176.2	2568.1	71994.6	49170.8
42d PMS	10726.0	6384.6	91.1	7623.1	80.0	408.1	297.5	24199.0	17201.2
42d Opns Sq	2331.0	3038.5	10.5	3217.0	23.0	1106.0	29.0	7485.0	5380.0
Total	62818.0	69086.7	6530.6	78257.8	6818.8	8630.2	3585.8	211805.2	138435.3

SOURCE: SAC-U22, Part 4

COMPTROLLER - STATISTICAL SERVICES DIV

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SAC MANAGEMENT CONTROL SYSTEM - 42D AIR BASE GROUP

	PTS POSS	% OF MAXIMUM SCORE OBTAINED: QTR SAC AVE SEP	QTR SAF AVE SEP	LORING QTR SEP	LORING QTR DEC	DIFFERENCE
PERSONNEL						
1. MIRS - Officers	30	19.3	14.3	20	30	+ 10
Airmen	85	33.9	20.0	10	10	
2. AWOL Rates	50	69.3	65.7	80	80	
3. Reenlistment Rate	50	44.8	41.4	30	30	
4. Open Mess - Officers	25	79.3	65.7	30	80	+ 50
NCO	25	76.1	67.1	90	80	- 10
MATERIEL						
1. Supply Management	240	76.2	73.3	73	72.3	- .7
2. AIO Costs Incident to Maint.	60	74.6	65.7	90	90	
3. Base Commissary Management	50	40.4	32.9	40	75	+ 35
4. Base Exchange Management	80	44.4	37.6	42	NR	
5. Medical-Dental Supply Mgt	40	61.1	63.7	55	50	- 5
6. Food Service Management	40	55.8	53.6	85	50	- 35

COMPTROLLER - MANAGEMENT ANALYSIS DIV

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SAC MANAGEMENT CONTROL SYSTEM - 42D AIR BASE GROUP (CONT'D)

	PTS POSS	% OF MAXIMUM SCORE OBTAINED QTR SAC AVE SEP	QTR SAF AVE SEP	LORING QTR SEP	LORING QTR DEC	DIFFERENCE
7. Pipeline for Base Purchases from Commercial Vendors	40	16.1	10.7	50	0	- 50
GENERAL						
1. BASE SUPPORT OPERATING COSTS:						
a. Ratio of Personnel	60	48.9	38.6	30	40	+ 10
b. Support Personnel Costs	40	50.4	58.6	80	70	- 10
c. Support Supply Costs	70	90.9	89.3	70	10	- 60
d. Support Contractual Services & "Other" Costs	30	72.1	75.7	90	70	- 20
2. Flying Safety	70	97.9	100	100	100	
3. Ground Safety	70	70.7	77.9	100	75	- 25
TOTAL	1155	62.3%	58.7%	62.78%	57.68%	- 5.10

COMPTROLLER - MANAGEMENT ANALYSIS DIV

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LORING AIR FORCE BASE

DECEMBER 1955

FIGGERS & FAX

PREPARED BY DIRECTOR OF COMPTROLLER - MANAGEMENT ANALYSIS DIVISION

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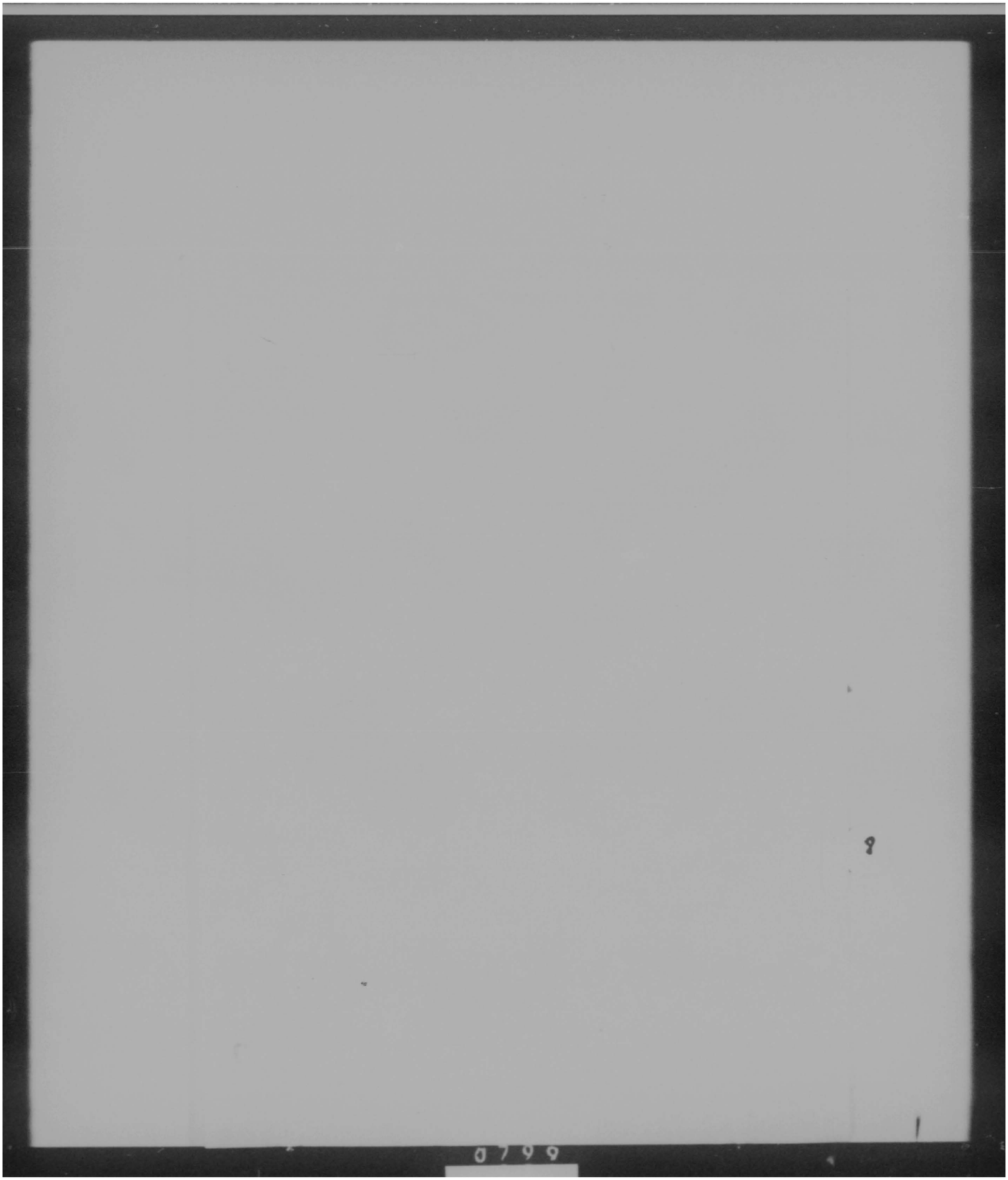

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Edward V. Johnson, Jr.
2/Lt. USAF
Information Services Officer

Monthly Evaluation of Operations

BGMA MPB 5 January 56

1. In acompliance with Base Regulation 170-4 dated 27 September 1955, the following report is submitted:

a. Personnel Records: All entries on personnel records that are applicable to the Air Base Group Squadrons, 4034th USAF Hospital and the 45th Air Division are completed.

b. Manning in required specialties:

AUTH	ASGD	MIRS	% EFF ASGD	% BODILY MANNED	% INEFFECTIVE
1852	1712	1307	70.57	92.44	24.7

(1) There was a regression of .56% from last month.

(2) Reasons for regression and not obtaining the maximum score:

(a) There is a shortage of 545 airmen in authorized AFSC's.

(b) There were 9 airmen transferred PCS.

(c) There were 52 airmen discharged who did not reenlist or reenlisted for another station.

(3) Action that can be taken that may help increase our percentage:

(a) Continue to upgrade all airmen who have completed OJT and have passed the Airmen Proficiency Test or Air Force Job Knowledge Test.

(b) Cross train all possible airmen in accordance with Project Guidance.

(c) There are 125 airmen porjected in for assignment to the Air Base Group for the month of January 1956 that will help.

2. The main reason for not obtaining the maximum score is the same as previous months. A continued effort on everyone's part to recommend upgrading airmen when they complete OJT will help increase or at least remain 70%.

a. Skilled level airmen being discharged or reenlisting for another station. There are 46 airmen projected for separation during the month of January.

b. The supporting of PCS shipments.

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3. The number of airmen upgraded during the month of December to the 3, 5, and 7 level and converted IAW Interim changes 7 and 8, Air Force Manual 35-1 were as follows:

a. Three level: 46

b. Five Level: 6

c. Seven level: 4

d. Converted: 20

4. The number of airmen placed on OJT during the month of December were:

a. OJT-D helper level to the apprentice level: 83

b. OJT-D cross training: 14

c. OJT-C three to the five level: 88

d. OJT-C five to the seven level: 3

5. Testing

a. Air Force Job Knowledge Tests: Forty-three Air Force Job Knowledge Tests were administered. Forty-two passed and were upgraded and one failed or 97.6% passed.

b. Airmen Proficiency Tests: Make up cycle for the 20, 27, 29, 46, 47, 56, 60, 62, 73 Career Fields were administered during the week of 12 December. The results will be known sometime the end of January due to the fact that they are graded at 2200th Test Squadron, New York. The November test results have been received and announced on PERAM. Forty airmen were tested and thirty-one passed and nine failed or 77.5% passed.

6. Ineefectives: There are 424 ineffectives. The breakdown and explanation is as follows:

a. Helper level Airmen: 142 untrainables.

b. Three level airmen: 216

(1) Twenty-one are on OJT-C for the five level and will be effective upon completion of OJT.

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(2) Fifty are on OJT-C for the five level but are not effective.

(3) Four are on OJT*C for the seven level and will be effective upon completion of OJT.

(4) Three are not oh OJT-C for the seven level due to restriction on the number of seven level airmen that can be trained.

(5) One hundred and thirty-eight are helper level airmen who are on OJT-D for the apprentice three level.

c. Five level:

(1) Thirty-six are not an any type of OJT and cannot be due to the restriction on the number of seven level that can be trained and Project Guidance prohibits retraining to another Career Field.

d. Seven level: There are seventeen airmen at the seven level that cannot be retrained due to the restriction imposed by Project Guidance.

7. There are presently 571 Helper level airmen assigned. There are 167 of these airmen on OJT-D for the apprentice level. There afe 404 untrainable helper level airmen assigned against an authorization of 262 authorized helper level postions. There are actually 142 airmen at the helper level who are being refledted a ainst our overall strength.

FRED C. SIMPSON
Lt Colonel, USAF
Director of Personnel

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Edward V. Johnson, Jr.
2/LT. USAF
Information Services Officer

Monthly Evaluation of Operations

BP MPB-O 4 Jan 55
Lt. Baldwin/25252

1. In compliance with Base Regulation 170-4, dated 27 September 1954, the following report is submitted:

a. Personnel records: All entries on personnel records that are applicable to Air Base Group and Air Division have been completed as of 31 December 1955.

b. Manning required specialties (including 45th Air Division and 4034th USAF Hospital):

AUTH	ASGD	% ASGD	EFF ASGD	% EFF ASGD	INEFF ASGD	% INEFF ASGD
138	123	89.1	107	77.5	16*	13.0

*Sixteen (16) ineffectively assigned officers include:

Hq, 45 ADIV:	1 Officer (AFSC 4344) pending rsgmt to 42d Bm Wg.
Hq, 42 ABGRU:	1 Officer (AFSC 1224P) pending 36-2 action.
	2 Officers (AFSC 6881) no TO vacancy.
	1 Officer (AFSC 6774) no TO vacancy.
	1 Officer (Lt. Rose) assignment status not clear.
	1 Officer (AFSC 7824) no TO vacancy.
42d INST SQ:	1 Officer (AFSC 5521) pending rsgmt overseas.
4034th USAF Hosp:	8 Officers (5 AFSC 9326 and 3 AFSC 9826) no TO vacancy.
TOTAL:	16

c. Reasons for not obtaining maximum results: 45th Air Division is short four (4) officers (one AFSC 7024 projected in), 42d Air Base Group (all units) is short 21 officers and 4034th USAF Hospital is short six (6) officers. Shortages continue to exist in such critical areas as Director of Materiel and Armament Staff Officer in Air Division Headquarters, and Supply Staff Officer and six (6) Supply Officers in Air Base Group.

d. Shortages of AFSC's are as follows:

0046D	1
1435	3
1525A	1
3216	1
6424	5
6416	1
7024	1
7324	2

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7336	1
7525	1
7724	2
7924	1
9235	1
9486	1
9586	1
9734	1
9744	1
9836	1
36200	1
62000	1
64100	1
76000	1
77100	1
TOTAL	31

ROBERT C. BALDWIN
1st, Lt, USAF
Assistant Chief, Military Personnel Branch

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DIV-45-HI
JAN 1956

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 JANUARY 1956---31 JANUARY 1956

at Loring Air Force Base, Maine

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(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 JANUARY 1956---31 JANUARY 1956

Prepared for the Historical Section of
the Information Services Office,
42d Air Base Group, by Major Peter O. E. Bekker (Historical
Officer) and A/1c Martin Wein on
25 February 1956.

(Eighth Air Force, Strategic Air Command)

for W.K. Martin
Brig. Gen., USAF
Commander

Peter O.E. Bekker
Major, USAF
Historical Officer
(Information Services
Staff Officer)

Martin Wein
A/1c AF12/37037
Historian

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W. K. MARTIN

Brigadier General

Commander

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JACKSON W. LEWIS

Colonel

Pase Commander

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F O R E W O R D

This report contains the history of the 45th Air Division (SAC) from the period 1 January 1956to 31 January 1956. The origin and organization of this air division are recounted along with important activities--mission and mission implementations, operations and training, supply, maintenance, personnel and facilities--being emphasized for the reporting period.

The information contained herein, relative to the history of the 45th Air Division at Loring Air Force Base, Limestone, Maine, a unit of the Eighth Air Force (SAC), covers activities of the 42d Air Base Group and assigned squadrons, the 4034th USAF Hospital and division headquarters. It is related to previous monthly histories of this air division since activation.

The present report was supervised by Major Peter C. E. Bekker, USAF, Historical Officer (Information Services Staff Officer), and written by Airman First Class Martin Wein, AF 12437037, Historian.

Like other months' reports, this history is subject to revision, and additional information or suggested corrections will be welcomed.

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LIST OF EXHIBITS

1. Organization Chart, 45th Air Division
2. Daily Strength Reports, 1 and 31 January 56, respectivaly.
3. 45th Air Division Staging Letter, 17 January 56.
4. B-52 Conversion Material.
5. AIC Program Status Rept, MCP FY 51-57, 31 January 56.
6. Figgers and Fax booklet (command notebook).

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CHRONOLOGY

Date	Activity	Page
3 January	Base Alert	8
5-11 January	Staging Support--Operation "Sword Play"	8
9 January	Visit by B-52	9
14 January	Operation "White Oak"	8
23 January	Operation "Pace Setter II"	9
28 January	Operation " Tinker Bell"	8
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ORGANIZATION, ADMINISTRATION AND PERSONNEL

Brief Unit History

The 45th Air Division Headquarters was activated at Loring AFB, Limestone, Maine, on 8 October 1954 and was assigned to the Eighth AF.[1] Division Headquarters was set up just seven days after the base had been re-named "Loring" in honor of Maj. Charles J. Loring, Jr., a Maine jet hero of the Korean War.[2] Original name of the base was "Limestone".[3]

Before the division came into being, the 42d Heavy Bomb Wing was top base echelon. The 42d Wing was activated at "Limestone" (see above) in February 1953,[4] along with a support organization, the 42d Air Base Group.[5] On 8 October '54, this wing and air base group were assigned as units of the division.[6] The 4013th USAF Hospital became the third main unit of the division in March '54.[7]

The 45th administers its three units--wing, air base group and hospital--with respect to the over-all mission.[8] Facts point out that

1. SAC GO 69, 8 Oct 54 (Sec I).
2. DAF GO 34, 15 Sep 54 (para 6).
3. Named after Limestone village, 7 mi. from base.
4. DAF Ltr, 322 (AFOMO 410h), 24 Mar 53. See also effective date, SAC GO 10, 25 Feb 53. Actually, the wing was "re-activated". WW II parent--42d Bomb Group (AAF)--was inactivated after Japan's surrender in 1946 [Hq 5th AF GO 68, 20 Apr 46 (pursuant to WD Ltr, AG 322 (08-1-E-M, 2h Mar 46)].
5. Also "re-activated". WW II parent--2d Service Group (AAF)--disbanded in Belgium, 1945 [Ltr, Hq IX AF Service Command, 22 May 45 (pursuant to WD Ltr, AG 322 (08-1-AFSVC-M, 4 Apr 45)].
6. SAC GO 69, 8 Oct 54.
7. Ibid., activated by SAC GO 17, 15 Mar 54.
8. Outlined in 8th AF Reg 23-13, 15 Nov 54, as amended.

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though Loring has been a "single-wing" type station, and air division headquarters was established, primarily, to provide staging support under the EWP. As a designated provisional task force in SAC,[9] Loring AFB and the 45th Air Division has "a geographical responsibility" to service SAC overseas flights.

Orginal construction of Loring began in the winter of 1946-47. During the initial construction period--up to the winter of 1952-53--the base was garrisoned by a small group of AF personnel.[10] In February, '53, the base came under the jurisdiction of SAC.[11] At this time the construction program went into high gear. Hangars, docks, an extension to the runway, barracks--many important base facilities were initiated.

The first B-36 aircraft arrived the last of March '53, just a few weeks after the wing was activated. In April '53, the wing launched its first training missions. By October '53, not quite nine months after the wing was activated, B-36 aircrews were flying more than 1,300 hours a month.[12]

When division headquarters was activated, changes were made in key personnel.[13] Brig. Gen. Bertram C. Harrison, USAF, who had commanded the wing (then Colonel), was named division CO and Col. Jerome

9. SAC GO 40, 31 May 53.
10. When first assigned, Jun 50, group was designated "Base detachment". Later, re-designated 4215th Base Service Sqdn, then, 4215th Air Base Sqdn (latter discontinued per SAC GO 10 when the 42d Bomb Wing was activated, Feb 53).
11. SAC GO 18, 21 Apr 53.
12. Inscribed on plaque awarded WOC by Convair, 5 Dec 53.
13. Officers' Roster (RCS: SAF-P1).

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Tarter, USAF, became wing commander. On 18 June 1955, Brig. Gen. (then Colonel) William K. Martin, USAF, took command of the air division from Gen. Harrison.[14] Col. Jackson W. Lewis had been air base group commander since 24 September 1953.

Division headquarters contained, since activated, three directorates: personnel, materiel and operations. Responsible to these directorates are the respective wing and air base group directorates.[15] These directorates are known in each headquarters as the "coordinating staff".

In the wing and air base group headquarters were added the "personnel-specialist staffs".[16] These agencies in wing headquarters consist of comptroller directorate, adjutant, air inspector, squadron headquarters, and office of safety; in air base group headquarters, comptroller directorate, manpower and organization branch, staff judge advocate, base chaplain, information services, adjutant, squadron headquarters, office of safety and munitions branch.[17] Not all these agencies were activated originally. For instance, the offices of safety in wing and air base group headquarters came into effect in April '55.[18] Another example: base operations---air base group coordinating staff--was activated early this year.[19]

Originally, there were activated seven squadrons and a medical group (see below) in the wings'[20] headquarters, periodic maintenance,

14. Hq 45AD GO 10, 18 Jun 55.
15. See Exhibit #1, Organ. Chart, 45th Air Div.
16. Ibid.
17. Ref SAC Man 20-1, Dec 54.
18. Est. 1 Apr 55 per SAC directive (8th AF Msg, OS 186, 8 Mar 55). New OS took the place of old wing flying safety and air base group ground safety functions. Now flying and ground safety are combined in each OS.
19. Ref 45AD Unit Hist Rept, 1-31 Jan 55 (SCS: AA-26).
20. AAC GO 10, 25 Feb 53.

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field maintenance, A & E maintenance, and the 69th, 70th and 75th heavy bomb squadrons. The eighth wing squadron--an air refueling unit--was activated in February '55.[21]

The air base group, of course, was originally assigned to the wing.[22] At the time of activation, air base group had seven squadrons:[23] headquarters, air police, installations, operations, supply, motor vehicle and food service. When division headquarters was activated, air base group headquarters received equal status, ie., lateral communication, with wing headquarters.[24]

There were attached to air base group headquarters seven special units which render support to the division.[25] They were the 1974th AACS (MATS), 2-7 Weather Detachment (MATS), 548th AAA Bn. (U.S. Army), OSI Detachment, 524th AF Band, the Resident Auditors and the 3080th Aviation Depot Group (AMC).

The wing tactical squadrons are the 69th, 70th and 75th[26]--designated "Heavy"[27] with the B-36 the designated aircraft. The 42d Air Refueling Squadron (also "Heavy) flies the KC-97 stratotanker. The only other organization in the division to which pilots and aircraft are assigned is the operations squadron in air base group. This organization flies the base "administrative" aircraft: C-119, C-47

21. SAC GO 79, 8 Dec 54.
22. SAC GO 10, 25 Feb 53.
23. Ibid.
24. SAC GO 69, 8 Oct 54 (Sec I).
25. See Exhibit #1.
26. These sqdns had joined the old 42d Bomb Group (parent to the wing) late in WW II in the Pacific.
27. They were originally designated "Medium" during WW II. On 19 Feb 53, the 3 sqdns were re-designated "Heavy" [per DAF Ltr, 322 (AFOMO 410h), 24 Mar 46].

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Just prior to the time that SAC took over jurisdiction of Loring AFB in February '53, Headquarters SAC received authorization from Headquarters USAF for a seventy-five bed USAF Hospital to be established on base. Twenty-five beds were first installed, later increased to seventy-five. The 42d Medical Group--activated as a wing unit in '53[28]--originally operated the base hospital. In February '54, this medical group was redesignated the 42d Tactical Hospital.[29] A month later, in March, the base hospital itself was designated the 4034th USAF Hospital.[30]

January Developments

Brig. Gen. William K. Martin, USAF, departed Loring on 29 Jan 56, for Lockbourne AFB, Ohio, for two weeks TDY. Col. Jerome Carter, USAF, commander of the 42d Bomb Wing, took command of the 45th Air Division during the General's absence.[31] The purpose of General Martin's TDY was to complete the transition from B-36s to B-47s in preparation for training to B-52 all-jet heavy bombers.[32]

Division strength in airmen for January showed a total of 4,077 assigned during the month with an increase of one hundred-sixty from the beginning of the month with a deficiency still remaining from the air division authorization of 4,134.[33] Officer strength showed 608 for

28. SAC GO 10, 25 Feb 53.
29. SAC GO 3, 27 Jan 54.
30. SAC GO 17, 15 Mar 54.
31. 45th Air Div GO 1, 30 Jan 56.
32. Info Serv, 42d AB, Press Release, 15 Feb 56.
33. See Exhibit #2, Daily Strength Repts, 1 & 31 Jan 56, respectively.

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January with a decrease of ten over the beginning of the month. An average of seventy-two officers existed from the authorized total of 936 officers.[34]

34. Ibid.

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THE MISSION AND ITS IMPLEMENTATION

Over-All Mission

The 45th Air Division was activated, primarily, to administer a force capable of flying strategic bombardment operations in any part of the world.[1] In performing this task, the latest technical knowledge and advanced weapons are utilized.[2]

In addition to long-range bombardment, air-to-air refueling is a part of the division mission.[3] The 42nd Bomb Wing provides the bombardment, air-to-air refueling and aircraft maintenance portion of the division mission.[4] The 42nd Air Base Group provides the base support needed by the tactical organizations.

The air base groupalso performs another vital part of the mission of the 45th Air Division: staging support.[5]

Other tasks of the division, secondary in nature, are training USAF Reserve personnel and/or units and participation in civilian emergencies, such as disaster relief.[6]

Aircrews and ground support units are constantly tested in their work to maintain a high degree of proficiency.[7]

---

1. 8th AF Reg 23-13, 15 Nov 54, as amended
2. Ibid.
3. 8th AF Reg 23-13A,14 Jan 55.
4. 8th AF Reg 23-9, 1 Apr 54, as amended.
5. Loring AFB est. as SAC provisional task force [SAC GO 40, 31 May 55].
6. 8th AF Reg 23-13, 15 Nov 54, para 3d.
7. Wing flies long-range simulated bombardment missions using operation orders from higher hq. Missions are related to EWP.

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Staging Support--Flight Line Utilized

Throughout the period of 5-11 January 56, flight line support was rendered to 90 KC-97 aircraft of the 310th and 380th Air Refueling Squadrons and the 4060th Air Refueling Wing and three C-124 support aircraft for Operation "Sword Play".[8] One C-124 was given the same support on 17 January. On 24 January, one B-47 was at Loring for 96 hours TDY for special training.[9] On 16 January, 48 KC-97s of the 71st Air Refueling Squadron were provided base facilities during Operation "White Oak". Operation "Tinker Bell" was performed on 28 January and base support was rendered 20 KC-97s of the 909th Air Refueling Squadron and 44 KC-97s of the 71st Air Refueling Squadron.[10]

Staging Support--Overflies

Throughout the period of 5-11 January, the 42d Air Refueling Squadron furnished thirty KC-97 sorties in support of Operation "Sword Play".[11]

Base Alert

At 0500, 3 January 56, the base alert was sounded in accordance with 45th Air Division Operations Order 10A-55.[12] Control teams were

8. 45th Air Div Staging Spt Ltr, 8 Dec 55.
9. 45th Air Div Staging Spt Ltr, 17 Jan 56.
10. Ibid.
11. 45th Air Div Staging Spt Ltr, 8 Dec 55.
12. Desk Journal & Guard Master Log, 42d Air Pol Sqdn, 3 Jan 56.

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immediately dispatched. Six men were dispatched to both wing and air base group headquarters and guards were also sent to the Heating and Distilling Plants. At the same time, six traffic controlmen were placed at convoy points.[13] At 0615, the Sabotage Alert Plan went into effect. Four anti-sabotage teams were dispatched within twenty minutes to take part in the penetration. At 1220, the Evacuation Plan was put into effect and at 1325, the all clear was sounded.[14]

Visit by B-52

Loring had its first look into the future on Monday, 9 January 1956 when a B-52 put in an appearance.[15] The aircraft had completed the 1,800 mile journey from Eglin Air Force Base, Florida in approximately three hours. The aircraft was conducting cold weather tests for the Air Proving Ground Command and was due to travel as far north as Alaska.In performing these tests.[16] The arrival of the B-52 gave the personnel at Loring to see what their new weapon looks like in preparation for the forthcoming transition.

Operation "Pace Setter II"

Operation "Pace Setter II" was conducted on 23 January 56.[17] The 42d Bomb Wing was required to provide 70% of B-36 aircraft possessed, but

13. Ibid.
14. Ibid.
15. News Article, The Limelite, 13 January 56. The "Limelite" is the Loring weekly newspaper.
16. Ibid.
17. 45th Air Div Staging Spt Ltr, 17 January 56.

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due to the excessive number of crew personnel TDY to off-base schools in preparation for the B-52 conversion, less than 70% of B-36s possessed were scheduled.[18] This was a bomber stream type mission which was flown against the city of Montreal, Canada. Estimate of mission success was considered excellent.[19]

Navigation results were considered excellent as was target materiel. Base facilities, aircraft maintenance and supplies, communications and ECM were considered adequate and internal security was good.[20] Combat crew preparedness for this mission was far beyond the normal requirments. In flight engineering, four instances of malfunctuon due to fuel icing were reported.

The bombing performed by the 42d Bomb Wing was considered excellent. There were three total gross errors of which two were caused by equipment failure. The third gross error resulted from a "K" system offset trouble which caused the operator to get on the wrong offset aim point.[21] This mission pointed to the fact that low equipment reliability, both aircraft general and radar, detracts considerably from mission success, regardless of flight crew and wing staff preparation. A total of 18 B-36 aircraft flew "Face Setter II" from the 42d Bomb Wing.[22]

Proficiency Training

During January, another phase of "50-24" training was initiated

18. ZIPPO Msg. 02-002, 01/22252 Feb.
19. Ibid.
20. Ibid.
21. Ibid.
22. Ibid.

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for B-36 and KC-97 crew members and for all non-aircrew personnel.[23] The new B-26B Gunnery Trainer was set up and utilization of the T-2A radar trainer was exceptionally high with 92% of the available time utilized. Attendance in all phases of "50-24" training was very good.[24]

B-36s flew a total of 961 hours and the KC-97s flew a total of 586 hours.[25]

23. 42d Opns Sqdn Unit Hist Rept, 1-31 Jan 56 (RCS: 130-D2).
24. Ibid.
25. Air Rflg Air Tng Rept, 1-31 Jan 56 (4-SAC-T12) & Combat Crew Air Tng Rept, 1-31 Jan 56 (1-SAC-T12).

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EXPERIMENTS AND DEVELOPMENTS

Flight Line Construction

The heavy dispersal taxiway and the heavy access apron taxiway reached a stage of 99% completion along with the heavy parking apron stub.[1] The 8,300 foot taxiway lighting section was the same as the previous month, 88% while the 3,328 foot section of lighting also remained status quo of 39%. The 2,100 piece of high-intensity runway lighting system also remained stagnant at 77% along with the 2,100 foot primary runway extension which remained at 91% complete by 31 January.[2]

The 13,100 foot, eight inch fuel pipeline was completed to 94% as was also the modifications on the six fueling hydrants. The liquid fuel pump and the pump station had also reached 94% completion.[3] 19,670 square yards of heavy primary taxiway was still 45% complete and the 124,000 square yard stabilized taxiway shoulder was 99% complete.[4]

Over-All Base Construction

Construction on the two GLOBECOM facilities at North Lynden and Paren, Maine were near completion by 31 January.[5] As of the same date, the transmitter and receiver sites had reached completion stages of 98% each. The new structural fire station was 99% complete and the parachute shop was 98% complete.[6]

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1. See Exhibit # , AID Prog Stat Rept MCP FY 51-57 (31 Jan 56).
2. Ibid.
3. Ibid.
4. Ibid.
5. Ref 45th Air Div Hist 1-31 Dec 55 (RCS: AD-D5).
6. See Exhibit # .

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Snow Removal Tests

High and low temperature tests were conducted on the test heating pad throughout the month of January. The low temperature oil and water coils were started on 9 January to remove light snow that had fallen and it melted immediately.[7] Unnatural deposits of ice appeared on the test slab due to the slab being cold on 16 January. The high temperature water coils were turned on in preparation for a coming snow fall and melted the ice within a few hours.[8] Snow measuring poles were putinto place so that the engineers would be able to take hourly readings of the snow melting process. Also placed into position were snow board stakes from which electronic readings could be taken from the different coils.[9]

Snow Removal Operations

A three-inch snow fall collected on 3 January and was completely cleared from the runway by the following day. Another three inches fell on 6 January and was cleared by the next day after the application of chemicals.[10] From the 8th to the 16th, a continuous freezing rain and sleet fell. All equipment available was utilized, roads were sanded and salt was applied continously. Chemicals were applied to the runways and by 19 January the runway was free of ice.[11] On 24 January, a 24 hour snow fall ofell and was partially cleared by the 25th. By the

7. Interview, Mssrs. A.H. Barrett & G.A. Rogers, Chief Engrs., Amer. Hydrotherm Corp., by author, 21 Feb 56 on flt line (LAFB).
8. Ibid.
9. Ibid.
10. Interview, Mr. M. Jabbert, AIO Supdt., by author, 23 Feb 56 at AIO.
11. Ibid.

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28th, all snow had been cleared from the runway. The next day, another five inches of snow fell and was cleared from the runway by 30 January. On the same day, another five inches fell that was removed by the 31st. During January, engineers arrived From Eglin AFB to test four dart speed blowers in snow removal. The equipment was found unsatisfactory due to the constant breakdown of the equipment.[12] A snow fence was built on the flight line for security purposes and also snow removal crews ceased using sand on the runway.

12. Ibid.

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MAINTENANCE AND SUPPLY

Over-All Base Maintenance

Inspections completed in January included four and two-thirds pre-dock, five and four sevenths dock and six post dock.[1] One aircraft had all three phases of inspection completed and was returned to the tactical squadron; two aircraft carried over in docks from last month were test flown and returned to the tactical squadron and three aircraft carried over on the back line from last month were test flown and returned to the tactical squadrons.[2] The total turn around timeper aircraft was 18.33 days. This was decrease of approximately two days below December's average.[3]

The KC-97 inspection dock completed all three phases of the inspection on three aircraft in January with a turn around time of 9.1 days per aircraft. Turn around time went up due to prop trouble for three days on one aircraft.[4] However, turn around time in January in the KC-97 dock was below that of December, although not as low as it should be.

B-36 type aircraft were in commission 65% of the time while KC-97 type aircraft were in commission 87% of the time.[5] The B-36s spent 881 hours AOCP and 3,164 hours AOCM; KC-97s spent 136 hours AOCP and 910 hours AOCM.[6]

1. 42d PMS Unit Hist Rept, 1-31 Jan 56 (RCS: ISC-D2).
2. Ibid.
3. Ibid.
4. Ibid.
5. See Exhibit # , Rept of Acft Status & Purpose of Flt (RCS: 1-AF-A1)
6. See Exhibit # , Figgers and Fax (command notebook).

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Over-All Supply Activitäes

Supply effectiveness[7] of Category A, which includes mostly aircraft parts, remained the same as in the previous month as did Category B, which includes technical services such as ordnance, engineering, signal and special hand tools in class 17B.[8] Category A showed 89% effectiveness based on a total of 3,192 items issued of 3,841 items requested. Category B showed 87% effectiveness with 2,151 items issued of 2,653 items requested.[9]

During January, a total of 21,289 line items were processed by base supply. This is an increase over the 15,360 items processed the previous mohth.[10] The reason for the increase was partially due to project changeover in which a total of 3,167 line items were processed for this project. This changeover program deals with requisitioning spare parts for the B-52 type aircraft.

The 42d Motor Vehicle Squadron provided daily vehicle dispatch.[11]

Training committments were filled in Type I and Type II loadings by the special weapons crews. Thirty-seven loadings were completed in Type I and, in Type II, ten loadings were completed.[12]

---

7. Ibid.
8. 42d Sup Sqdn Unit Hist Rept, 1-31 Jan 56 (RCS: ISO-D2).
9. Ibid.
10. Ibid.
11. IAW SAC Reg 66-24, 1 Jan 55.
12. Munitions Branch, 42d Sup Sqdn, Unit Hist Rept, 1-31 Jan 56.

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MAJOR PROBLEMS

Personnel Shortages

The effective manning situation for the period of 1-31 January 56 was reported by base personnel[1] on 6 February 56. Manning in required specialities showed 71.16% of 1,802 airmen assigned being effectively utilized. Bodily manned, the base (excluding wing) totalled 97.35%. The air base group, USAF Hospital and the 45th Air Division were authorized 1,851 airmen on 31 January but were 49 airmen short of filling those slots.[2]

The main reasons for not obtaining the maximum score of effectively assigned personnel was the same as in the previous months:[3] 1) skilled level airmen were being discharged and not reenlisting or reenlisting for other stations, 2) the requirement to support mandatory PCS shipments and 3) the small amount of skilled level airmen being assigned to this station--most new airmen were from basic training bases.

There was a shortage of 485 airmen in authorized AFSCs.[4] There were eight airmen transferred PCS from this station.[5] There were thirty-two airmen discharged who did not reenlist or reenlisted for another station.[6]

Action taken to alleviate the situation was to continue to upgrade all airmen who have completed OJT and have passed the Airmen Proficiency Test or the Air Force Job Knowledge Test. The number of airmen upgraded

1. IAW Base Reg 170-4, 27 Sep 55. See Exhibit # , Monthly Evaluation of Operations (effective manning).
2. See Exhibit # .
3. Ref 45th Air Div Hist, Jan thru Dec 55 (RCS: AU-D5).
4. See Exhibit # .
5. File, MIL-2, ABDP, 1-31 Jan 56.
6. File, MIL-2-1, MIL-15, ABDP, 1-31 Jan 56.

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in air base group, the hospital and division during January to the 3, 5, and 7 levels were fifty-five.[7] Two hundred and ninety-three airmen were placed on OJT to the 3, 5, and 7 levels in the above mentioned units.[8]

This action above plus the projected 337 for the coming month for assignment to the Air Base Group squadrons, USAF Hospital and the 45th Air Division Headquarters, would help in the coming months to relieve the personnel shortages.

The "010" untrainable situation was again the same as previous months.[9] There were actually 91 airmen at the helper level who were being reflected against the over-all strength. There were 262 authorized helper level positions in the air base group squadrons, USAF Hospital and division. There were, in the air base group and hospital, 353 untrainable "010" airmen assigned in January.

The officer situation was principally the same as December.[10] The per cent of ineffectively assigned officers was 18.7. The air base group squadrons, USAF Hospital and division headquarters were 139 officers, assigned 124. These units, therefore, were 89.2% bodily manned with officers in January.

The reason for not obtaining maximum results was the 45th Air Division and the 42d Air Base Group (all units) was short 21 officers and the 4034th USAF Hospital was short five officers. Shortages were in such critical areas such as the air division directorate of materiel.[11]

7. File, MIL-3-1, ABDP, 1-31 Jan 56
8. File, TNG-1, ABDP, 1-31 Jan 56.
9. "Monthly Evaluation of Operations", 1-31 Jan 56.
10. Ibid.
11. Ibid.

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MISCELLANEOUS

Service Club Opening

The 29th of January commemmorated the opening of the "Whispering Pines" Service Club at Loring.[1] The structure, which costs in the neighborhood of $290,000, will be a big boost to morale.

1. Article, "The Limelite", 3 February 1956.

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ROSTER OF KEY PERSONNEL

45th AIR DIVISION

JANUARY 1956

HEADQUARTERS, 45th AIR DIVISION:

Commander	William K. Martin (1697A)	Brig. General
Director of Pers	John B. F. Dice (899A)	Colonel
Director of Mat	Fred W. Nudell (5711A)	Lieut. Colonel
Director of Ops	Sam L. Barr (4235A)	Colonel

42D AIR BASE GROUP:

Commander	Jackson W. Lewis (2116A)	Colonel
Deputy Commander	William W. Pannis (2466A)	Lieut. Colonel
Base Personnel Staff Officer	Fred C. Simpson (A0424142)	Lieut. Colonel
Base Materiel Staff Officer	Harry D. Terwilliger (A01549390)	Major
Base Operations Staff Officer	Edward F. Fleming (A0792825)	Major
Manpower & Organ Staff Officer	William A. Carter (3019A)	Lieut. Colonel
Base Comptroller	William P. Pequinot (A0564007)	Lieut. Colonel
Staff Judge Advocate	Carl R. Pearson (21706A)	Major
Base Chaplin	John J. Long (A0487098)	Lieut. Colonel

*Roster of Officers 45AD (RCS: SAF-P1), 1-31 Dec 55

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ROSTER OF KEY PERSONNEL

Info Services Staff Officer	Peter O. E. Bekker (A0821934)	Major
Director of Safety	Leonard Levandowski (A0911029)	Captain
Adjutant	Joseph H. Jacoby (10729A)	Major
Comdr, Hq Sqdn	Donald R. Sandvig (A01036711)	Captain
Comdr, 42d Air Pol Squadron	Robert R. Love (A0215113)	Lieut. Colonel
Comdr, 42d Instal Squadron	Earnest L. Buckley (17912A)	Major
Comdr, 42d Ops Squadron	Frank L. Wrigglesworth (A0431085)	Major
Comdr, 42d Sup Squadron	Edwin C. Annis (A0747705)	Captain
Comdr, 42d Mtr Veh Squadron	Donald R. Kidd (A01038717)	Captain
Comdr, 42d Food Ser Squadron	Bertil E.Carlson (AW2201390)	Chief Warrant Officer

4034th USAF HOSPITAL:

Commander	James G.Langford (26348A)	Lieut. Colonel

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ABBREVIATIONS

AAF	Army Air Force	RCS	reports control system
APG	air base group	SOP	standard operation policy
AD	air division		
ADG	aviation depot group	SAC	Strategic Air Command
ADDM	air division director of material	TDY	temporary duty
		T/O	technical order
ADC	air division operations	UMS	unit mission equipment
ADVCN	advance reconnaisance	USED	U. S. Engineering Department
AEC	Atomic Energy Commission		
AEE	absolute essential equipment	UK	United Kingdom
		USCM	unit simulated combat mission
AF	Air Force		
AIO	air installations office (officer)	USAF	U. S. Air Force
		WW II	World War II
ARFFS	air refueling squadron	WD	War Department
APGC	Air Proving Ground Command	WCO	wing commander's office
		WDM	wing director of materiel
BW	bomb wing		
DAF	Department of the Air Force		
FY	fiscal year		
GO	general order		
IAW	in accordance with		
LAFB	Loring Air Force Base		
MCP	military construction program		
OPORD	operation order		
OPLAN	operation plan		

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BIBLIOGRAPHY

The information contained in this report, relative to the History of the 45th Air Division for January, 1956, was prepared and submitted under the provisions of Air Force Regualtion 210-3, dated 11 March 1955, Strategic Air Command Regulation 210-1, dated 7 October 1952, and Eighth Air Force Regualtion 210-1, dated 12 November 1952.

Under the provisions of Base Regulation 210-1, dated 4 April 1954, as amended, organizationsof the 45th Air Division submitted unit historical reports covering activities for the reporting period. Information contained in these reports, plus information from various other sources--the Loring AFB weekly publication, the "LineAlle", files of the 45th Air Division and personal interviews with key personnel of the base--was used to compile an outline of important division activities that occurred during the reporting period. This outline served as the basis to the final preparation of the narrative portion of this history. Pertinent supporting documents were made available by all agencies of the base.

Final preparation of the history concerned more extensive coverage of the above-mentioned reference material. The narrative portion of the history underwent periodic checks during the preparation to insure accuracy of facts and reporting.

Official Publications

SAC GO 69, 8 Oct 54.
SAC GO 10, 25 Feb 53.
SAC GO 17, 15 Mar 54.
SAC GO 40, 31 May 55.
SAC GO 18, 21 Apr 53.
SAC GO 3, 27 Jan 54.
SAC MAN 20-1, Dec 54.
SAC REG 55-16, 28 Nov 55.
SAC REG 66-24, 1 Jan 55.
LAF GO 34, 15 Sep 54.
AF REG 23-13, 15 Nov 54.
HQ 45AD GO 10, 18 Jun 55.
8TH AF REG 23-13, 15 Nov 54.
8TH AF REG 23-13A, 14 Jan 55.
8TH AF REG 23-9, 1 Apr 54.
Base Reg 170-4, 27 Sep 55.
45TH AD GO 1, 30 Jan 56.

Orders

NONE

Recurring Reports

Officers Roster 45AD (RCS: SAF-P1), 31 January 56 & since activation
Unit Historical Rept, 45AD Sqdns & staff agencies, 1-31 Jan 56 (LAFB RCS: ISO-D2)
45AD & 42d BW Hist Repts, Jan thru Dec 55 (RCS: AD-D5)
Refueling Air Tng Rept. Jan 56 (RCS: 4-SAC-T12)
USCM Air Tng Rept, Jan 56 (RCS: 1-SAC-T12)

Letter and Messages

DAF Ltr, 322 (AFDPC 410h) 24 Mar 53
ZIPPO Msg. 03-002, 01/2220Z Feb.

Interviews

Messrs. A.M. Barrett & G.A. Rogers, by author, 21 Feb 56, on flt line.
Mr. M. Jalbert, AIO SUPDT., by author 23 Feb 56 at AIO.

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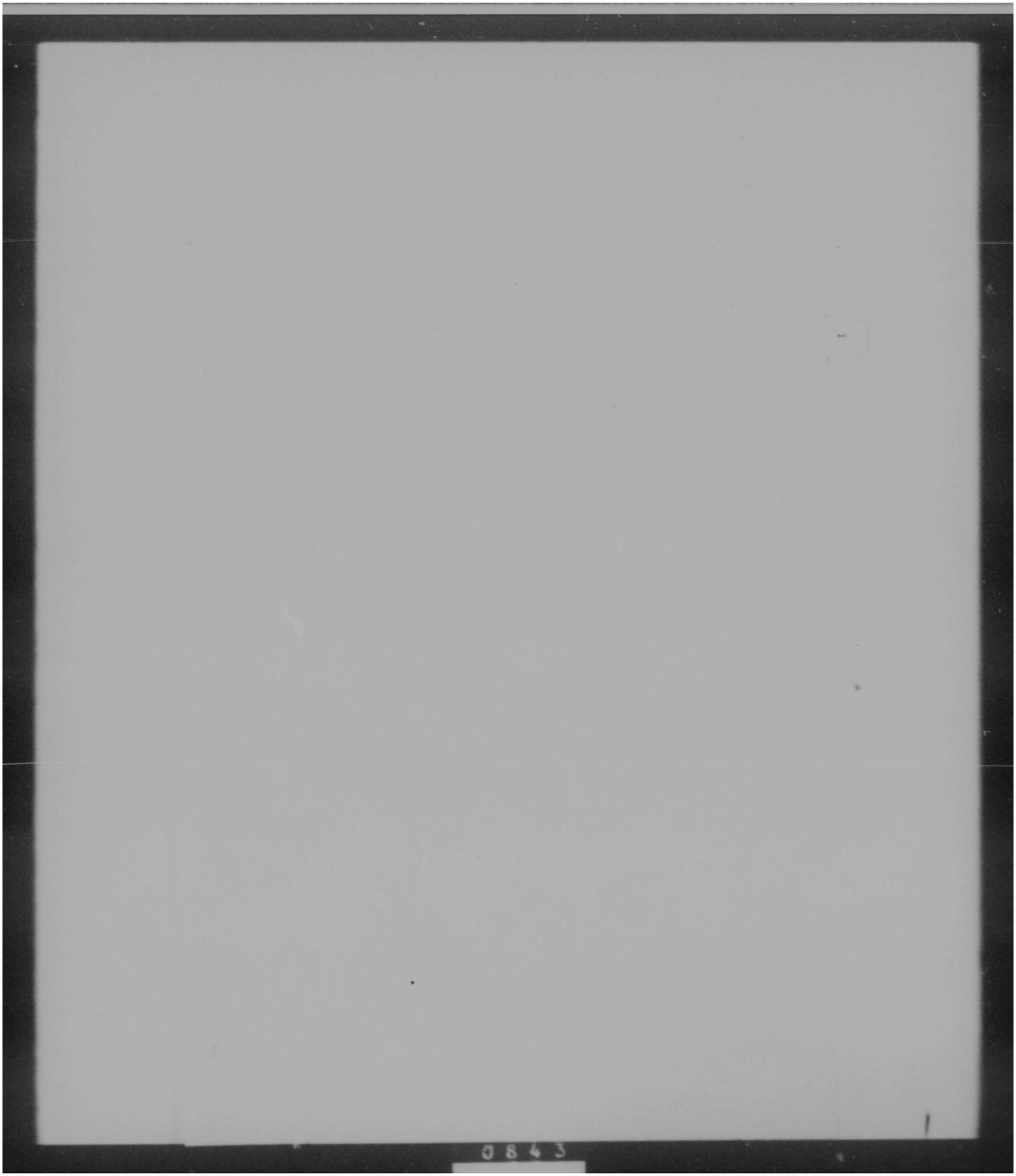

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ORGANIZATION CHART

45TH AIR DIVISION

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE: 1 Jan 59

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PRD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PRD
HQ 45TH AIR DIVISION	10	7	0	5	7	14	0	5
HQ 42D BOMB WING	48	52	0	40	126	133	0	110
69TH BOMB SQUADRON	63	97	0	88	166	202	0	176
70TH BOMB SQUADRON	63	95	0	74	166	207	0	160
75TH BOMB SQUADRON	63	99	0	81	166	194	0	163
42D FIELD MAINT SQUADRON	8	8	0	8	702	539	0	415
42D PER MAINT SQUADRON	5	5	0	5	278	166	0	147
42D A & E MAINT SQUADRON	12	9	0	8	277	379	0	285
42D AIR REFUELING SQUADRON	100	101	0	83	224	207	0	182
TOTAL	392	476	0	392	2112	2041	0	1653
42D TACTICAL HOSPITAL	36	28	0	24	137	117	0	89
6034TH USAF HOSPITAL	16	18	0	17	19	15	1	14
TOTAL	52	46	0	41	156	130	1	103
HQ 42D AIR BASE GROUP	56	59	0	47	256	299	1	224
42D OPRS SQUADRON	11	8	0	7	156	179	13	147
42D SUPPLY SQUADRON	18	14	0	12	345	305	1	242
42D MOTOR VEHICLE SQUADRON	6	5	0	4	209	188	0	140
42D AIR POLICE SQUADRON	10	5	0	5	342	308	0	225
42D FOOD SERVICE SQUADRON	4	2	0	2	266	210	0	187
42D INSTLS SQUADRON	6	7	3	9	273	241	119	316
524TH AIR FORCE BAND	1	6	0	0	19	1	0	1
TOTAL	112	106	3	86	1866	1742	134	1497
BASE GRAND TOTAL	536	628	3	419	4134	3913	135	3253

OFFICER NAME, GRADE (Typed): ROBERT RAFAPORT, CAPT., USAF

SIGNATURE (Officer): Robert Rafaport

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DAILY STRENGTH REPORT

LOWING AIR FORCE BASE, MAINE — DATE: 31 Jan 56

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PRD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PRD
HQ 45TH AIR DIVISION	10	8	0	6	7	8	0	6
HQ 420 BOMB WING	48	52	0	38	126	150	0	133
69TH BOMB SQUADRON	63	93	0	75	166	203	0	186
70TH BOMB SQUADRON	63	97	0	77	166	202	0	176
75TH BOMB SQUADRON	63	95	0	68	166	186	0	149
420 FIELD MAINT SQUADRON	8	7	2	9	702	614	23	511
420 PER MAINT SQUADRON	5	5	0	5	278	178	0	151
420 A & E MAINT SQUADRON	12	9	0	8	277	387	0	316
420 AIR REFUELING SQUADRON	100	95	0	83	224	205	0	192
TOTAL	372	461	2	369	2112	2133	23	1820
420 TACTICAL HOSPITAL	30	32	0	30	137	132	0	125
6034TH USAF HOSPITAL	19	15	2	15	19	9	0	9
TOTAL	52	47	2	45	156	141	0	134
HQ 420 AIR BASE GROUP	56	60	0	50	345	328	3	291
420 OPRS SQUADRON	11	7	0	6	156	174	13	149
420 SUPPLY SQUADRON	18	15	0	13	256	325	0	250
420 MOTOR VEHICLE SQUADRON	6	5	0	5	209	196	0	148
420 AIR POLICE SQUADRON	10	6	0	6	342	301	0	273
420 FOOD SERVICE SQUADRON	4	2	0	2	266	216	0	194
420 INSTLS SQUADRON	6	3	3	7	273	246	119	357
524TH AIR FORCE BAND	1	0	0	0	19	13	0	12
TOTAL	112	100	3	89	1866	1799	135	1674
BASE GRAND TOTAL	536	608	7	503	4134	4073	158	3628

OFFICER NAME, GRADE (Typed): ROBERT RAPPAPORT, CAPT., USAF

SIGNATURE (Officer): Robert Rappaport

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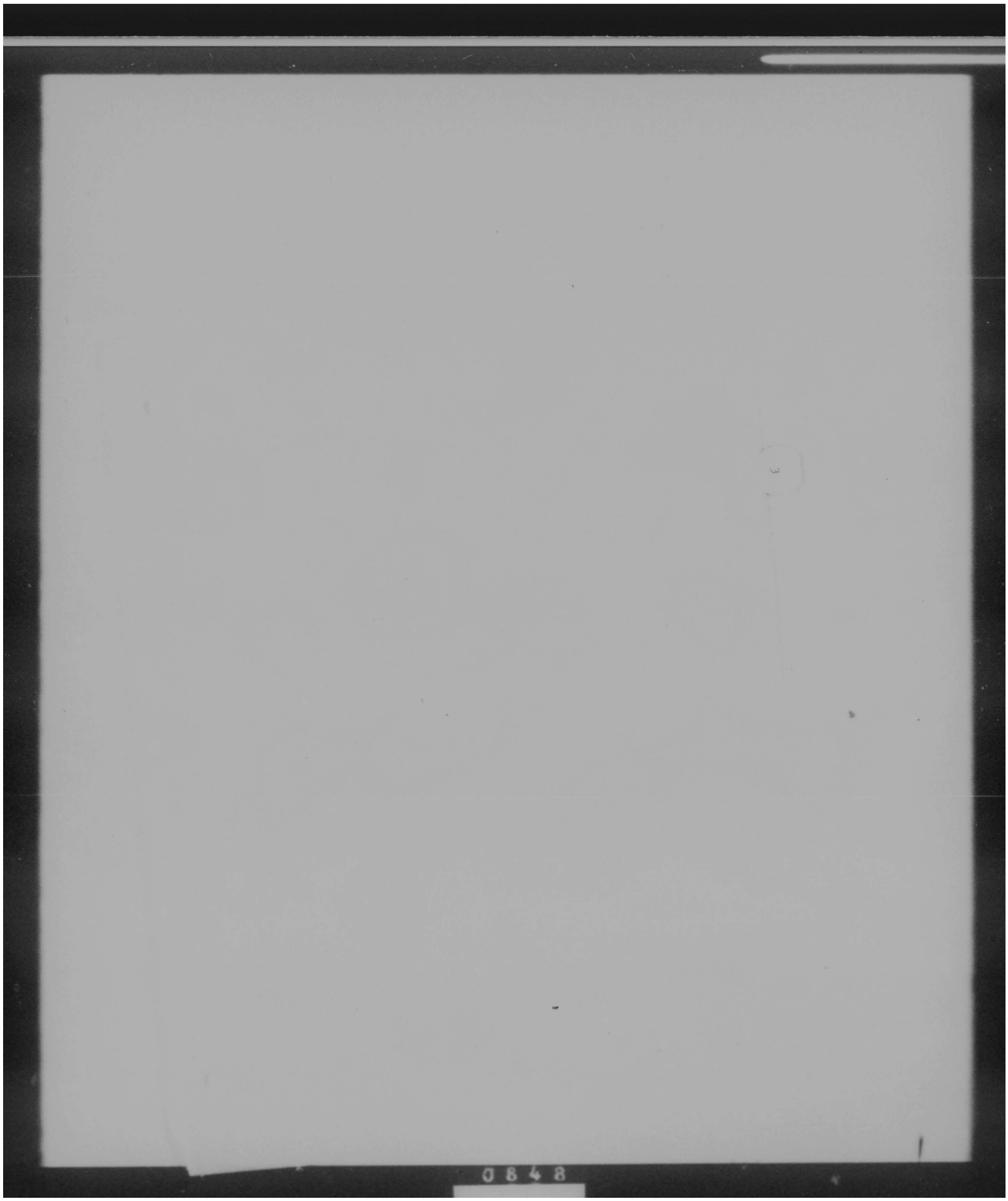

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Confidential

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

ADO 17 January 1956

SUBJECT: (Unclassified) Loring Air Force Base Staging Support for 16 January 1956 through 15 February 1956

TO: See Distribution

1. The following information concerning staging support requirements and proposed unit missions is submitted for your information and necessary action. This information should be used for planning purposes only. (U)

2. The 42d Bombardment Wing will be required to furnish the following: (C)

a. One B-36 aircraft to Westover Air Force Base, 31 January 1956 for 96 hours TDY for special training.

b. 70% of possessed B-36 aircraft, 23 January 1956 for participation in operation "Pace Setter II".

c. One KC-97 strip alert aircraft, Mondays through Fridays only. 1st through 29th February 1956.

3. Loring Air Force Base will be required to provide base support and facilities for the following operations: (C)

a. One C-124 aircraft on 17 January 1956.

b. One B-47 aircraft 96 hours TDY for special training 24 January 1956.

c. One B-47 aircraft 96 hours TDY for special training 31 February 1956.

d. 42 B-36 aircraft 19th Air Division on 14th through 16 February 1956, operation "Style Show".

e. Loring Air Force Base may be required to provide base facilities and support for the following overflies. (C)

a. 48 KC-97 aircraft (sorties) of the 71st Air Refueling Squadron on 16 January 1956, operation "White Oak".

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Hq, 45th AD (SAC), Loring AFB, Me. Subjt: (U) Loring Air Force Base Staging Support for 16 January 1956 through 15 February 1956

a. 47 KC-97 aircraft 509th Air Refueling Squadron on 28 January 1956, operation "Tinker Bell".

b. 44 KC-97 aircraft (sorties) of the 91st Air Refueling Squadron on 28 January 1956, operation "Tinker Bell".

c. 40 + KC-97 aircraft of the 91st/100th Air Refueling Squadron on 6 February 1956, operation "Swan Dive".

d. 77 B-47 aircraft of the 310th/310th Bombardment Wings on 6 February 1956, operation "Swan Dive".

f. 20 + KC-97 aircraft of the 91st Air Refueling Squadron on 13 February 1956, operation "Swan Dive".

g. 42 B-36 aircraft 24th Air Division on 14 through 16 February 1956, operation "Style Show".

h. 61 RB-47 aircraft of 801st Air Division on 14 through 16 February 1956, operation "War Dance".

BY ORDER OF THE COMMANDER:

JOSEPH H. JACOBY
Major, USAF
Adjutant

DISTRIBUTION:	CYS	DISTRIBUTION	CYS
ADC	1	42IS	1
ADO	1	42AF	1
ADM	1	ISO	1
WOO	1	42ARSFS	1
WOD	2	1971AACS	1
WODO	1	1292AACS	1
WDM	2	42FMS	1
ARC	1	EMS	1
DCP	2	42OFS	1
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70BRS	1		
74BRS	1		
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42FDS	1		

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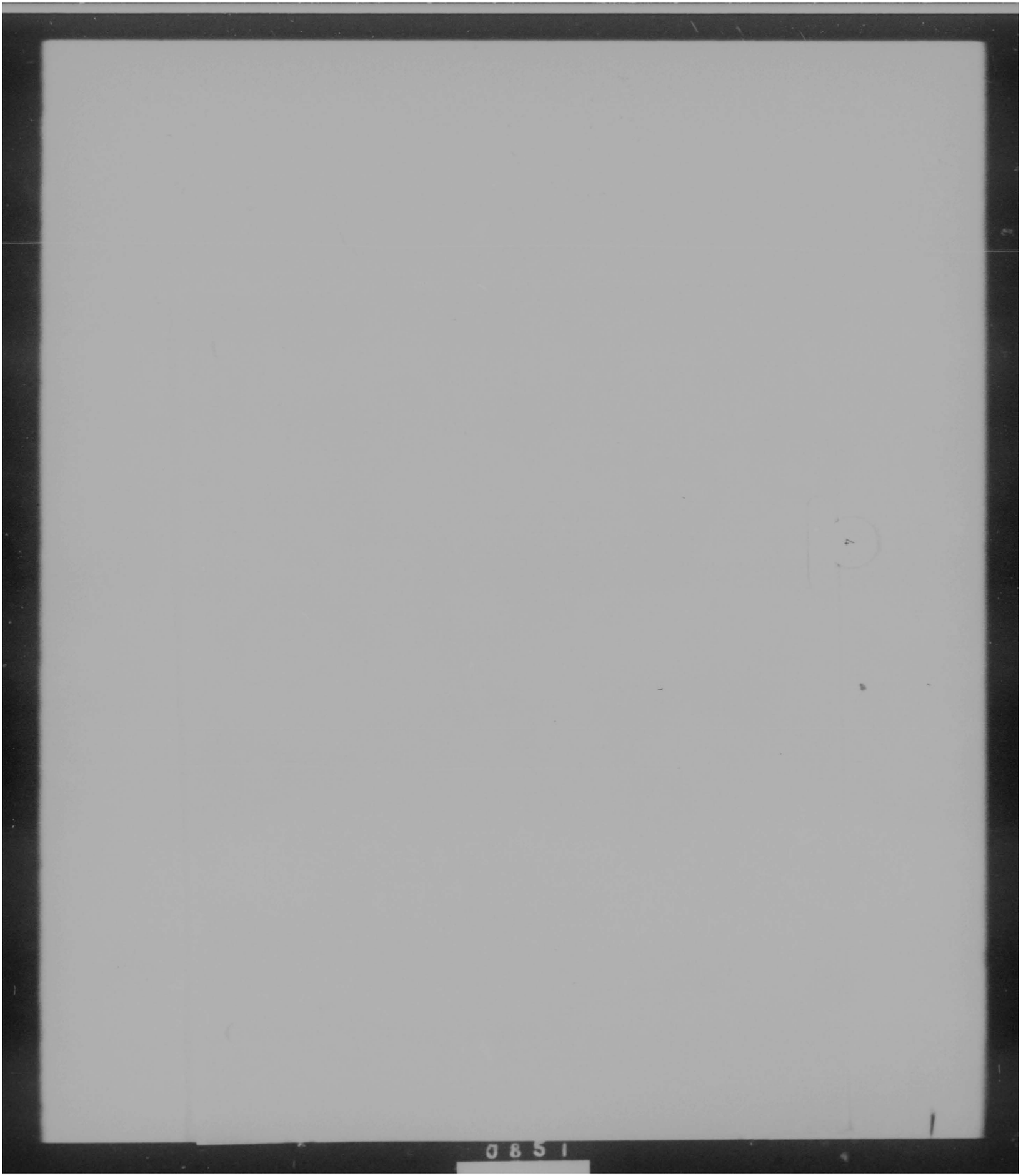

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HEADQUARTERS
42D BOMBARDMENT WING (H) (SAC)
Loring Air Force Base
Limestone, Maine

WDMS

SUBJECT: B-52 Materiel Conversion Program

TO: See Distribution

That which follows is informative and directive in nature and is intended as a guide to acquaint Commanders, Maintenance and Supply Personnel in just what has been and will be done to convert to B-52s from a materiel standpoint.

1. How will equipment be authorized? All equipment to be authorized will be machine listed on the Unit Authorization List (UAL). A separate machine listing will be published for each Wing Squadron. The UAL will be broken down into two (2) portions. The basic UAL will authorize equipment for B-52 KC-97 support and will be predicated on the support of 45 B-52 and 22 KC-97 aircraft. The second portion of the UAL will authorize that equipment not authorized in the basic which is required for interim B-36 support until final phase-out. In no case will the equipment listed in the B-36 UAL addendum duplicate items or quantities authorized in the basic (B-52 KC-97) UAL.

2. What equipment will be authorized by the UAL? All the maintenance equipment, associated clothing, hand tools and administrative equipment required to support us on mobility and within the Z.I. will be authorized. Items so authorized will be extracted from ECLs 20-00-28 (A&E) 20-00-38 (TAC SQ) 20-00-48 (PMS) and 20-00-58 (FMS) for maintenance and test equipment. Administrative type equipment not authorized by ECLs will cite T/A 1-1 as the authorization source. Hand tools, mechanics' kits, special purpose and flying clothing will be as shown by T/A 1-21 and the AFSC. Towing vehicles and certain other selected items of equipment such as weapons will be as indicated in the Master Equipment Authorization List (MEAL). Airmens' quarters furniture and bedding will be by the strength of the unit and the T/A 1-1Q.

3. How we will get the equipment? The equipment listed on the UAL for B-52 support will be requisitioned by each Wing Unit concerned. However, it will not be necessary for the units to manually prepare a requisition on base supply. Higher headquarters will machine run requisition (AF Form 104B3) for each line item in the UAL, one line item per requisition. Units will be required to screen available assets, including substitutes, against the quantity

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Ltr, Hq 42[illegible] PW, S [illegible] B-52 Materiel Conservation Program

DISTRIBUTION

1. WCO
1. WDC
5. WDO
5. WDM
0. WDMM
5. ARG DM
5. [illegible] Sq Engineering
   Less ARS & HQ SQ
2. HQ SQ
3. ADM

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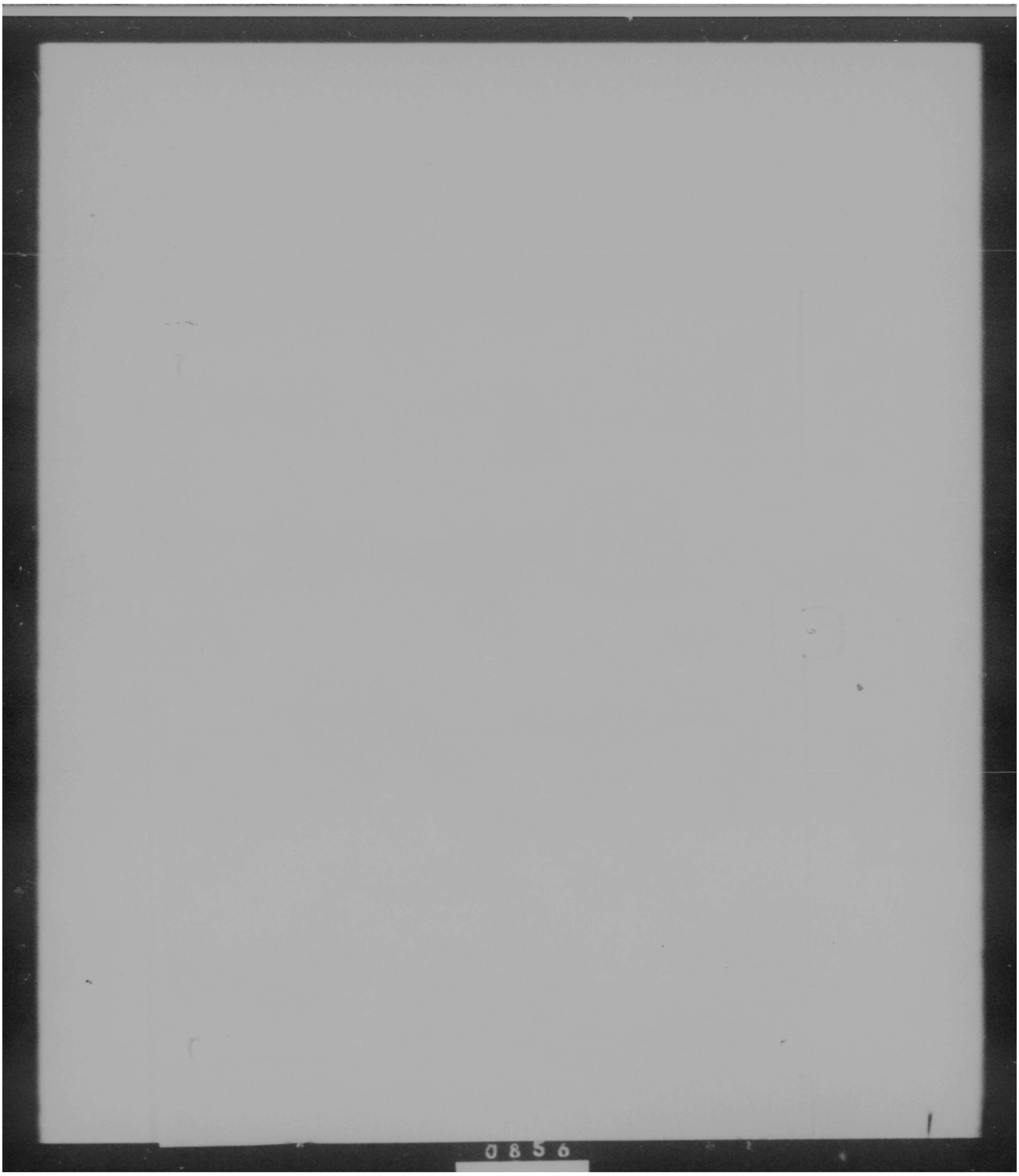

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	51		31 Jan 56				Loring AFB, Maine		
C236-311	COMM, GCOM, REC BLDG. #1A	SF	14,500	373	4	7/4	7/4	98	2/6
C238-311	COMM, GCOM, TRAN BLDG. #1A	SF	18,500	987	4	7/4	7/4	98	2/6

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A165-400	APRON, PARKING, STUB, MV	SY	196,175	5,878	4	4/4	5/4	99		
A713-230	TAXIWAY, APRN, ACCESS MV	SY	48,766	Incl above	4	4/4	5/4	99		
A716-230	TAXIWAY, DISPERSAL MV	SY	65,022	Incl above	4	4/4	5/4	99		
E314-100	HANGAR, FLD MAINT, N/S (D.C.)	SF	211,984	1,954	4	7/3	7/3	99		
J000-000	RELOCATION OF MIX PLANTS	LS		277	4	4/5	3/5	100	9/5	
S610-000	ORDNANCE EQUIP., SHOP (AAA)	SF	5,800	198	4	12/4	2/5	100	9/5	

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	53	31 Jan 56					Loring AFB, Maine	
A116-400	PAD, A/C, WARMUP, HOLD, HV	SY	57,000	430	4	4/5	6/5	33	12/6
C967-400	LIGHT, AFLD, TAXIWAY	FT	8,300	99	4	8/3	8/3	88	11/5
J195-0001	ELE PRIMARY PLNT (ADDN)	KW	2,500	1,129	4	4/3	12/5	100	12/5

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55 31 Jan 56 Loring AFB, Maine

R386-313	FIRE STA #1C (3 STALL)	SF	4,796	136	4	4/5	6/5	99	11/5
S712-400	PROMT, SHOP, BASE, BLDG.	SF	7,750	193	4	2/5	5/5	98	12/5

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56 31 Jan 56 Loring AFB, Maine

A312-330	HARDSTAND, CALIB, HV, A/C	SY	15,900	207	4	4/5	5/5	11	12/5	
A412-400	PAD, A/C, BLAST, HV	SY	10,000	29	4	4/5	9/5	130	12/5	11/5
A613-022	RUNWAY, PRIMARY EXT, HV (2100ft)	SY	70,000	1,322	4	4/5	5/5	91	12/5	11/5
A656-300	STOL, SHLDR, TAXIWAY	SY	124,300	498	4	4/5	5/5	99	11/5	11/5
A715-230	TAXIWAY, PRIMARY, HEAVY	SY	17,672	323	4	4/5	6/5	15	12/5	11/5
B303-300S	HYDRANT, PUBLIND, STD, MODIF	EA	6	193	4	5/5	7/5	94	12/5	
B401-360	PIPELINE, L/FUEL, 8 INCH	FT	13,100	133	4	5/5	7/5	94	12/5	
B481-100	PUMP, LIQUID FUEL	EA	1	10.5	4	5/5	9/5	94	12/5	
B530-000	PUMP, STATION	SF	249	4.3	4	5/5	9/5	94	12/5	
C614-000	XGA FIXED (TURNTABLE)	EA	1	10	4	10/5	10/5	90	11/5	
C965-100	LIGHTING, RUNWAY, HI-INT	FT	7,100	71	4	4/5	7/5	77	7/6	7/6
C967-400	LIGHT, AFLD, TAXIWAY	FT	3,325	47	4	4/5	9/5	39	12/5	
C990-000	TACAN FACILITY	EA	1	7	3					
E317-300	HANGAR, M&S/MG, M/P, STD (ARS)	SF	46,960	718	4	12/4	5/5	85	11/5	
E317-300	HANGAR, M&S/MG, M/P, STD (9 EA)	SF	211,590	3,619	4	12/4	5/5	95	9/6	
E477-130	SHOP, MAINT, ORDNL, M/S (ARS)	SF	5,760	60	4	2/5	5/5	97	11/5	
J100-300	UTILITIES (11 HANGARS)	LS		716	4	3/5	5/5	98	11/5	
J210-000	FIRE PROTECTION SYSTEM	LS		27.5	3					
J310-000	HEATING FACILITIES	LS		524	4	6/5	7/5	51	9/5	
J617-000	ROAD (ARS)	MI	0.2	10	4	2/5	5/5	96	11/5	
K315-700	LAND EASE S/W TCN	AC	3	3	3					
K317-400	LAND OWN FEE PURCH TCN	AC	.25	1	3					
N754-100	SUP & DSUS, ORDN, BLDG, M/S(ARS)	SF	5,760	60	4	2/5	5/5	96	11/5	
N952-711	WHSE, RSLY, BASE #1 (ARS)	SF	40,000	266	4	4/5	6/5	96	12/5	
P312-400	CLUB, AIRMEN, BLDG.	SF	17,712	290	4	4/5	6/5	95	12/5	

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56		31 Jan 56						Loring AFB, Maine	
A610-0005	RUNWAY, PRIMARY	SY	33,334	430	4	4/4	9/55	99	10/5
B131-112	BULK AVGAS TANK, N/S DO	BL	1,180	33	3	1/6		1	8/6
B135-000	BULK STORAGE, JET FUEL	BL	25,000	130	3	12/5		4	5/6
B227-000	FILL STAND, TRUCK	EA	1	3	3				
C654-000	ILAS HARDSTAND	LS		33	2				
C656-000	ILAS MIDDLE MARKER	LS		17	2				
C658-000	ILAS OUTER MARKER	LS		234	2				
E317-3005	HANGAR, NOSE/WG, M/P, STD	SF	226,160	960	3	7/6		2	11/6
G314-0005	DORMITORY, AIRMAN(STORM WINDOWS)	LS		185	3	9/5			1/56
J562-600	PARK, VEHICLE, AIM, PVD	SY	13,750	108	3	4/6		5	9/6
J254-000	GARBAGE INCINERATOR	EA	1	130	3	2/6		1	12/5
K716-000	LAND, FEE, PURCHASE	AC	5	42	1	3/6			3/6
K668-000	LAND, EASEMENT, RIGHT/WAY	AC	10	8	1	3/6			3/6
P273-330	CHAPEL, BASE #3 (300) SS	SF	6,048	206	3	12/5		3	2/7
P275-320	CHAPEL, ED. WING, BLDG #2	SF	3,375	85	3	12/5			9/6
P317-330	CLUB, NCO, BLDG #3	SF	14,330	257	3	12/5		5	12/6
P673-400	RCTN, FIELD HOUSE, BLDG	SF	33,600	592	3	1/6		5	4/7
R743-330	POST OFFICE, CENTRAL #3	SF	3,800	102	3	12/5		5	12/6
R836-340	SCTI, DORM HOUSE #4	SF	4,100	90	3	12/5		5	11/5
S212-0001	AUTO MAINT. SHOP, BASE	SF	9,600	167	3	1/6		3	11/6

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	57	31 Jan 56				Loring AFB, Maine
41-131	STORAGE, BASE AVFUEL	BL	110,000	330	3	
14-457	OPERATIONS, SQUADRON	SF	15,404	267	2	
17-232A	FLIGHT SIMULATOR TNG.	SF	4,744	477	3	
17-712-	TARGET INTEL. TRAINING	SF	9,000	216	2	
21-426R	AUTO STORAGE, HEATED	SF	14,400	193	3	
21-427	AUTO STORAGE, OPEN	SY	13,000	104	3	
12-123	HYDRANT FUELING SYSTEM	EA	6	60	3	
61-241	HQS. BASE UNIT, A/POLICE	SF	2,112	58	2	
71-431	GARAGE, FAM. HSG. AIRMEN	UN	160	180	3	
71-432	GRGE, F/MSC, OFFICERS	UN	76	86	3	
74-275A	COMMISSARY STORE	SF	9,052	195	3	
74-308A	EXCHANGE, SALES STORE	SF	13,340	267	3	
74-511	LIBRARY, NON-TECHNICAL	SF	5,991	109	3	
74-619A	OPEN MESS, OFFICERS	SF	9,500	272	3	

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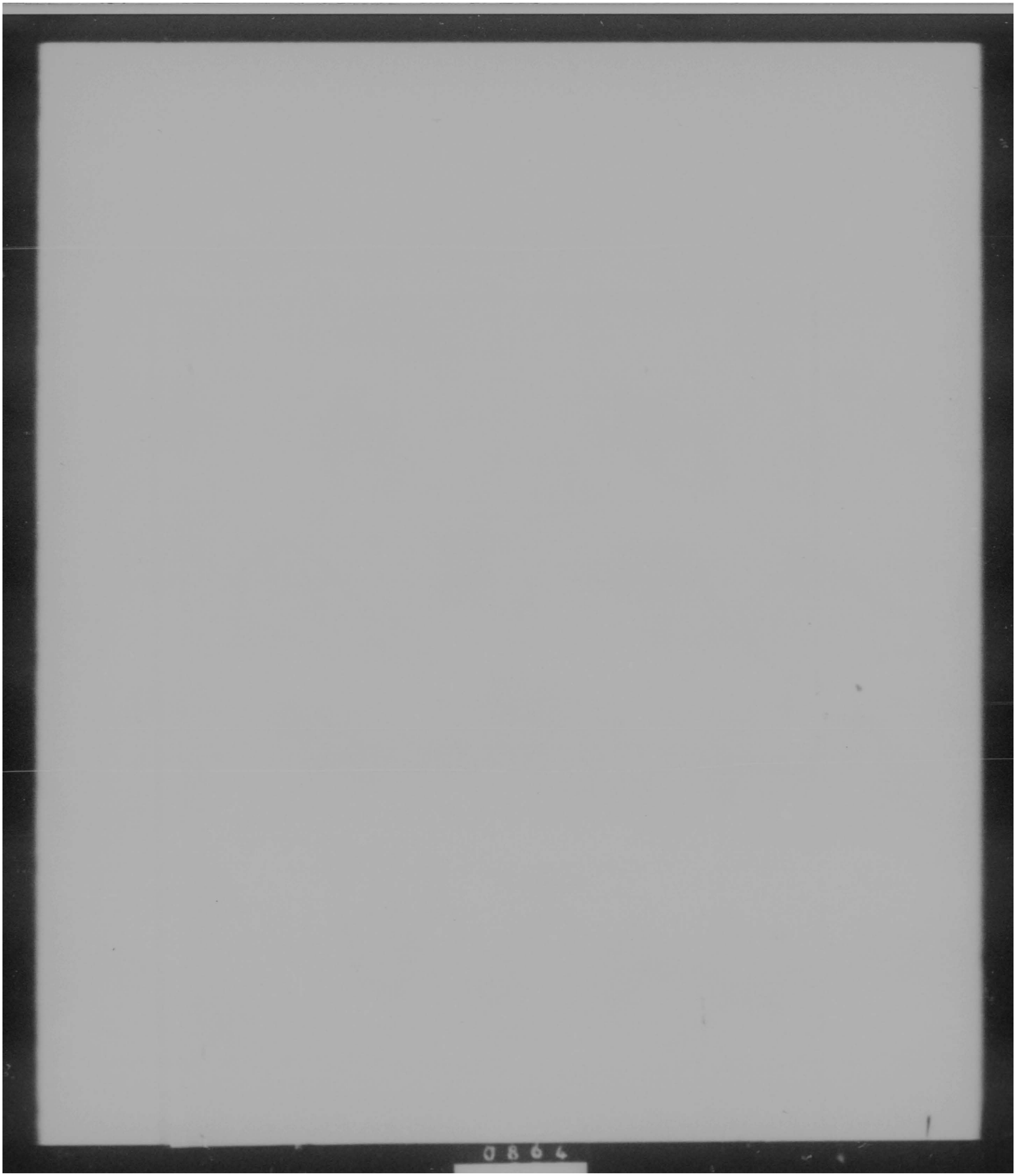

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I N D E X

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2.	Flying Time	1 Page
3.	Aircraft Commission Status	2 Pages
4.	Base Supply Effectiveness	1 Page
5.	Status of Motor Vehicles	1 Page
6.	Housing Status	1 Page
7.	Incidents	4 Pages
8.	Ground Safety	3 Pages
9.	Separations vs Reenlistments	1 Page
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FLYING SAFETY

	AUG	SEP	OCT	NOV	DEC	JAN
PRIMARY AIRCRAFT:						
Hours Flown	1392	1629	1546	1295	1489	1547
Major Accidents	0	0	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	0	0	0	0	0
ADMINISTRATIVE AIRCRAFT:						
Hours Flown	445	366	423	338	260	193
Major Accidents	0	0	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	0	0	0	0	0

SOURCE: Flying Safety Office, HQS: 1-AF-A1

FLYING SAFETY

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FLYING TIME

	AUG	SEP	OCT	NOV	DEC	JAN
B-25	115	96	110	103	50	64
C-45	95	52	72	10	49	49
C-47	127	196	145	161	111	65
C-119	73	24	45	35	23	7
L-19	35	38	51	29	28	8
TOTAL	445	366	423	338	260	193

SOURCE: RDS: 1-AF-A1

		AUG	SEP	OCT	NOV	DEC	JAN
64th	Prog	300	345	317	301	331	337
	Act	306	335	343	241	285	362
	Acft	28	30	29	22	26	27
70th	Prog	303	365	358	320	314	327
	Act	304	344	377	274	344	283
	Acft	28	31	33	27	32	26
71th	Prog	300	380	361	343	272	334
	Act	313	321	382	273	270	316
	Acft	28	29	34	25	30	33
B-36	Prog	903	1100	1036	964	916	998
	Act	923	1000	1112	788	879	961
ANS	Prog	474	497	450	497	600	664
	Act	469	629	430	507	610	586
	Acft	22	30	20	20	28	27
TOTAL	Prog	1377	1697	1486	1561	1516	1662
	Act	1342	1629	1542	1295	1489	1547

FLYING TIME

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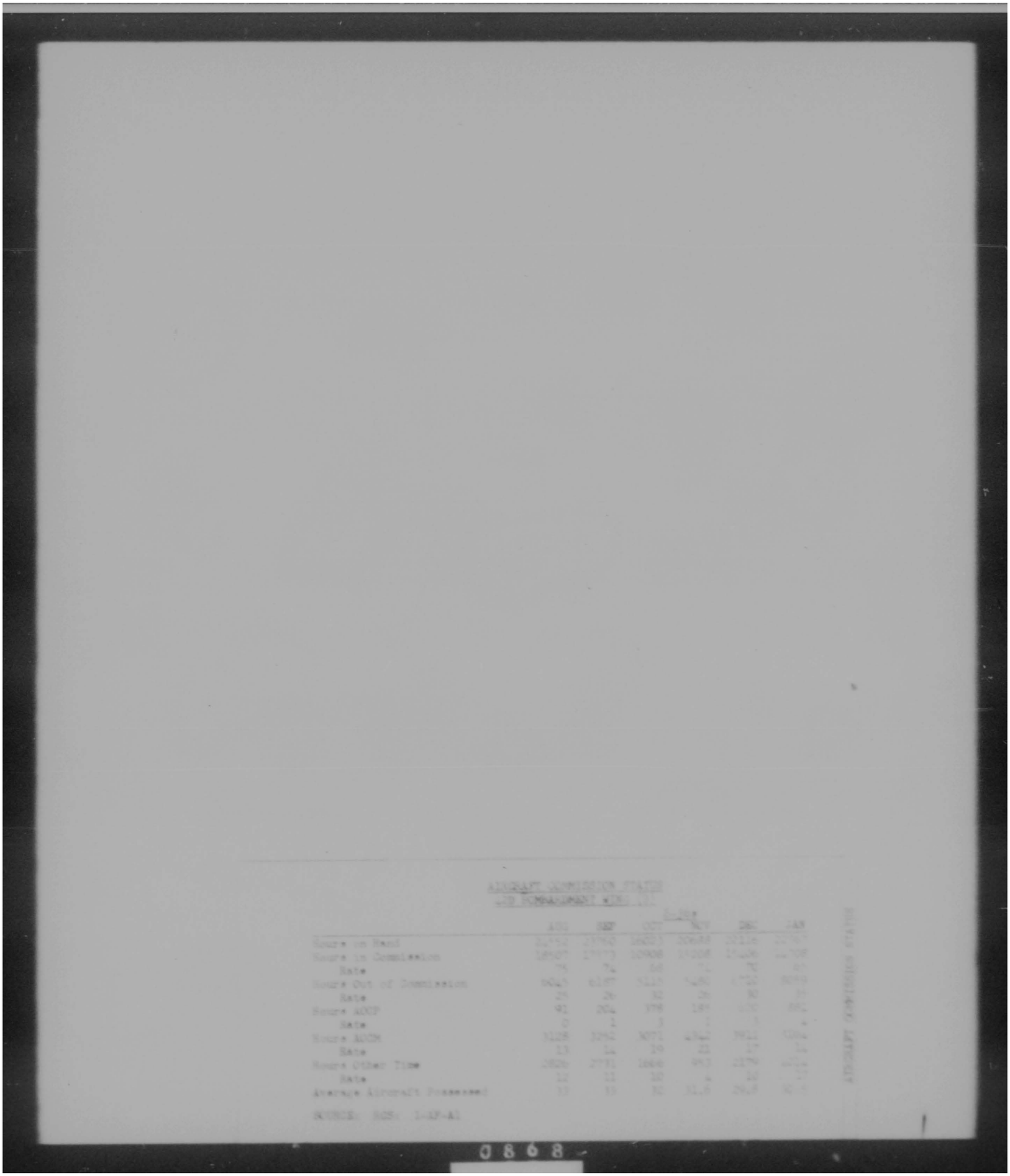

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AIRCRAFT COMMISSION STATUS

	6950 Bm Sq		7050 Bm Sq		7410 Bm Sq		424 BSS	
	DEC	JAN	DEC	JAN	DEC	JAN	DEC	JAN
Hours on Hand	8579	7440	9019	8184	9419	7123	16368	16368
Hours in Commission	5581	5472	6891	4330	9934	4906	11919	14312
Rate	65	74	73	53	71	68	73	87
Hours Out of Commission	2998	1968	2127	3854	1585	2217	4449	2056
Rate	35	26	27	47	29	31	27	13
Hours AOCP	163	36	373	392	64	410	945	136
Rate	2	1	5	4	2	7	6	1
Hours AOCM	1714	1208	1377	1312	820	644	3215	912
Rate	20	16	17	16	15	9	19	6
Hours Other Time	1121	724	377	2190	681	1200	289	1010
Rate	13	9	5	27	12	25	2	6
Average Aircraft Possessed	10.8	9.6	10.0	11	9.0	9.7	22	22

SOURCE: ACS: 1-AF-41

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BASE SUPPLY EFFECTIVENESS

	AUG	SEP	OCT	NOV	DEC	JAN
Depot Supply Action	79	72	74	76	58	69
Base Supply Action	69	61	75	85	88	88
Reparable Action	97	48	99	88	95	99
Stock Record Cards	22894	23377	23097	22954	17670	17670
Line Items Processed	26869	21320	19692	14785	15360	21289
Percent Inventory Taken	35	51	61	84	100	20.9
Percent Inventory Error	.8	5	4	5	0	3.8
Line Items in LP Store	6650	6660	6655	6555	6555	6550
Line Items Issued LP Store	1754	2044	1904	1535	1480	1724
Pipeline Time - Days						
GSA Store Items	20	31	46	59	82	54
GSA Supplies	17	13	47	43	46	54
Local Purchase	19	23	35	43	40	47
Petty Cash Purchase	10	21	31	36	53	44

SOURCE: RCS: AF-S1

BASE SUPPLY EFFECTIVENESS

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GOVERNMENT VEHICLE ACCIDENTS

	AUG	SEP	OCT	NOV	DEC	JAN
Hq 42d BW	0	0	0	0	0	0
69th Bm Sq	0	0	0	0	0	0
70th Bm Sq	0	0	0	0	0	1
75th Bm Sq	0	0	0	0	0	0
42d PMS	0	0	0	0	0	1
42d PMS	0	0	0	0	0	0
42d A&E Sq	0	0	0	0	0	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	0	0	0	0	0
TOTAL	0	0	0	0	0	2

	AUG	SEP	OCT	NOV	DEC	JAN
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	0	0	0
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	0	0	0	0	0	0
42d Mtr Veh Sq	0	0	0	1	1	0
42d AP Sq	0	1	0	0	0	0
42d Fd Sv Sq	0	0	0	0	0	0
42d Inst Sq	0	0	1	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	0	1	1	1	1	0

SOURCE: Ground Safety Office

GROUND SAFETY

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MILITARY PERSONNEL INJURIES

	AUG	SEP	OCT	NOV	DEC	JAN
Hq 42d Bm Wg	0	1	0	0	0	0
69th Bm Sq	0	0	0	1	1	0
70th Bm Sq	1	0	2*%	0	0	0
75th Bm Sq	0	0	0	0	0	0
42d PMS	0	0	0	0	0	0
42d FMS	1	1	0	2	0	0
42d A&E Sq	1	0	0	0	0	0
42d TAC Hosp	1	0	0	0	0	0
42d ARS	0	1	0	0	1	0
TOTAL	4	3	2	3	2	0

	AUG	SEP	OCT	NOV	DEC	JAN
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	0	0	0
42d Opns Sq	0	0	0	0	0	1
42d Supp Sq	0	0	0	0	0	0
42d Mtr Veh Sq	0	0	0	0	1	0
42d AP Sq	0	1	0	0	1**	0
42d Fd Sv Sq	1	0	0	2*	1	0
42d Inst Sq	1	0	1	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	2	1	1	2	3	1

** Includes one fatality
*% Includes one fatality
* Includes two fatalities

SOURCE: Ground Safety Office

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CIVILIAN PERSONNEL INJURIES

	AUG	SEP	OCT	NOV	DEC	JAN
Hq 42d Bm Wg	0	0	0	0	0	0
69th Bm Sq	0	0	0	0	0	0
70th Bm Sq	0	0	0	0	0	0
75th Bm Sq	0	0	0	0	0	0
42d PMS	0	0	0	0	0	0
42d FMS	0	0	0	0	0	0
42d A&E Sq	0	0	0	0	0	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

	AUG	SEP	OCT	NOV	DEC	JAN
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	0	0	0
42d Cpns Sq	0	0	0	0	0	0
42d Supp Sq	0	0	0	0	0	0
42d Mtr Veh Sq	0	0	0	0	0	0
42d AP Sq	0	0	0	0	0	0
42d Fd Sv Sq	0	0	0	0	0	0
42d Inst Sq	0	0	0	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

SOURCE: Ground Safety Office

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SEPARATIONS vs REENLISTMENTS

	AUG	SEP	OCT	NOV	DEC	JAN
Hq 42d BW	4/1	2/2	3/1	2/0	3/0	7/0
69th Bm Sq	16/6	8/3	5/2	11/0	11/5	7/1
70th Bm Sq	8/2	6/2	14/7	11/1	14/4	11/1
75th Bm Sq	16/9	13/12	10/4	13/1	13/4	10/0
42d PMS	10/3	14/0	8/0	2/1	13/2	6/2
42d FMS	17/6	21/9	34/12	24/4	33/8	21/6
42d A&E Sq	7/2	8/1	6/2	3/1	7/3	2/1
42d TAC Hosp	8/3	11/3	7/1	7/2	6/4	1/0
42d ARS	5/3	2/1	5/2	4/0	2/0	5/1
TOTAL	91/35	92/31	102/30	85/33	77/10	70/15

	AUG	SEP	OCT	NOV	DEC	JAN
Hq 45th AD	1/0	0/0	0/0	0/0	0/0	0/0
Hq 42d AB Gp	12/1	17/4	7/2	6/3	19/5	5/0
42d Opns Sq	11/7	4/1	5/0	5/2	12/1	9/1
42d Supp Sq	8/3	12/1	13/4	11/2	16/6	8/4
42d Mtr Veh Sq	10/3	11/6	13/3	21/5	11/3	10/1
42d AP Sq	10/2	11/1	5/2	14/3	4/2	8/0
42d Fd Sv Sq	6/4	15/5	8/2	3/1	7/2	4/1
42d Inst Sq	10/4	9/3	10/5	4/2	13/4	7/2
4034th Hosp	0/0	1/0	0/0	0/0	0/0	1/0
524th Band	1/0	0/0	0/0	1/0	1/0	2/0
TOTAL	69/24	61/18	83/23	80/21	65/18	54/9

SEPARATIONS / REENLISTMENTS

SOURCE: Recruiting and Separation Office

SEPARATIONS vs REENLISTMENTS

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ASSETS

The assets or goods and property owned and operated by Loring Air Force Base are:

Inventories (Controlled by Base Supply)	$ 28,673,739.46
Equipment in Use - UAL	15,888,012.09
Equipment in Use - Other	5,552,921.81
Land & Land Improvements	1,757,417.78
Pavement & Runways	15,781,527.55
Buildings and Structures	47,623,560.40
Utility Plants & Systems	30,858,123.31
Construction in Progress	189,378.05
Accounts Receivable (Money owed to Loring)	79,839.67
Total Assets	$ 146,404,520.12

COMPTROLLER - BUDGET & ACCOUNTING DIV

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BASE MAINTENANCE AND OPERATIONS (458 FUNDS - FY 1956)

Obligations to 31 January 1956:

Fuel Oil	$ 331,344	Commercial Communications	$ 71,634
Gasoline	99,935	Commercial Transportation	116,571
Motor & Lub Oil	42,619	FICA	5,880
Supplies Used - LP Store	344,856	Travel	94,783
Equipment	52,112	Laundry & Dry Cleaning	18,886
Cont Maint of Motor Vehicles	13,822	Cont Maint of Real Property	28,755
Cont Maint of Equipment	1,772	Civilian Personnel	1,104,230
Cont Services	10,916	Off-Duty Education Program	1,384
Purchased Utilities	1,925		
		TOTAL	$2,341,424

COMPTROLLER - BUDGET & ACCOUNTING DIV

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MANHOUR UTILIZATION
42D BOMB WING - JANUARY 1956

UNIT	Direct	Prod Indirect	Non Prod Indirect	Absent	Loaned	Over Time	Borrowed	Assigned	Avail
Hq 42d BW	3.0	8339.2	297.1	2189.9	116.5	1161.2	124.5	9660.0	8639.3
69th Bm Sq	10895.6	4576.3	791.0	4793.4	565.5	3042.8	77.5	18807.5	16262.9
70th Bm Sq	11414.5	6018.7	490.8	5966.3	2550.2	4391.8	1074.7	20979.0	17924.0
75th Bm Sq	7768.3	4862.7	376.7	7436.2	328.3	2003.4	0	12488.8	12707.7
42d ARS	8627.7	3439.9	319.5	4410.0	16.0	1619.6	0	15193.5	12387.1
42d A&E Sq	16363.2	23735.6	9215.7	19764.0	1768.4	6316.6	338.3	64192.0	49314.5
42d FMS	38473.3	37046.6	6934.9	27775.1	9986.8	12086.5	2873.5	99256.7	82454.8
42d PMS	14903.2	6746.6	1281.2	8636.4	336.0	2949.4	1048.0	27906.0	22931.0
42d Opns Sq	3650.6	3599.2	320.1	2746.6	214.0	2811.5	79.0	8430.0	7569.0
Total	112099.4	98064.9	20017.0	83717.9	9887.7	35082.8	5610.5	2830935	230180.3

SOURCE: SAC-U22, Part 3

COMPTROLLER - STATISTICAL SERVICES DIV

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SAC MANAGEMENT CONTROL SYSTEM - 42D AIR BASE GROUP

	PTS POSS	% OF MAXIMUM SCORE OBTAINED QTR SAC AVE SEP	QTR SAF AVE SEP	LCRING QTR DEC	LCRING MO JAN	DIFFERENCE
PERSONNEL						
1. MIRS - Officers	30	19.3	14.3	30	40	+ 10
Airmen	85	33.9	20.0	10	10	0
2. AWOL Rates	50	69.3	65.7	80	20	- 60
3. Reenlistment Rate	50	44.8	41.4	30	20	- 10
4. Open Mess - Officers	25	79.3	65.7	80	100	+ 20
NCO	25	76.1	67.1	80	100	+ 20
MATERIEL						
1. Supply Management	240	76.2	73.3	72.3	75.9	+ 3.6
2. AIC Costs Incident to Maint.	60	74.6	65.7	90	90	0
3. Base Commissary Management	50	40.4	32.9	75	90	+ 15
4. Base Exchange Management	80	44.4	37.6	NR	NR	0
5. Medical-Dental Supply Mgt	40	61.1	63.7	50	40	- 10

COMPTROLLER - MANAGEMENT ANALYSIS DIV

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SAC MANAGEMENT CONTROL SYSTEM - 42D AIR BASE GROUP (CONT'D)

	PTS POSS	% OF MAXIMUM SCORE OBTAINED: QTR SAC AVE SEP	QTR BAF AVE SEP	LORING QTR DEC	LORING MO JAN	DIFFERENCE
6. Food Service Management	40	55.8	53.6	50	90	+ 40
7. Pipeline for Base Purchases from Commercial Vendors	40	16.1	10.7	0	0	0
GENERAL						
1. BASE SUPPORT OPERATING COSTS:						
a. Ratio of Personnel	60	48.9	38.6	40	40	0
b. Support Personnel Costs	40	50.4	58.6	70	70	0
c. Support Supply Costs	70	90.9	89.3	10	10	0
d. Support Contractual Services & "Other" Costs	30	72.1	75.7	70	100	+ 30
2. Flying Safety	70	97.9	100	100	100	0
3. Ground Safety	70	70.7	77.9	75	100	+ 25
TOTAL	1155	62.9%	58.7%	57.68%	60.71%	+ 3.03

COMPTROLLER - MANAGEMENT ANALYSIS DIV

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FINANCE OPERATING DATA

	NOV	DEC	JAN
Gross Disbursements	$1,687,239	$2,308,011	$1,649,734
Gross Collections	$ 147,668	$ 128,349	$ 134,712
Personnel Salaries			
Officers	$ 308,561 (726)	$ 304,549 (726)	$ 279,385 (738)
Airmen	$ 484,230 (5357)	$ 328,704 (5157)	$ 566,074 (5321)
Civilians	$ 178,133 (602)	$ 193,249 (669)	$ 210,868 (673)
Total Personnel Salaries	$ 970,924 (6687)	$ 826,503 (6552)	$1,056,327 (6732)
Travel & Per Diem Vouchers	648	1,626	1143
Commercial Vouchers	1005	609	402
Commercial Discounts Taken	$ 495	$ 1,060	$ 296
Mil Pay Records Transferred	140	49	63
No. of Sep Pymts (Excl of Reenl)	166	306	201
Savings Bonds	$ 4,313	$ 40,950	$ 17,170
Treasury Checks Written	4577	10,004	5,243
Authorized Personnel	26	27	27
Assigned Personnel	20	24	24

Figures in Parenthesis Equal Number of Personnel Paid

CONTROLLER - FINANCE OFFICE

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STRENGTH DATA - AS OF 31 JANUARY 1956

	OFF		AMN		CIV	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq 45th AD	10	8	7	8	3	4
Hq 42d BW	48	52	122	150	3	3
69th Bm Sq	63	93	166	203	0	0
70th Bm Sq	63	97	166	202	0	0
75th Bm Sq	63	95	166	186	0	0
42d PMS	5	5	278	178	0	0
42d FMS	8	7	702	614	32	31
42d A&E Sq	12	9	277	387	0	0
42d ARS	100	95	224	205	0	0
42d TAC Hosp	36	32	137	132	0	0
4034th USAF H	16	15	19	9	35	34

	OFF		AMN		CIV	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq 42d AB Gp	55	60	258	328	73	62
42d Opns Sq	11	[illegible]	161	174	3	3
42d Supp Sq	18	15	345	325	96	99
42d Mtr Veh Sq	6	5	210	196	36	42
42d AP Sq	10	6	342	301	0	0
42d Fd Sv Sq	4	2	266	216	0	0
42d Inst Sq	6	5	273	446	509	304
524th Band	1	0	19	13	0	0
TOTAL 45th AD	535	608	4138	4073	590	244
TENANT PERS	147	129	1147	1107	75	52
LAFB TOTAL	682	737	5285	5180	665	296

SOURCE: Manpower Office, Morning Reports

COMPTROLLER - STATISTICAL SERVICES DIV

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STATUS OF MOTOR VEHICLES

	AUG	SEP	OCT	NOV	DEC	JAN
Vehicle Days Assigned	25323	25080	26009	25200	26691	27063
Days VDP	366	366	148	299	466	720
Rate	1.4	1.5	.5	1.2	1.7	2.7
Days VDM	363	796	690	839	890	958
Rate	1.4	3.2	2.7	3.3	3.3	3.5
Total Vehicle Days Lost	729	1162	838	1138	1356	1678
Rate	2.8	4.7	3.2	4.5	5.0	6.2
Air Division Vehicles Authorized	577	577	577	577	577	577
Air Div & Tenant Veh Assigned	833	836	839	840	861	873

SOURCE: RCS: SAC-K1

STATUS OF MOTOR VEHICLES

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HOUSING STATUS

	NOV	DEC	JAN
Bachelor Qtrs (Off & Amn)	5307	5307	5307
Spaces Occupied	2650	2856	3083
Appropriated Housing			
Officer:			
Completed	80	80	80
Occupied	27	30	78
Airmen:			
Completed	160	160	160
Occupied	172	195	160

A portion of the Officer's Housing Area is being used to house 43 Airmen families on a temporary basis.

	NOV	DEC	JAN
Wherry-Officers:			
Completed	510	510	510
Occupied	492	500	488
Wherry-Airmen			
Completed	990	990	998
Occupied	962	944	924
Local Area:**			
Officers	55	55	58
Airmen	319	360	389
Civilians	487	559	554

**Includes 548th AAA & 3080th

SOURCE: RCS: 1-AF-Z1, Base Housing Office

HOUSING STATUS

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INCIDENTS

	AUG	SEP	OCT	NOV	DEC	JAN
Traffic Accidents (Military & Civilian):						
On Base	4	10	6	6	15	9
Off Base	5	10	1	6	8	0
Traffic Violations (Military & Civilian):						
On Base	50	25	42	40	41	43
Off Base	40	60	33	25	28	9
Security Violations	0	0	0	0	0	0
Serious Crimes	3	0	4	1	2	2
Drunk and Disorderly	1	1	15	0	0	0
Article 15s	36	20	43	14	23	19
Reports of Theft	6	1	0	0	0	10

SOURCE: ROS: AF-Y7

INCIDENTS

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COURTS MARTIAL

	NOV	DEC	JAN		NOV	DEC	JAN
Hq 42d BW	0/0/0	0/0/0	0/0/0	Hq 45th AD	0/0/0	0/0/0	0/0/0
69th Bm Sq	0/0/0	0/1/0	0/0/1	Hq 42d AB Gp	0/0/2	0/1/0	0/0/2
70th Bm Sq	0/0/0	0/0/0	0/0/0	42d Opns Sq	0/1/0	0/0/1	0/0/1
75th Bm Sq	0/0/0	0/0/0	0/0/0	42d Supp Sq	0/0/0	0/0/1	0/0/0
42d PMS	0/0/0	0/0/0	0/0/0	42d Mtr Veh Sq	0/0/0	0/0/0	0/0/0
42d PMS	0/0/2	1/0/1	0/0/2	42d AP Sq	0/1/2	0/3/2	1/0/1
42d A&E Sq	0/0/1	0/0/1	0/0/3	42d Fd Sv Sq	0/1/1	0/0/1	0/0/2
42d TAC Hosp	0/1/2	0/0/0	0/0/0	42d Inst Sq	0/0/0	0/1/1	0/0/0
42d ABS	0/0/0	0/0/0	0/1/0	2034th Hosp	0/0/0	0/0/0	0/0/0
				5241st Band	0/0/0	0/0/0	0/0/0
TOTAL	0/1/5	1/1/2	0/1/6	TOTAL	0/3/7	0/5/6	1/0/6

SOURCE: Judge Advocate General / Special / Summary

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VENEREAL DISEASE

	AUG	SEP	OCT	NOV	DEC	JAN
Hq 42d BW	0	0	0	0	0	0
69th Bm Sq	0	0	1	2	1	0
70th Bm Sq	0	0	0	1	0	0
75th Bm Sq	3	0	1	1	2	1
42d PMS	0	0	2	0	1	0
42d FMS	0	1	1	2	0	1
42d A&E Sq	0	0	0	2	0	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	0	1	0	0	1
TOTAL	3	1	6	8	4	3

	AUG	SEP	OCT	NOV	DEC	JAN
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	1	1	0
42d Opns Sq	0	0	0	0	0	1
42d Supp Sq	1	1	1	1	0	0
42d Mtr Veh Sq	0	1	1	0	0	0
42d AP Sq	0	0	0	1	0	0
42d Fd Sv Sq	3	0	0	0	2	0
42d Inst Sq	0	0	0	3	0	1
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	4	2	2	6	3	2

SOURCE: Preventive Medicine Office

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A W O L ' S

	AUG	SEP	OCT	NOV	DEC	JAN
Hq 42d BW	0	0	0	0	0	0
69th Bm Sq	3	1	0	0	0	1
70th Bm Sq	0	0	0	0	0	0
75th Bm Sq	0	2	0	1	0	1
42d PMS	0	0	0	0	0	0
42d FMS	0	0	0	2	1	1
42d A&E Sq	0	2	0	0	0	2
42d TAC Hosp	0	0	1	0	0	1
42d ARS	0	0	1	0	0	0
TOTAL	3	5	2	3	1	6

	AUG	SEP	OCT	NOV	DEC	JAN
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	1	0	2	1	0	2
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	1	0	0	0	0	2
42d Mtr Veh Sq	0	0	0	0	0	0
42d AP Sq	1	0	3	1	2	1
42d Fd Sv Sq	1	3	1	0	3	5
42d Inst Sq	1	0	0	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	5	3	6	2	5	10

SOURCE: Provost Marshal

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(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 FEBRUARY 1956——29 FEBRUARY 1956

at Loring Air Force Base, Maine

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HEADQUARTERS
45TH AIR DIVISION (SAC)
LORING AIR FORCE BASE, MAINE

ISO-H

23 MAR 1956

SUBJECT: Transmittal of the History of the 45th Air Division (SAC) for the month of February 1956 (RCS: AU-D5).

TO: Commander
Eighth Air Force
Westover Air Force Base
Chicopee Falls, Mass.
ATTN: Command Historian

1. Transmitted herewith is the (Unclassified) History of the 45th Air Division (SAC) (SECRET) for the month of February 1956 (RCS: AU-D5).

2. When inclosure one (1) is withdrawn or not attached, the classification of this correspondence will be changed to unclassified.

FOR THE COMMANDER:

Richard L. Lally
RICHARD L. LALLY
2d Lt. USAF
ASTADJ

1 Inc.
Hist Rept
(quad)

RSI Cont No
S 16[illegible]

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(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 FEBRUARY 1956---29 FEBRUARY 1956

Prepared for the Historical Section of
the Information Services Office,
42d Air Base Group, by Major Peter O. E. Bekker,
(Historical Officer) and A/1C Martin Wein on
25 March 1956.

(Eighth Air Force, Strategic Air Command)

W. K. Martin
Brig. Gen., USAF
Commander

Peter O. E. Bekker
Major, USAF
Historical Officer
(Information Services
Staff Officer)

Martin Wein
A/1C AF 12L3703
Historian

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LORING COMMANDER RECEIVES SAC

FLYING SAFETY AWARD

Pictured from left to rightare:

Capt. F.J. Williams, Wing Flying Safety Officer

Lt. Col. David C. Jolly, Director of Operations

Maj. Keith M. Garrison, Editor, Combat Crew Magazine

Brig. Gen. W.K. Martin, Commander, 45th Air Division

Col. Jackson W, Lewis, Commander, 42d Air Base Group

Capt. Leonard Levandowski, Director of Safety

Maj. R.T. Mattingly, Deputy Dir of Operations

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F O R E W O R D

This report contains the history of the 45th Air Division (SAC) from the period 1 February 1956 - 29 February 1956. The origin and organization of this air division are recounted along with important activities--mission and mission implementations, operations and training, supply, maintenance, personnel and facilities--being emphasized for the reporting period.

The information contained herein, relative to the history of the 45th Air Division at Loring Air Force Base, Maine, a unit of the Eighth Air Force (SAC), covers activities of the 42d Air Base Group and assigned squadrons, the 4034th USAF Hospital and division headquarters. It is related to previous monthly histories of this air division since activation.

The present report was supervised by Major Peter O.E. Bekker, USAF, Historical Officer (Information Services Staff Officer), and written by Airman First Class Martin Wein, Historical Technician.

Like other months' reports, this history is subject to revision and additional information or suggested corrections will be welcomed.

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CHRONOLOGY

Date	Activity	Page
17 January	Staging Support for February	9
1 February	Operation " Style Show "	10
5 February	Operation " Tinker Bell "	12
8 February	Eighth Air Force Commander Visits Loring AFB	7
13 February	B-52 Mobile Training Detachment Begins Conversion Training	9
15 February	General Martin Completes B-47 Transition Training	6
17 February	Operation " Theme Song "	11
29 February	New Management School Graduates First Class	7

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ORGANIZATION, ADMINISTRATION AND PERSONNEL

Brief Unit History

The 45th Air Division Headquarters was activated at Loring AFB, Maine, on 8 October 1954 and was assigned to the Eighth AF.[1] Division Headquarters was set up just seven days after the base had been re-named "Loring" in honor of Maj. Charles J. Loring, Jr. a Maine jet hero of the Korean War.[2] Original name of the base was "Limestone".[3]

Before the division came into being, the 42d Heavy Bomb Wing was top base echelon. The 42d Wing was activated at "Limestone" (see above) in February 1953,[4] along with a support organization, the 42d Air Base Group.[5] On 8 October '54, this wing and air base group were assigned as units of the division.[6] The 4034th USAF Hospital became the third main unit of the division in March '54.[7]

The 45th administers its three units--wing, air base group, hospital--with respect to the over-all mission.[8] Facts point out

1. SAC GO 69, 8 Oct 54 (Sec I).
2. DAF GO 34, 15 Sep 54 (para 6).
3. Named after Limestone village, 7 mi. from base.
4. DAF Ltr, 322 (AFOMO 410n), 24 Mar 53. See also effective date, SAC GO 10, 25 Feb 53. Actually, the wing was "re-activated". WW II parent--42d Bomb Group (AAF)--was inactivated after Japan's surrender in 1946 [Hq 5th AF GO 69, 29 Apr 46 (pursuant to WD Ltr, AG 322 (OB-I-E-M, 26 Mar 46)].
5. Also "re-activated", WW II parent--42d Service Group (AAF)--disbanded in Belgium, 1945 [Ltr, Hq IX AF Service Command, 22 May 45 (pursuant to WD Ltr, AG 322 OB-I-AFRPG-M, 4 Apr 45)].
6. SAC GO 69, 8 Oct 54.
7. Ibid., activated by SAC GO 17, 15 Mar 54.
8. Outlined in 8th AF Reg 23-13, 15 Nov 54, as amended.

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that though Loring has been a "single-wing" type station, an air division headquarters was established, primarily, to provide staging support under the EAP. As a designated provisional task force in SAC,[9] Loring AFB and the 45th Air Division has a "geographical responsibility" to service SAC overseas flights.

Original construction of Loring began in the winter of 1946-47. During the initial construction period--up to the winter of 1952-53--the base was garrisoned by a small group of AF personnel.[10] In February '53, the base came under the jurisdiction of SAC.[11] At this time the construction program went into high gear. Runways, inter, an extension to the runway, [illegible] important base facilities were initiated.

The first B-47s aircraft arrived the last of March '53, just a few weeks after the wing was activated. In April '53, the wing launched its first training missions. By October'53, not quite nine months after the wing was activated, B-47 crews were flying more than 2,000 hours a month.[12]

When division headquarters was activated, changes were made in ex, personnel.[13] Brig. Gen. Bertram C. Harrison, USAF

---

9. SAC GO 45, 1 May 53.
10. When first assigned, Jun 50, group was designated "Base Headquarters". Later, re-designated 4213th Base Service Sqdn, then, 4713th Air Base Sqdn (latter discontinued per SAC GO 17 when the 45th Bomb Wing was activated, Feb 53).
11. SAC GO 18, 21 Apr 53.
12. Inscribed on plates awarded WOO by Convair, 5 Dec 53.
13. Officers' Roster (AGO: SAF-PI).

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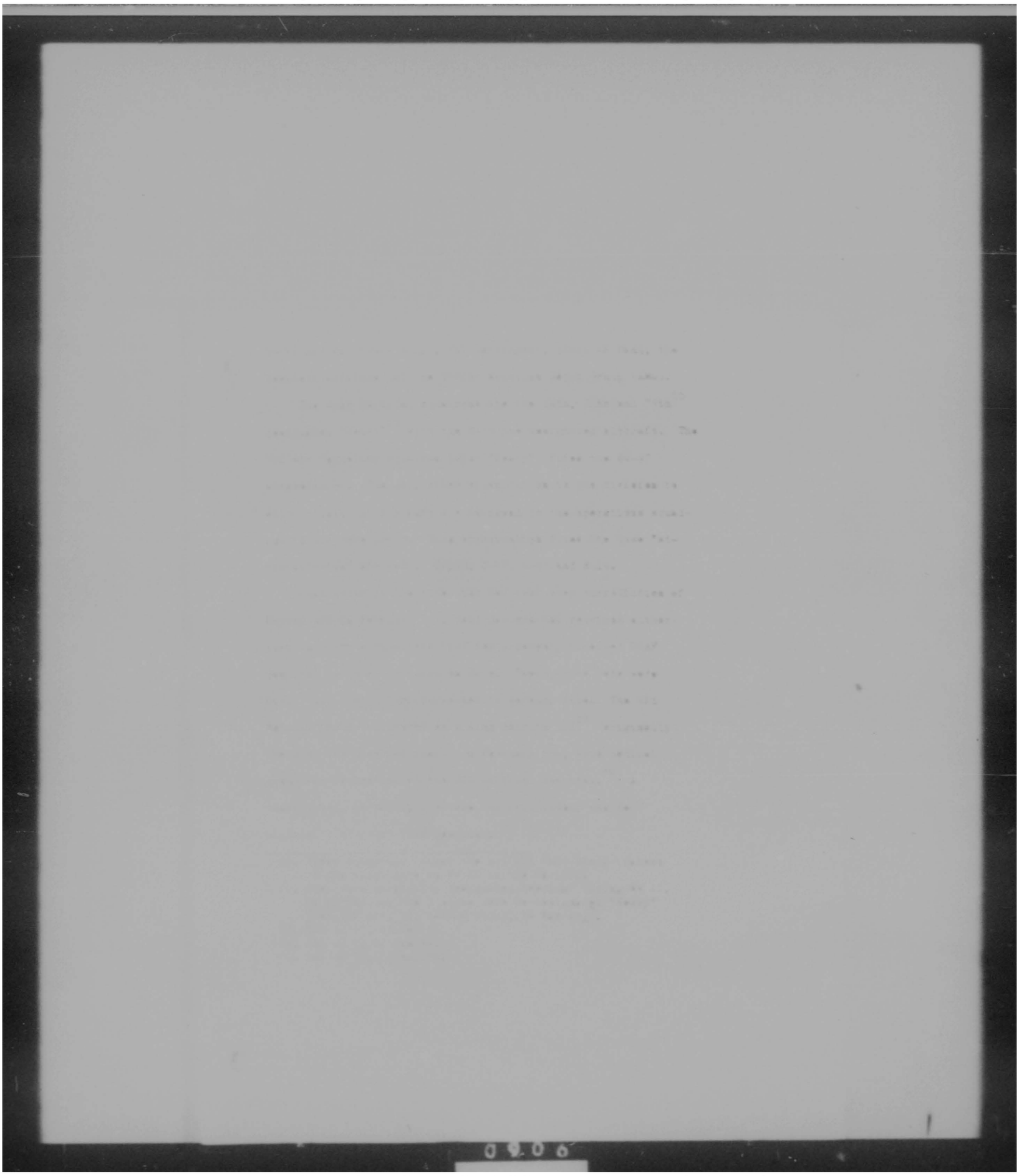

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February Developments

On 15 February, the 45th Air Division's Commander, 40 year old Brig. General William A. Martin, USAF, completed the two week B-47 transition course at Lockbourne A.F.B, Ohio which is preparing all B-36 pilots for the intensified training in the all jet B-52 bomber.[31]

The intensified B-47 training which General Martin received is designated to familiarize all B-36 pilots with jet aircraft operation prior to taking training in the heavy B-52. It included simulator time and air refueling as well as landing, take-off and routine training flights. General Martin returned to Loring with the crew he worked with at Lockbourne. His next step will be B-52 training at Castle AFB in California.

The 45th Air Division commands the 42d Bomb Wing at Loring A.F.B, Maine, which will soon be converted from B-36 aircraft to the new B-52. The 42d Bomb Wing is a member of the Strategic Air Command, and will be the first heavy bombwing to convert to the new high speed, all jet aircraft.

During the absence of General Martin, the division was under the command of Col. Jerome Tarter, USAF, commander of the 42d Bomb Wing.[32]

31. Msg, Donnally, 45th, Loring A.F.B, Maine, 31 Jan 56.
32. Hq 45th Air Div SO 1, 30 Jan 56.

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The new fifty hour management training course graduated 24 supervisors on 29 February.[33]

Major General Walter C. Sweeney, USAF, Commander , Eighth Air Force, visited Loring on 8 February to inquire into the B-52 conversion program.

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33. AFF 50-37, 8 Sep 55.

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CHAPTER II - MISSION

Over-all Mission

The 45th Air Division was activated, primarily, to administer a force capable of flying strategic bombardment operations in any part of the world.[1] In performing this task, the latest technical knowledge and advanced weapons are utilized.[2]

In addition to long-range bombardment, air-to-air refueling is a part of the division mission.[3] The 42d Bomb Wing provides the bombardment, air-to-air refueling and aircraft maintenance portion of the division mission.[4] The 42d Air Base Group provides the base support needed by the tactical organizations.

The air base group also performs another vital part of the mission of the 45th Air Division: staging support.[5]

Other tasks of the division, secondary in nature, are training USAF Reserve personnel and/or units and participation in civilian emergencies, such as disaster relief.[6]

Aircrews and ground support units are constantly tested in their work to maintain a high degree of proficiency.

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1. 8th AF Reg 23-13, 15 Nov 54, as amended.
2. Ibid.
3. 8th AF Reg 23-13A, 14 Jan 55.
4. 8th AF Reg 23-9, 1 Apr 54, as amended.
5. Loring AFB est. as SAC provisional task force [SAC GO 40, 31 May 52].
6. 8th AF Reg 23-13, 15 Nov 54, para 3d.
7. Wing flies long-range simualted bombardment missions using operation orders from higher hq. Missions are related to OWP.

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Mission

The 45th Air Division was required to render the following staging support during the period 1-29 February 56:[8]

Support for one B-47 on 21 February for 96 hours of special training. Staging for 42 B-36 air craft of the 19th Air Division on 14-16 February for operation "Style Show".

Headquarters 45th Air Division Staging Letter of 17 January 56 stated that the following overflies may be required base facilities and support for 40 KC-97 aircraft of the 91st and 100th Air Refueling Squadrons on 6 February as part of Operation "Swan Dive" and 64 B-47 aircraft of the 301st Air Division on 14-16 February in conjunction with Operation "War Dance".

Headquarters 45th Air Division Staging Letter of 14 February 56 stated that Loring AFB may be required to provide facilities and support for 20 KC-97s of the 68th Air Refueling Squadron on 27 February in Operation "Theme Song" and 20 KC-97s of the 31st Air Refueling Squadron on 26 February.

Operations

On 13 February 56, the first class of the B-52 mobile training detachment got under way with fifteen students attending.[9] A total of 52 hours had been completed by 29 February. Subjects taught to this

8. 45th Air Div Staging Letter, 17 Jan 56.
9. Hq 42d BW SO 29, 20 Feb 56.

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class included general information, ground handling and emergency escape systems, fuel systems and power plants.

A familiarization class for staff members was begun on 23 February in which ten hours of general information, fuel and hydraulic systems had been completed by 29 February. Members in attendance were: Brig. Gen. William K. Martin, Lt. Col. David C. Jolly, Lt. Col. Fred W. Nuiell, Lt. Col. John R. Risher, Maj. Donald R. Allenby, Maj. Victor F. Malmgren, Maj. William M. Wood and Capt. Daniel L. Burchfield.[10]

The terminal VOR was satisfactorily flight checked and used to determine the most feasible approach prodedures. The publication of let down prodedures was started. This installation was 90% complete and estimated completion was 9 March 56.[11]

Operation "Style Show"

Support was required to be furnished to B-36 aircraft of the 19th Air Division in this operation. Brig. Gen. W.K. Martin, USAF, was designated Loring Task Force Commander.[12] In conjunction with a scheduled SAC and special weapons exercise, fifty B-36 aircraft of the 7th and 11th Bomb Wings (H), were deployed to Loring AFB.[13] The on route support team at Loring AFB was to be composed of: three operations officers, fifty-five maintenance personnel, two special

10. Interview, T/Sgt M.J. Priddis, Instructor, Gen. Info., MTB, by author, 15 Mar 56 at MTB.
11. B-52 Conversion Progress Rept, 29 Feb 56. See Exhibit #9.
12. 45th Air Div OPORD 18-56, 1 Feb 56.
13. Ibid.

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weapons officers, and one weather forecaster that was to be in place at K-36 hours. Security guards for aircraft were to be obtained from on route personnel resources,[14] and Loring provided point guards. An officer and NCOs of the 42d Air Police Squadron instructed each aircraft commander and crew on security methods pertaining to the mission.[15]

The 45th Air Division Task Force was delegated the following tasks: provide personnel for a CX Control Team and provide transportation, messing and billeting for the on route support team, and air crews of the 19th Air Division involved in this operation. The task force was also requested to activate the Loring weapons control point and to provide a task force special weapons officer to supervise and coordinate the loading maneuver.[16]

Operation "Theme Song"

Operation "Theme Song"[17] required the 45th Air Division to render support for redeployment of the 71st Air Refueling Squadron.[18] "D-Day" for this plan was 26 February 56. On 17 February, a conference was held in regard to delineation of responsibilities for this operation. Col. Schaerter, USAF, Commander of the 4060th Air Refueling Wing, and his operations and materiel staff were in attendance.[19]

15. 42d Air Pol Sqdn Info Bulletin 133, 16 Feb 56.
16. 45th Air Div CPCRD 18-56.
17. 45th Air Div CPCRD 20-56, 7 Mar 56.
18. Ibid.
19. 45th Air Div Opns Unit HistRept, 1-29 Feb 56 (SCS: 130-D2).

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Operation "Tinker Bell"

The original commitment for Loring on Operation "Tinker Bell" was base support of overflying aircraft;[20] however, due to saturation of the base of intending landing 10 KC-97 aircraft of the 509th Air Refueling Squadron landed at Loring AFB on 5 February.

Between 10 and 13 February, four B-47s of the 509th Bomb Wing landed at Loring due to maintenance difficulties and were dispatched on 27 February.

Training commitments were filled in Type I and Type II loadings by the special weapons crews. Thirty loadings were completed in Type I and, in Type II, sixty-five loadings were completed.[21] This was 35 loadings above the minimum requirements.

20. Hq 45th Air Div Staging Ltr, 17 Jan 56.
21. Munitions Branch, 42d Sup Sqdn, Unit Hist Rept, 1-29 Feb 56 (RCS: ISO-D2).

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CHAPTER III

PERSONNEL

Effective manning of the 45th Air Division reflected that of 126 officers authorized, 122 were assigned. The number of officers in required specialties was 108, giving the division an increase of 4.4% over January and an over-all percentage of 85.7% MCRS.[1] The reason for the increase is that thirteen warrant officer positions were considered in January's report that were not considered in February.

To ease the officer shortage, the division obtained a list of surplus officers for screening as possible key personnel replacements.[2]

Airmen effective manning showed an increase of 0.69% over January.[3] The percent of airmen in required skills was 72.13%. The reason for not obtaining the maximum score was the total shortage of 513 airmen. A breakdown shows, 1) shortage of 481 airmen in required specialties, 2) four lost by POS and 3) twenty-eight who did not reenlist or re-enlisted for another station.

The number of assigned airmen not manned in required specialties was 516.[4] There were 612 "C10" airmen assigned and 261 of these were considered trainable. Thirty-three were training into positions with vacancies and 228 with no existing vacancies. There were 351 helpers

1. SAC Management Control Rept, 6 Mar 56 (Officers).
2. Minutes of Staff Meeting, Hq. 45th AD, 24 Feb 56.
3. SAC Management Control Rept, 6 Mar 56 (Airmen).
4. Ibid.

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Three level airmen total 385 (228 are "OJT" trainees). One hundred and fifty are on OJT for the five level in positions where no vacancies exist. Four airmen are on OJT-C for the seven level; three were not on OJT-C for the seven level and 226 were on OJT for the three level from helper level, with no vacancy existing at the three level.

Due to maximum manning at the seven level, forty-one airmen were not on any type of OJT and seventeen seven level airmen were not on any type of OJT or cross-training prohibited by the project guidance.

Upgrading continued after completion of OJT to ease the current shortage with the advancement of eighteen to the three level, six to the five level and five to the seven level."

4. Ibid.

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CHAPTER III

MATERIEL

A conference was held for the purpose of co-ordinating the plans and procedures to convert pump houses to JP-4 fuel.[1]

The B-52 "Z" account has received 326 line items, marking 32% completion.[2] No information was available on initial support of Flyaway Kit spares for B-52 aircraft.

The supply effectiveness for Category A, which includes AF classes 01 through 05, 11 and 16, remained almost the same during February with a percentage factor of 88%. This figure is based on a total 3,548 line items requested as compared to 2,932 items issued or partially issued, minus 208 cancelled items.[3] The effectiveness of Category B, which includes all other AF classes plus technical classes such as ordnance, engineer, chemical and signal, increased considerably to 92%. This computation is based on a total of 2,593 line items requested compared with 2,300 items issued or partially issued, minus 87 items cancelled.[4] A total of 20,789 line items were assigned during February which is an increase of approximately 3,000 line items over the previous month. The increase was due to the receipt of B-52 spare parts on AFSD 5641000.

B-36 ACCP percentage for February was 2.9% and the in-commission rate was 74.9%.[5] The KC-97 ACCP percentage for February was 5.7% and the in-commission rate was 72.8%.[6]

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1. Minutes of staff meeting, Hq. 42d ABG, 21 Feb 56.
2. B-52 Conversion Prog Rept, 42d ABS, 29 Feb 56.
3. 42d Sup Sqdn Unit Hist Rept, 1-29 Feb 56 (RCS: [illegible]).
4. Ibid.
5. Report, AF Form 110A, Feb 56.
6. Ibid.

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Facilities

Most flight line construction remained the same as last month. The 8,300 foot taxiway lighting section was the same at 88% while the 3,328 foot section of lighting was 39% complete. The 2,100 feet of high-intensity runway lighting system increased slightly to 78%, along with the 2,100 feet of primary runway extension which had reached 92% completion.[7] The air refueling multi-purpose nose and wing hangar and the nine other such hangars had reached a stage of 95% completion by 29 February.

Construction on the two GLOBECOM facilities at North Lynden and Parem, Maine, were 98% complete by 29 February. The 13,100 foot, eight inch fuel pipeline was still 94% complete along with the six refueling hydrants and the pump station.

Snow Removal Tests

Various dry tests were conducted during February on the test heating pad. A series of cold and dry slab tests were completed. Used in the tests were the high temperature water and oil coils, very high water and the low temperature water and oil coils.[8]

7. AIC Prog Stat Rept MCP FY 51-57, 29 Feb 56.
8. Interview, Mssrs. G.A. Rogers and A.R. Barrett, Chief Engrs., Amer. Hydrotherm Corp., by author, 6 Mar 56 on flt line (LAFB).

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Snow Removal Operations

The first snow of the month arrived on two February with flurries and was cleared immediately.[9] On the seventh, eight inches of snow fell and was cleared by late the next day. Another 7-8 inches fell on 12 February and was completely removed by the 13th. On 20 February and again on the 21st, there were light snow flurries of no consequence. The 25th brought light snow which turned to freezing rain. One-half inch of ice formed on the pavements and ice clearing operations was still continuing on the slast day of the month. Sanding operations were continued throughout the month of February.[10]

9. Interview, Mr. M. Jalbert, AIC Supdt., by author, 1 Mar 56 at AIC.
10. Ibid.

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ROSTER OF KEY PERSONNEL*

45TH AIR DIVISION

FEBRUARY 1956

HEADQUARTERS, 45TH AIR DIVISION:

Commander	William K. Martin	Brig. General
Director of Pers	John B.F. Dice	Colonel
Director of Mat	Fred W. Nudell Additional Duty	Lieut. Colonel
Director of Ops	Sam L. Barr	Colonel

42D AIR BASE GROUP:

Commander	Jackson W. Lewis	Colonel
Deputy Commander	William W. Pannis	Lt. Colonel
Base Personnel Staff Officer	Fred C. Simpson	Lieut. Colonel
Base Materiel Staff Officer	Harry D. Terwilliger	Major
Base Operations Staff Officer	Edward F. Fleming	Major
Manpower & Organ Staff Officer	William A. Carter	Lieut. Colonel
Base Comptroller	William B. Pequinot	Lieut. Colonel
Staff Judge Advocate	Carl R. Pearson	Major
Base Chaplain	John J. Long	Lieut. Colonel

*Roster of Officers 45AD (RCS: 8AF-P1), 1-29 Feb 56.

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ROSTER OF KEY PERSONNEL

Info Services Staff Officer	Peter O. E. Bekker	Major
Director of Safety	Leonard Levandowski	Captain
Adjutant	Joseph H. Jacoby	Major
Comdt, Hq Sqdn	Donald R. Sandvig	Captain
Comdr, 42 Air Pol Squadron	Robert R. Love	Lieut. Colonel
Comdr, 42 Instal Squadron	Ernest L. Buckley	Major
Comdr, 42 Ops Squadron	Frank L. Wrigglesworth	Major
Comdr, 42 Sup Sqdn	Edwin C. Annis	Captain
Comdr, 42 Mtr Veh Squadron	Donald R. Kidd	Captain
Comdr, 42 Food Service Squadron	Thomas H. Mons, Jr.	CWO

4034th USAF Hospital

Commander	James G. Langford	Lieut. Colonel

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The information contained in this report, relative to the History of the 45th Air Division for February 1956, was prepared and submitted under the provisions of Air Force Regulation 210-3, dated 11 March 1955, Strategic Air Command Regulation 210-1, dated 7 October 1952, and Eighth Air Force Regulation 210-1, dated 12 November 1952.

Under provisions of Base Regulation 210-1, dated 4 April 1954, as amended, organizations of the 45th Air Divisionsubmitted unit historical reports covering activities for the reporting period. Information contained in these reports, plus information from various other sources--the Loring AFB weekly publication, the "Limelite", files of the 45th Air Divisionand personal interviews with key personnel of the base--was used to compile an outline of important division activities than occurred during the reporting period. This outline served as the basis to the final preparation of the narrative portion of this history. Pertinent supporting documents were made available by all agencies of the base.

Final preparation of the history concerned more extensive coverage of the above-mentioned reference materiel. The narrative portion of the history underwent periodic checks during the preparation to insure accuracy of facts and reporting.

Official Publications

SAC GO 69, 8 Oct 54.
SAC GO 10, 25 Feb 53.
SAC GO 17, 15 Mar 54.
SAC GO 40, 31 May 55.
SAC GO 18, 21 Apr 53.
SAC GO 3, 27 Jan 54.
SAC MAN 20-1, Dec 54.
SAC REG 55-16, 28 Nov 55.
SAC REG 66-24, 1 Jan 55.
DAF GO 34, 15 Sep 54.
AF REG 23-13, 15 Nov 54.
HQ 45AD GO 10, 18 Jun 55.
8TH AF REG 23-13, 15 Nov 54.
8TH AF REG 23-13A, 14 Jan 55.
8TH AF REG 23-9, 1 Apr 54.
BASE REG 170-4, 27 Sep 55.
45th AD GO 1, 30 Jan 56.
AFR 50-37, 8 Sep 55.
42 BW SO 29, 20 Feb 56.

Orders

45th AD OPORD 18-56, 1 Feb 56.
45th AD OPORD 20-56, 7 Mar 56.

Recurring Reports

Officers Roster 45AD (RCS: 8AF-P1) 29 Feb 56 & since activation
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SAC Man Cont Rept, 6 Mar 56
AIO Prog Stat Rept, MCP FY 51-57, 29 Feb 56.

Letters & Messages

DAF Ltr, 322 (AFOMO 410h) 24 Mar 53
ZIPPO Msg. 02-003, 01/2225Z Feb.
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42 AP Info Bulletin 133,
1 16 Feb 56.

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42 ABG, 24 Feb 56.

Minutes of Staff Meeting,
42 ABG, 21 Feb 56.

AF Form 110A, Feb 56.

Interviews

T/Sgt. M.D. Priddis, Instr
Gen Info, MTD, 15 Mar 56
at MTD.

Mssrs. G.A. ROgers & A.H.
Barrett, Chief Engrs.,
Amer. Hydrotherm Corp.,
6 Mar 56 on flt line (LAFB).

Mr. J.A. Jalbert,AIO, Supdt.,
1 Mar 56 at AIO.

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LIST OF EXHIBITS

1. Organization Chart, 45th Air Division
2. Daily Strength Reports,1 and 29 February 56,respectively.
3. Photograph,Snow Removal Operations.
4. Photograph, Snow Removal Operations.
5. Bi-monthly Report of Professional Activities of AF Hospitals.
6. SO 29, Headquarters,42d Bomb Wing, 20 Feb 56.
7. TWX MSG. 1069, 31 Jan. 56
8. 45th Air Div OPORD 20-56, 7 Mar 56.
9. AF Form 110A Inclosures.
10. 45th Air Division Staging Letter,16 Feb. 56.
11. B-52 Conversion Progress Report.
12. Program Status Report, 29 Feb. 56.
13. Figgers and Fax Booklet (Command Notebook).

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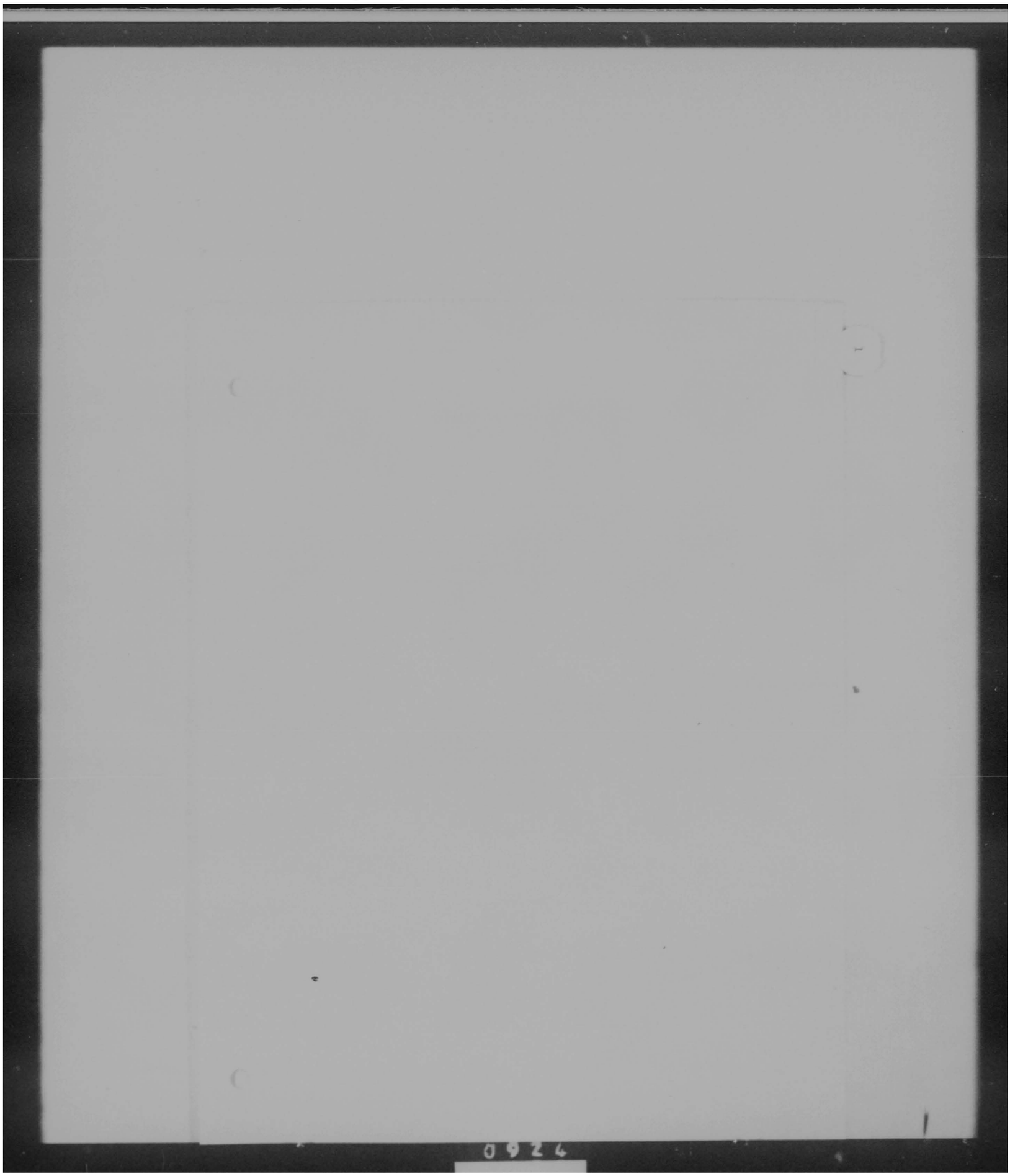

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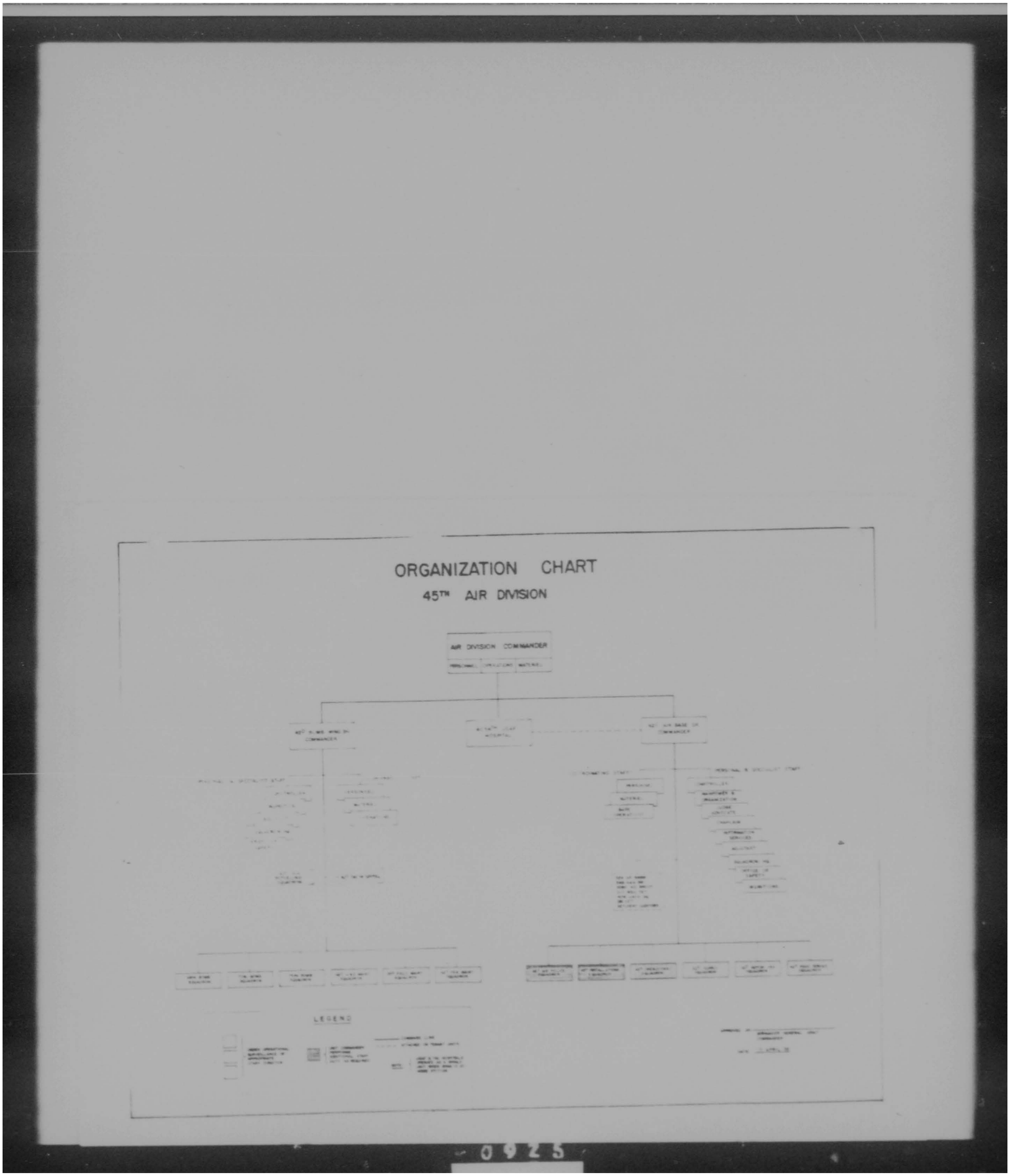

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

DATE 1 Feb 56

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PFD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PFD
HQ 45TH AIR DIVISION	10	9	0	7	7	8	0	6
HQ 42D BOMB WING	48	52	0	38	126	151	0	141
69TH BOMB SQUADRON	63	93	0	75	166	201	0	184
70TH BOMB SQUADRON	63	97	0	78	166	199	0	172
75TH BOMB SQUADRON	63	95	0	67	186	185	0	153
42D FIELD MAINT SQUADRON	8	7	2	9	702	627	29	589
42D PER MAINT SQUADRON	5	5	0	5	278	179	0	151
42D A & E MAINT SQUADRON	12	9	0	8	277	389	0	313
42D AIR REFUELING SQUADRON	100	95	0	81	224	202	0	188
TOTAL	372	462	2	368	2112	2141	29	1837
42D TACTICAL HOSPITAL	36	32	0	30	137	135	0	126
4034TH USAF HOSPITAL	16	16	2	16	19	8	1	9
TOTAL	52	48	2	46	156	143	1	135
HQ 42D AIR BASE GROUP	56	61	0	49	345	333	1	302
42D OPRS SQUADRON	11	7	0	6	156	179	13	148
42D SUPPLY SQUADRON	18	16	0	13	256	326	0	247
42D MOTOR VEHICLE SQUADRON	6	4	0	4	209	211	0	160
42D AIR POLICE SQUADRON	10	6	0	6	342	299	0	268
42D FOOD SERVICE SQUADRON	4	2	0	2	266	217	0	192
42D INSTLS SQUADRON	6	5	3	7	273	255	119	361
524TH AIR FORCE BAND	1	0	0	0	19	13	0	12
TOTAL	112	102	3	87	1866	1833	134	1690
BASE GRAND TOTAL	536	611	7	501	4134	4117	164	3662

OFFICER NAME, GRADE (Typed): ROBERT RAPPAPORT, CAPT., USAF

SIGNATURE (Officer): Willis A Holland Jr 1/4

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE: 29 Feb 56

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PFD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PFD
HQ 45TH AIR DIVISION	10	9	0	7	7	10	0	6
HQ 42D BOMB WING	48	48	0	34	122	152	1	130
69TH BOMB SQUADRON	63	95	0	63	166	182	0	168
70TH BOMB SQUADRON	63	101	0	65	166	193	0	165
75TH BOMB SQUADRON	63	96	0	72	166	184	0	140
42D FIELD MAINT SQUADRON	8	7	2	9	702	623	10	489
42D PER MAINT SQUADRON	5	5	0	4	278	157	3	137
42D A & E MAINT SQUADRON	12	8	0	6	277	419	0	343
42D AIR REFUELING SQUADRON	100	94	0	79	224	176	0	174
TOTAL	372	463	2	339	2108	2102	14	1748
42D TACTICAL HOSPITAL	36	32	0	27	137	137	0	131
4034TH USAF HOSPITAL	16	17	0	16	19	8	5	13
TOTAL	52	49	0	43	156	145	5	144
HQ 42D AIR BASE GROUP	55	57	1	50	256	323	3	298
42D OPRS SQUADRON	11	10	0	8	161	184	13	144
42D SUPPLY SQUADRON	18	16	0	13	345	322	0	269
42D MOTOR VEHICLE SQUADRON	6	5	0	4	210	248	0	191
42D AIR POLICE SQUADRON	10	6	0	5	342	295	0	276
42D FOOD SERVICE SQUADRON	4	1	0	1	266	215	1	197
42D INSTLS SQUADRON	6	4	3	6	273	250	118	347
524TH AIR FORCE BAND	1	0	0	0	19	15	0	15
TOTAL	111	99	4	87	1874	1852	135	1737
BASE GRAND TOTAL	535	611	6	469	4138	4099	154	3629

OFFICER NAME, GRADE (Typed): ROBERT RAPPAPORT, CAPT., USAF

SIGNATURE (Officer): Willis A. Holland Jr. 1/Lt

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BI-MONTHLY REPORT OF PROFESSIONAL ACTIVITIES OF AIR FORCE HOSPITALS

Reports Control Symbol AF-M9

USAF HOSPITAL
Loring Air Force Base
Maine

Period Covered
29 December 1955

Date Ending
29 February 1956

Number of Operating Beds: 75

PART I - HOSPITAL COMMANDER'S REPORT

1. Admissions:

a. Total: 444 b. Active Duty Military: 170 c. Other: 274

2. Transfers: Total - 34

a. Military: 26

Reg. Nr	Home of Record	Arm or Svc of Patient	Principal Diagnosis	Reason for Transfer	Designation of Receiving Hosp.
6096	Me	AF	Maladjustment, situational, acute, severe, manifested by anxiety and dizziness: stress, moderate: impairment, moderate: predisposition, moderate. LD, Yes.	Specialized psychiatric treatment needed.	US Naval Hosp Chelsea Naval Hospital, Mass.
6117	Ind	AF	Herniation of nucleus pulposus, L5 and S1, right cause undetermined. LD, Yes.	Specialized orthopedic treatment needed	US Naval Hosp St. Albans, N.Y.
6125	Va	Army	Anxiety reaction, acute, severe; manifested by nervousness and instability to concentrate: no stress known predisposition undetermined: moderate impairment, LD, Yes.	Specialized psychiatric treatment needed	US Army Hosp Fort Devens Mass

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HOSPITAL COMMANDER'S REPORT (Continued)

Reg. Nr	Home of Record	Arm or Svc of Patients	Principal Diagnosis	Reason for Transfer	Designation of Receiving Hosp
6172	Me	AF	Schizephremic reaction, simple type, chronic, moderate, manifested by confusion, mild paranoid tendencies and delusional systems: stress, minimal: impairment, severe, predisposition, unknown. Ld, Yes.	Specialized psychiatric treatment needed.	US Naval Hosp Chelsea Naval Hospital, Mass.
6199	Pa	AF	Anxiety reaction, acute, mild: predisposition, minimal: manifested by anxious facies, tremors and profuse sweating: precipitating stress, moderate: psychiatric impairment, moderate. LD, Yes.	Specialized psychiatric treatment needed.	US Naval Hosp St. Albans, N.Y.
6217	Me	AF	Maladjustment, situational, acute, manifested by hostility toward superior officer, and anxiety moderate: severe stress due to personality conflict with superior officer: no predisposition evident: no impairment. LD, Yes.	Specialized psychiatric treatment needed.	USAF Hospital Eglin AFB, Fla
6218	Colo	AF	Malunion of fracture, nasal bone. LD, Yes.	Specialized orthopedic treatment needed.	US Naval Hosp St. Albans, N.Y.
6222	Mass	AF	Deflection of nasal septum congenital. LD, No. EPTS.	Specialized ENT treatment needed.	US Naval Hosp St. Albans, N.Y.
6270	Ill	AF	Observation, psychiatric. LD, Yes.	Specialized psychiatric treatment needed.	US Naval Hosp Philadelphia, Pa

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HOSPITAL COMMANDER'S REPORT (Continued)

Reg. Nr	Home of Record	Arm or Svc of Patients	Principal Diagnosis	Reason for Transfer	Designation of Receiving Hosp
6280	Mass	AF	Deflection of nasal septum congenital. LD, No. EPTS.	Specialized ENT treatment needed.	US Naval Hosp St. Albans, N.Y.
6282	Tex	AF	Deflection of nasal septum congenital. LD, No. EPTS.	Specialized ENT treatment needed.	US Naval Hosp St. Albans, N.Y.
6286	Ga	AF	Observation, psychiatric LD, Yes.	Specialized psychiatric treatment needed.	US Naval Hosp St. Albans, N.Y.
6287	Mich	AF	Fracture, simple, n.e.c., right femur, mid-shaft, no nerve or artery involvement. LD, Yes.	Specialized orthopedic treatment needed.	US Naval Hosp St. Albans, N.Y.
6288	Calif	SCAR WAF (Army)	Nonunion of fracture, right patella. LD, Yes.	Specialized orthopedic treatment needed.	US Naval Hosp St. Albans, N.Y.
6319	Me	AF	Neuropathy of facial nerve, right, due to previous ruptured cerebral aneurysm. LD, Yes. PR.	Specialized neurological treatment needed.	US Army Hosp Walter Reed Army Hospital Washington, D.C.
6320	Pa	AF	Deflection of nasal septum due to old fracture received while ice skating in 1951. LD, No. EPTS.	Specialized ENT treatment needed.	US Naval Hosp St. Albans, N.Y.
6323	Pa	AF	Deafness, partial, due to degeneration of acoustic nerve, left ear, cause undetermined. LD, Yes.	Specialized ENT treatment needed.	US Army Hosp Walter Reed Army Hospital Washington, D.C.

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HOSPITAL COMMANDER'S REPORT (Continued)

Reg. Nr	Home of Record	Arm or Svc of Patients	Principal Diagnosis	Reason for Transfer	Designation of Receiving Hosp
6330	N.Y.	AF	Contusion, cerebral, LD, undetermined pending formal investigation.	Specialized neurological treatment needed.	USAF Hospital Sampson AFB New York
6355	Mo	AF	Anxiety reaction, acute; manifested by anxiety and poor afficiency, moderate; stress not evident; predisposition moderate with previous attacks; impairment moderate. LD, Yes.	Specialized psychiatric treatment needed.	US Naval Hosp Philadelphia, Pa
6366	Mo	AF	Fracture, simple, n.e.c., left radius and ulna, midshaft, no artery or nerve involvement. LD, Yes.	Specialized orthopedic treatment needed.	US Naval Hosp Chelsea Naval Hospital, Mass
6467	N.Y.	AF	Fracture, simple, n.e.c., left tibia and fibula, distal 1/3, no artery or nerve involvement. LD, Yes.	Specialized orthopedic treatment needed.	US Naval Hosp Chelsea Naval Hospital, Mass.
6374	Ala	AF	Tonsillitis, chronic, LD, Yes. Not, PR.	Specialized ENT treatment needed.	US Naval Hosp St. Albans, N.Y.
6375	Penn	AF	Deafness, n.e.c., right 10/15, left 5/15, cause undetermined. LD, Yes.	Specialized ENT treatment needed.	US Army Hosp Walter Reed Army Hospital Washington, D.C.
6376	Mo	AF	Deafness, n.e.c., right 10/15, left 5/15, cause undetermined. LD, Yes.	Specialized ENT Treatment needed.	US Army Hosp Walter Reed Army Hospital Washington, D.C.
6427	Pa	AF	Diagnosis undetermined suspected conversion reaction. LD, Yes.	Specialized psychiatric treatment needed.	US Naval Hosp Philadelphia, Pa

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HOSPITAL COMMANDER'S REPORT (Continued)

Reg. Nr	Home of Record	Arm or Svc of Patients	Principal Diagnosis	Reason for Transfer	Designation of Receiving Hosp
6463	Wis	AF	Fracture, simple, comminuted, left maxilla, molar portion, depressed, no artery or nerve involvement. I.d, Yes.	Specialized orthopedic treatment needed.	USAF Hospital Bolling AFB Washington, D.C.
b. Civilians: 3					
6177	Me	AF	Nonunion of fracture, supracondylar portion of left femur.	Specialized orthopedic treatment needed.	USAF Hospital Sampson AFB New York
6209	Me	AF	Meningitis, acute, pneumococcal	Specialized neurological treatment needed.	USAF Hospital Lackland AFB Texas
6225	N. Brunc	AF	Carcinoma, squamous cell, cervix, primary site of origin.	Specialized gynecological treatment needed.	USAF Hospital Scott AFB, Ill
6322	Me	AF	Epilepsy, petit mal	Specialized neurological treatment needed.	US Naval Hosp Chelsea Nav Hosp Massachusetts
6324	Tex	AF	Malunion of fracture, left tibia and fibula, lower 1/3	Specialized orthopedic treatment needed.	USAF Hospital Lackland AFB Texas
6419	Me	AF	Obstruction, intestinal, n.e.c., lower ileum, due	Specialized surgical treatment needed.	US Naval Hosp Chelsea Nav Hosp Massachusetts

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HOSPITAL COMMANDER'S REPORT (Continued)

Seq. Nr	Home of Record	Arm of Svc of Patients	Principal Diagnosis	Reason for Transfer	Designation of Receiving Hosp
6476	Me	AF	Manic-depressive reaction depressed and agitated chronic, severe; manifested by suicide attempt; minimal stress; severe predisposition, with previous suicide attempt; marked impairment. PR.	Specialized psychiatric treatment needed	US Naval Hosp Chelsea Nav Hosp Massachusetts
6471	Me	AF	Wound, missile, of abdomen with perforation of stomach, 2nd portion of duodenum and right kidney, perforated without nerve or artery involvement.	Specialized surgical treatment needed	US Naval Hosp Chelsea Nav Hosp Massachusetts

3. Professional meetings held during the month:

a. Three Staff Conferences were held during the months of January and February.

b. Two Aero Medical Meetings were held during the months of January and February.

c. Professional Staff Meetings for the past two months were held twice a week during the noon hour for the purpose of showing short films obtained from various commercial sources, the Air Force Institute of Pathology or the Veterans Administration. The following subjects were presented:

Toxemia of Pregnancy (Irwin, Neisler & Co) Univ. of Cincinnati
Surgical Anatomy of the Arm and Forearm (Squibb)
Surgical Anatomy of the Wrist and Hand (Squibb)
Control of Tonsil Hemorrhage (Squibb)
Diaphragmatic Hernia (Squibb)
Continuous Caudal Analgesia in Obstetrics (Lilly Co)
Hemimandibulectomy and Immediate Restoration with Acrylic Implant
Resection of Mandible for Ameloblastoma
Resection of Maxilla with Early Prosthetic Restoration
Infiltration Anesthesia in the First Stage of Labor (Lilly Co)
Surgical Anatomy of the Gallbladder and Bile Ducts
Surgical Anatomy of the Thyroid
Gastric Resection for Duodenal Ulcer

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Pudental Anesthesia
Extra Dural Anesthesia
Caudal Anesthesia
Series of Six Psychotherapeutic Interview Films
Pentothal in OB (Abbott)
Continual Spinal in OB (Abbott)
Syphillis - Venereal Disease (Squibb)
Low Spinal Anesthesia
Leukorrhea, Diagnosis and Treatment
Delivery of Triplets with Low Spinal Anesthesia

d. An evening meeting was held on the 20th of January 1956 with the Hospital Staff, Consultant's Staff and Civilian Physicians of the neighboring communities in attendance. Dr. Harold F. Rheinlander, of the New England Medical Center, was the speaker. The subject presented was Cardio - Vascular Surgery.

e. An evening meeting was held on the 17th of February 1956, with Dr. John P. Mahoney, of the New England Medical Center, presenting a paper on Iron Metabolism. The Hospital Staff, Consultant's Staff, and members of the Aroostook County Medical Society were in attendance.

4. Narrative comments concerning all professional activities:

a. Discussion of overages, shortages, or malassignments of professional personnel:

(1) The mission of the hospital has not been affected due to changes in the Air Force doctor staffing in any specific areas.

(2) The specialized services in general surgery have been partially curtailed by limitations within the capabilities of the "D" level General Surgeon. Services authorized specialists in the manning document should be filled with specialists qualified within the "B" or "C" category.

(3) There is no excessive workload on the professional staff.

b. No clinical investigative studies have been performed under local auspices or under the purview of AFR 80-22.

c. There were no changes in accreditation status during this reporting period.

d. Comments pertaining to utilization of consultants:

(1) Total consultant visits authorized: 72

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HOSPITAL COMMANDER'S REPORT (Continued)

(2) Total consultant visits utilized as of the end of the reporting period: 47

(3) Consultant visits during the reporting period are as follows:

Name	Specialty	Nr of Hours	Services Performed
R. J. Junda	Radiology	7-3/4	Fluoroscopy and film interpretation
H.D. Warren	Internal Medicine	5-1/4	Diagnostic and therapeutic consultation
R. M. Gabrielson	Urology	6-1/4	Diagnostic and therapeutic consultation
R. J. Junda	Radiology	9-3/4	Fluoroscopy and film interpretation
H. D. Warren	Internal Medicine	2-1/2	Diagnostic and therapeutic consultation
R. M. Gabrielson	Urology	4-1/2	Diagnostic and therapeutic consultation

e. Other pertinent matter:

(1) Influenza immunizations were given to 3,932 personnel on this base. This represented 87% of the personnel assigned and present for duty.

29 February 1956

JAMES G. LANGFORD
Lt Colonel, USAF (MC)
Commander

(Signature)

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PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Medical Service

2. a. Number of patients admitted: 125
   b. Number of outpatient visits: 920

3. Number of patients occupying beds at end of period: 17

4. Number of patients hospitalized longer than 90 days: 0

5. Number of operations performed: NA

6. Complications: NA

7. Hospital deaths, other than neonatal: NA

8. Remarks, unusual problems, etc. (See Inclosures #1 and #2).

   a. Postoperative infection rate of clean surgical cases: NA
   b. Postoperative death rate: NA

      (1) Traumatic death rate: NA
      (2) Non-traumatic death rate: NA

   c. Remarks: Doctors Martin and Oyer have been attending the cardiac clinic in Caribou, Maine, on the first friday morning of each month. At this clinic various cases of congenital and rheumatic heart disease are presented for diagnosis. On occasion, a dependent from Loring AFB is referred to the clinic for evaluation.

9. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to This Service
OYER, C. E.	5/9/57	1/Lt	9386D	95%
MARTIN, W.	5/7/57	Capt	9326	100%
GISH, H. M.	30/10/56	Capt	9356	10%
CORNISH, L. R.	30/6/56	Capt	9356	10%

Chief of Service: CALVIN E. OYER
1/Lt, USAF (MC)

Calvin E. Oyer
(Signature)

29 February 1956

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SPECIALTY: Medicine

The patient is a 19 year old Naval enlisted man who was well until December 1954 when he developed acute rheumatic fever. He was hospitalized for approximately one year at Cambridge Naval Hospital in Maryland. There the diagnosis of rheumatic heart disease was made, and the patient was sent home approximately one or two months ago to await final medical discharge. About two weeks prior to his admission here, he developed some pain in his right lower chest, which was aggravated by deep breathing. He was started on a series of penicillin injections for the treatment of "pleurisy". With the penicillin his chest symptoms ceased. It should also be noted that the patient has been on monthly bicillin injections for the prophylaxis of recurrence of rheumatic fever. Approximately one week prior to his entry to this hospital, patient developed a rash on his feet and lower legs. The rash was red and consisted of small spots which tended to coalesce. At about the same time he noted the onset of abdominal symptoms consisting of cramping pain in the upper abdomen, most prominent in the epigastrium and of the passing of dark and bright red blood from the rectum. He was admitted to the Carey Memorial Hospital in Caribou, Maine, from which he was transferred to this institution. At one time during the course of this illness, patient also noted pain in the left knee. There have been no other joints involved and there was no actual swelling or redness of the joint.

Physical examination revealed a well developed, fairly well nourished white male appearing to be in no acute or chronic distress. BP was 140/50 in the right arm reclining and the pulse 90 and regular. Temperature was 99 degrees. Examination of the head and neck was essentially negative. The chest was somewhat deformed with a "chicken breast" type of sternum. The lung fields were clear to percussion and auscultation. The PMR was in the fifth interspace about 1 cm lateral to the midclavicular line. There is a Grade 1 to 2 systolic murmur heard at the apex and transmitted toward the axilla. There is a very well localized rumbling diastolic murmur, Grade 2, at the apex. It has the characteristic presystolic accentuation. At the aortic area and the lung left sternal border and even at the apex there is heard a Grade 3 blowing diastolic murmur. At the aortic area and over the neck vessels is heard a Grade 2 to 3 rough systolic murmur. This murmur is more peominent over the neck vessels than it is at the aortic area. A diastolic thrill is palpable at the aortic area and left sternal border and apex. There is a Corrigan's pulse and a typical pistol shot femoral. Examination of the abdomen was essentially negative. At the time of admission patient's feet and lower legs showed petechial lesions which showed some tendency to coalesce. There were also remnants of early lesions which had consisted entirely of papular vesicular lesions which were now crusted. Within a few days

Inclosure #1

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after his entrance to the hospital here the patient developed more marked purpuric lesions which covered almost the entire lower extremities from the mid-calf region on down. Patient's spleen was not palpable and there was no lymphadenopathy.

The white blood count was 15,800 with 81% neutrophils, 16% lymphocytes, 2% monocytes, 1% cosinophils and no basophils. All the white blood cells appeared to be normal. Red blood count was 4,980,000 and hemoglobin 15 grams. Urinalysis revealed 6 to 7 white blood cells. No red cells were seen. The stool was four plus positive for occult blood. His seriology showed a weak reaction on the VDRL. On 10 Feb 56 the platelet count was 215,000, hematocrit 45% and the platelet appeared adequate on the blood smear. The patient's blood type was O positive. On 11 Feb the platelet count was 200,000, sedimentation rate 27 mms per hour and the pletelet again appeared adequate on the smear. Prothrombin time was 17 seconds, as compared to a control of 16 seconds. Electrocardiogram of 8 Feb 56 gave a PR interval of 0.13, a qrs interval of 0.10 and a qt interval of 0.35. T-waves were dicrotic in B-3 and B-4. There was a normal sinus rhythm and no axis deviation. The qrs complexes were normal except for notching in AVL. The RST segments were elevated in B-4 and there was bowing of the RST segment in the limb leads. T-waves were flat in AVL. Electrocardiogram was interpreted as showing non-specific ST segment and T-wave changes which could be the result of previous rheumatic pericarditis. There were changes slightly suggestive of left ventricular hypertrophy but there was no delay in the onset of intrinsicoid deflection. The qt interval was interpreted as being slightly prolonged for this rate.

X-rays including chest x-ray, chest fluoroscopy with barium swallow and upper GI series were all within normal limits.

Shortly after admission to the hospital the patient stopped having the appearance of blood in his stools. As mentioned previously he developed further purpuric manifestation after admission. This began to clear, however, prior to discharge. He continued to have intermittent cramping upper abdominal pain. He developed no arthritic symptoms. While in the hospital the patient received his formal discharge from the Navy.

It is our impression that the patient has (1) Henoch-Schonlein's purpura and (2) organic heart disease, (a) rheumatic, (b) normal heart size, mitral stenosis.

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SPECIALTY: Medicine

aortic stenosis, (c) normal sinus rhythm, aortic insufficiency, mitral insufficiency and (d) grade 1.

At the time of discharge it was recommended to the patient that he continue the prophylactic penicillin and he was given a few APC with codeine tablets for relief of pain.

Calvin E. Cyer

CALVIN E. CYER
1/Lt. USAF(MC)
Chief, Medical Service

Enclosure #1 (continued)

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SPECIALTY: Medicine

This 26 year old white female was admitted to the hospital approximately 5 days ago with the complaint of lethargy, malaise, and hemoptysis with anorexia for two weeks. This patient stated that in 1953, while living in Arizona, she had similar symptoms. She sought medical attention and was told after having been examined and given a chest x-ray, that she had coccidioidomycosis involving the lung. A coccidioidin skin test was performed and was apparently negative at the time. No definitive treatment was offered, and the patient apparently experienced some relief of her symptoms on bed rest alone. Since the summer of 1953, serial x-rays have been taken of the chest. These x-rays have demonstrated a thin-walled cavity in the left upper lobe of the lung in the periphery. The cavity has fluctuated in size from approximately 2 1/2 to 3 cms in diameter, to a small nodular area which is barely visable. At the present time the cavity is present and is approximately 3 cms in diameter. The fluctuation in the size of the cavity is suggestive of a tension cavity. There is a large calcified node in the left hilum.

On admission to the hospital at this time, physical examination is essentially negative. The chest is clear to percussion and auscultation, and there are no abnormal skin lesions. The patient states that she has been feeling poorly almost consistently since the time of the diagnosis of coccidioidomycosis in 1953. She states however, that she has had some periods of short duration, in which she was fairly comfortable. During the past two weeks, patient has been vomiting and has been markedly anorexic. Over the past 6 months, however, she has lost only about 10 pounds in weight. The patient relates that during the week prior to entry into the hospital, she had at least three episodes of hemoptysis, bringing up as a maximum, approximately 5 tablespoons of blood. Since the onset of this hemoptysis, the patient has noted some sharp pain in the region of the left upper chest at approximately the level of the scapula. Since hospitalization the patient has had no recurrence of hemoptysis, and is bringing up only a moderate amount of whitish or yellowish sputum. Direct examination of the sputum has been negative for the spherules of coccidiodes immitis. Cultures of the sputum on sabourauds medium are now being made. Complement fixation test for coccidioidomycosis is now being obtained. The coccidioidin skin test has been repeated and is negative. A tuberculin skin test is negative. A histoplasmin skin test is markedly positive in 24 hours. It should be noted that the patient's home is Kentucky.

The persistent, very characteristic thin-walled cavity appearing on x-rays in the left upper lobe of the lungs, and the patient's history of having been approximately 9 years in Arizona, as well as the fact that as many as 70 per cent of the patients with pulmonary coccidioidomycosis never reveal a positive coccidioidin skin test, leads us to believe that this patient has pulmonary coccidioidomycosis, probably of the progressive type. The therapy contemplated is excision of involved lung tissue.

Calvin E. Oyer

CALVIN E. OYER
1/Lt, USAF (MC)
Chief, Medical Service

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PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Pediatrics

2. a. Number of patients admitted: 20
   b. Number of outpatient visits: 1304

3. Number of patients occupying beds at end of period: 2

4. Number of patients hospitalized longer than 90 days: 0

5. Number of operations performed: None

6. Complications: None

7. Hospital deaths, other than neonatal: None

8. Remarks, unusual problems, etc.: None

9. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to this Service
DeLILLY, M.R.	5/11/57	Capt	9366B	100%
SCHAIN, R.J.	21/7/57	Capt	9326	90%
WARNER, F.S.	22/7/57	Capt	9326	90%

Chief of Service: MAYO R. DeLILLY
Captain, USAF (MC)

Mayo R. DeLilly
(Signature)

29 February 1956

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PART II - REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Surgical Service

2. a. Number of patients admitted: 88
   b. Number of patient-days: 716

3. Number of patients occupying beds at end of period: 4

4. Number of patients hospitalized longer than 90 days: 0

5. Number of operations performed:

	Major	Minor
a. Emergency:	5	4
b. Elective:	4	52

6. Complications: (See Inclosures #3 and #4)

Register Number	Operation	Complication	Disposition
6411	Herniorrhaphy	Wound abscess	Discharged
6471 (Incl #3)	Laparotomy for gunshot wound of abdomen	Stenosis of duodenum	Transferred to Chelsea Nav Hosp
6419 (Incl #4)	Lysis of adhesions	Postoperative intestinal obstruction	Transferred to Chelsea Nav Hosp

7. Hospital deaths, other than neonatal: (See Inclosure #5)

Register Number	Cause of Death	Autopsy
6331 (Incl #5)	Head Injury	Yes

8. Remarks, unusual problems, etc.:

   a. Postoperative infection rate of clean surgical cases: 1.6%
   b. Postoperative death rate: 1.3%

      (1) Traumatic death rate: 1.3%
      (2) Non-traumatic death rate: 0%

   c. List of major operations by type:

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P. . II -- Surgical Service (Continued)

Emergency

1. Appendectomy
2. Closure of perforated duodenal ulcer
3. Closed reduction of dislocated hip
4. Laparotomy for gunshot wound of abdomen
5. Appendectomy

Elective

1. Inguinal hernia
2. Ureteroplasty
3. Lysis of adhesion for intestinal obstruction
4. Inguinal hernia

9. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to this Service
SCOTT, G. W.	12/9/57	Capt	9416D	100%
FRASCATI, F. P.	21/7/57	Capt	9326	100%

Chief of Service: GORDON W. SCOTT
Captain, USAF (MC)

(Signature)

29 February 1956

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SPECIALTY: Surgical

Present Illness: This 8 year old white male child was accidently shot in the right upper quadrant of the abdomen with a 25 caliber pistol about 1725 hours on 19 Feb 56. Patient was taken immediately to the Emergency Room of this hospital.

Past History: There are no significant illnesses, no operations and no family history of tuberculosis and diabetes.

Review of System: Essentially negative.

Physical Examination: Patient is a well developed white male who shows no signs of marked blood loss. Head and neck: negative. Lungs: clear. Abdomen: there is a gunshot wound, point of entrance in the right upper quadrant 2 inches to the right of the midline and 1 1/2 inches below the right costal margin. Point of exit is just below the 12th rib posteriorly, 1 1/2 inches to the right of the midline. The abdomen is not rigid. Bowel sounds are absent. The remainder of the physical examination is normal.

Impression: Gunshot wound of abdomen with perforation of bowel and kidney.

Accessory Clinical Findings: CBC on admission: 11.5 grams hemoglobin. 39% hematocrit. Urine grossly bloody. Postoperative hemoglobin 27 Feb 56, 12.5, 42% hematocrit.

Course in Hospital: Three hours following admission to the hospital, patient's abdomen was explored through a right paramedian incision. A perforation through the antrum of the stomach was found. Perforation on the anterior wall of the stomach was closed with purse string suture reinforced with Lembert sutures. The lesser peritoneal cavity was entered exposing the posterior wall of the stomach, and the posterior perforation was likewise sutured. Attention was then directed to the region of the ascending colon. In this region there was retroperitoneal emphysema but no visable perforation of the large intestine. Peritoneum on the lateral aspect of the ascending colon was incised, and the colon reflected medially, exposing the second portion of the duodenum. There was a large amount of bile-stained fluid and air lateral and posterior to the descending duodenum. A kocker manouver was done, mobilizing the second portionof the duodenum medially. There was a through and through perforation of the second portion of the duodenum which was leaking bile and air into the retroperitoneal space. Each of the holes in the duodenum were closed with purse string sutures, reinforced with Lembert sutures with a minimum amount of inversion. At the completion of this procedure it was felt that the lumen of the duodenum had not been significantly compromised. The missile tract was then traced into the region of the right kidney where there was a small hematoma. The remainder of the abdomen was then explored, and the abdomen closed leaving drains in the regions of the duodenum, and another drain

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SPECIALTY: Surgical

in the region of the right kidney. Postoperatively patient had an uneventful course. first, second and third postoperative days except for fever which gradually came down to the region of 99.6 degrees. By the second postoperative day he was passing flatus and had normal bowel sounds. The second and third days he drained only 100 to 200 ccs of gastric secretions through his Levine tube. There was practically no drainage from his wound. On the 3rd postoperative day he was started on a liquid diet which he tolerated well. On the 4th postoperative day he was started on a soft diet. The evening of the 4th postoperative day the patient vomited about 400 ccs of partially digested food particles. A Levine tube was inserted at that time and during the night of the 4th postoperative day 400 ccs of material was aspirated from the stomach. On 25 Feb 56, 30 ccs of lipiodol were given by Levine tube, and after two hours and 45 minutes, the lipiodol outlined a narrowing of the duodenum in the region of the duodenal closure. Some of the material went through, but it appeared to be in almost complete obstruction. For the past two days the patient has continued to drain 800 to 1000 ccs of gastric drainage per 24 hour period. It is apparent that he has an almost complete obstruction of his duodenum and will require a gastroenterostomy. During this patient's postoperative course, all of his gastric drainage has been replaced with normal saline. Since the 3rd postoperative day the patient has received 20 to 40 milliequivalents of potassium chloride daily, depending on his urine output and amount of gastric drainage.

This patient is being transferred to Chelsea Naval Hospital for further management.

Final Diagnosis: Gunshot wound of abdomen, with perforation of stomach, duodenum and right kidney. 2. Postoperative stenosis of second portion of the duodenum.

Operations: Exploratory laparotomy with closure of perforation of stomach and duodenum on 19 Feb 56 under general anesthesia.

GORDON W. SCOTT
Captain, USAF (MC)
Chief, Surgical Service

Note: After 3 days of gastric suction at Chelsea Navy Hospital, the duodenal obstruction subsided. Patient was subsequently placed on oral feedings and was discharged 9 March 56. Evidently, the obstruction was due to edema of inverted tissue into the duodenum.

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SPECIALTY: Surgical

Present Illness: This 19 year old white female was admitted to this hospital on 13 Feb 56 with the chief complaint of cramping abdominal pain and vomiting since 10 P.M. the day prior to admission. Patient gave a history of a laparotomy for uterine suspension in 1944 and a laparotomy for intestinal obstruction in 1947. She had recurrent symptoms of intestinal obstruction 30 days after the operation in 1947. However, these symptoms subsided after treatment with gastric suction.

Past History: Family history is non-contributory.

Review of Systems: Patient had a chronic cough the latter three months of 1955. However, repeated chest x-rays were negative. Patient has considerable difficulty in maintaining a normal weight. She has been chronically underweight for the past 15 years.

Physical Examination on Admission: Blood pressure 120/70, temperature 98.6, pulse 70. Patient is an extremely slender white female who is having severe abdominal pain. Examination of the head and neck were negative. Heart was not enlarged, there was a normal sinus rhythm and no murmurs. Lungs were clear to auscultation and percussion. Examination of the abdomen revealed a visable dilated loops of intestine the left side of the abdomen. There are audible peristaltic rushes synchronous with the abdominal pain. Impression on admission was intestinal obstruction.

Accessory Clinical Findings: X-rays on admission revealed several dilated loops of small bowel with fluid levels on the upright films. Serial x-rays of the abdomen the next five days reveal increase in the amount of distention of the small intestine. CBC and urinalysis and serology were within normal limits.

Course in the Hospital: On admission it was felt that the patient probably had a partial intestinal obstruction since the patient passed flatus from time to time and did not have a great degree of distention. It was attempted to pass a Miller-Abbott tube through the pyloric. However, repeated attempts were unsuccessful. The second day after admission the mercury bag of the Miller-Abbott tube burst and the mercury proceeded down the intestinal tract. The tube was then removed and replaced by a Levin tube. On Levin tube suction the patient remained relatively asymptomatic. Tube was changed on 15 Feb 56 and the patient became progressively more distended. Therefore it was planned to operate on her on 16 Feb 56. However, the morning of 16 Feb 56 the x-rays of the abdomen revealed the previously dilated loops to be almost completely decompressed. Therefore, the tube was again clamped off and the operation deferred. However, by the evening of 16 Feb 56 patient was again distended. On 17 Feb 56 under spinal anesthesia, a laparotomy

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SPECIALTY: Surgical

was done. There was an adhesive band between the lower ilium and the old midline scar which was the point of a mechanical small bowel obstruction. This band was divided and the small intestine was traced from the ileocecal valve to the ligament of Treitz and back down to the ileocecal valve again. There were no other adhesions or points of obstruction. Therefore, the portion of the bowel which had been adhered to the scar was inverted into the bowel wall and the serosa approximated over this point to prevent future adhesions. The abdomen was then closed and reinforced with retention sutures which were placed down to the peritoneum but not through it. On the 2nd postoperative day the patient had active peristalsis and was passing flatus. Her Levin tube was clamped at that time. On the 3rd postoperative day the patient continued to pass large amounts of flatus. She was started on a liquid diet the 3rd postoperative day. On the morning of the 4th postoperative day the patient had two large liquid bowel movements. She was continued on a liquid diet during the 4th postoperative day. On the evening of the 4th postoperative day the patient began to vomit and complain of cramping abdominal pain. X-rays the night of 20 Feb 56 revealed large dilated loops of small bowel with fluid levels. Miller-Abbott tube was again passed and 2100 ccs of bile stained material was evacuated from the stomach the night of 20 Feb 56. Patient was kept on her right side and the morning of 21 Feb 56 the tip of the Miller-Abbott tube appeared to be in the first part of the duodenum. It was felt that the patient should be transferred to a larger hospital for further management because at this hospital one cannot obtain blood chemistry determinations to aid in fluid and electrolyte balance.

Status on Transfer: Patient is afebrile. Pulse is 80, her abdomen is moderately distended, but soft. It is felt that she probably has a partial intestinal obstruction due to postoperative adhesions. Sufficient IV fluids for her trip to Boston are being sent on the plane and the flight nurse has been instructed on suctioning the Miller-Abbott tube.

Operations: Laparotomy 17 Feb 56 with lysis of adhesions.
Recurrent small bowel obstruction postoperative.

GORDON W. SCOTT
Captain, USAF(MC)
Chief, Surgical Section

Note: After two days on gastric suction at Chelsea Navy Hospital the postoperative obstruction subsided. She did not require additional surgery and was discharged on 28 Feb 56.

Enclosure #4 (continued)

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SPECIALTY: Surgical

Patient is a well-developed white male. The only sign of external violence is a sutured 6 cm transverse laceration across the occipital portion of the scalp. A midline incision is present over the trachea at the site of the tracheotomy.

An incision was made across the occipital portion of the scalp from ear to ear. The scalp was dissected free from the underlying skull in the plane beneath the galea. A wedge shaped portion of skull, including both of the parietal and occipital bones, was removed using the electric saw. The dura was separated from the attachment to the skull by finger dissection. The dura was then incised about the circumference of the brain exposing the brain. The tentorium cerebelli was incised to allow removal of the brain. The cranial nerves were sectioned bilaterally by lifting up the lobes, exposing the brain stem in this fashion. The brain was then transected at the lower portion of the medulla oblongata. Examination of the skull revealed a 14 to 15 cm irregular skull fracture extending from the right occipital bonetransversely across the occiput into the left temperal bone above the left ear. A tributary of this fracture extended along the posterior fossa on the right for about 6 cms. There were no sub dural or epidural hematomas. Surface of the brain over the left occipital and temperal lobe and posterior portion of the left parietal lobe was covered with petechial and subcortical hemorrhages. There was a moderate amount of encephalomalacia of the left occipital lobe. The under surface of both frontal lobes was contused and hemorrhagic with marked encephalomalacia in this region also. The right cerebral hemisphere was normal except for the frontal lobe. Brain stem appeared grossly normal. The chest and abdomen were entered through a Y shaped autopsy incision. There were scattered areas in the lungs consistent with aspiration pneumonia, in the posterior portion of both upper and lower lobes bilaterally. The heart was normal. The abdominal organs were within normal limits. The only abnormal findings was a small retroperitoneal hematoma extending from the brim of the pelvis to the lower pole of the left kidney. The posterior parietal peritoneum was incised in an attempt to determine the origin of this hematoma. The right kidney was normal. There did not appear to be any damage to the iliac vessels or inferior vena cava. It was assumed that the hemorrhage came from either a fracture of the pelvis or a fracture of some of the lumbar vertebrae. The autopsy incisions were then closed. Specimen was fixed in formalin for future sections.

Diagnosis: Fracture, simple, occipital bone
Cerebral contusions, severe.
Retroperitoneal hematoma, right, of unknown etiology.

GORDON W. SCOTT
Captain, USAF(MC)
Chief, Surgical Service

Inclosure #5

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PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Gynecology

2. a. Number of patients admitted: 68
   b. Number of outpatient visits: 754

3. Number of patients occupying beds at end of period: 4

4. Number of patients hospitalized longer than 90 days: 0

5. Number of operations performed (Excluding deliveries) 51

	Major	Minor
a. Emergency	4	6
b. Elective	9	12

6. Complications: None

7. Hospital deaths, other than neonatal: None

8. Remarks, unusual problems, etc: (See Inclosures 6, 7 & 8)

9. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to this Service
ROSENTWEIG, O.J.	2/10/57	Major	9496C	50%
MALACHOWSKY, M.	Indef.	Capt	9326	50%
LIPPY, W. H.	5/7/57	Capt	9326	50%

Chief of Service: OSCAR J. ROSENTWEIG
Major, USAF (MC)

(Signature)

29 February 1956

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SPECIALTY: Gynecology

This patient is a 33 year old white female admitted 16 January 1956 with chief complaint of profuse vaginal bleeding.

Present Illness: For 21 days prior to admission, this gravida II, para I, 33 year old white female has had marked vaginal bleeding associated with some clots. For three months prior to the present episode, she has had intermittent bleeding lasting for about two or three days and stopping for the same period. For 4 years previous to admission, patient has noticed increased clots with her menstrual periods which have occurred about every three weeks. For two years prior to admission, she has had some spotting after intercourse. For the past three months, however, she has noticed some weight loss, the extent of which is not known. Also, three months ago the patient consulted a doctor because of increased vaginal bleeding, at which time the patient was given some medication, although an examination was not done. The medication apparently had no effect. On the evening prior to admission the patient fainted and therefore sought medical attention again. The family history is not known; and the patient has not heard from either of her parents or her siblings for 10 years.

Past History: Non-contributory. Only positive findings are an appendectomy at the age of 15 and a broken leg in 1950. The patient is a military dependent.

Physical Examination on Admission: Blood pressure 98/60, pulse 96, respirations 22, temperature 99. Patient is a well developed, well nourished 33 year old white female, who is quite pale and appears chronically ill. Head and neck, normal. Eyes, ears, nose, and throat are negative except for extreme pallor. Lungs are clear to auscultation and percussion. Heart is not enlarged, there is a regular sinus rhythm, a grade I systolic apical murmur. Abdomen: no tenderness, guarding or spasm and no solid organs palpable, bowel sounds normal. Pelvic examination with speculum: the cervix appears to be very large and markedly friable, pulled to the left. Cervical os is not visualized because of profuse bleeding. The bleeding appears to be coming from all parts of the cervix. Bimanual examination reveals Bartholin, urethetal and Skene glands normal. The cervix is very hard, longated and pulled to the left. Uterus normal size, firm, freely movable. Right adnexal region negative. Left adnexal revealed a large tube-like structure which is non-tender. The rectal, pelvic, bimanual examination shows no induration of the parametrium walls. The lesion of the cervix apparently does not extend to either of the lateral, posterior, or anterior vaginal walls. Extremities, negative. Neurological examination within normal limits.

Impression: Carcinoma of the cervix, clinical stage I or 2.

Enclosure #6

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SPECIALTY: Gynecology

Admission Laboratory Work: On admission, the main finding in laboratory work consisted of a hemoglobin of approximately 4 grams. The rest of the CBC was not done at that time. A catheterized urinalysis was essentially normal.

Course in Hospital: After examination, a cervical biopsy was sent to the laboratory at Sampson AFB. A vaginal pack was necessary to control the amount of bleeding. Patient then received 5 pints of blood consecutively over the next 24 hours. The following day the patient's temperature rose to 103 and again on 18 Jan 56 the temperature rose to 105, following which it subsided by clysis. During this febrile reaction the patient had no obvious complaints. Laboratory work was within normal limits, and blood cultures were negative. During this time the patient was on antibiotics; penicillin 600,000 units OD, and streptomycin grams 1 OD. The febrile reaction was also treated with aspirin and benadryl plus chlortrimeton. At that time the patient had a medical consultation. The consultant felt that since the blood had been re-cross matched and the cross match had proved to be correct, and because the blood cultures were negative and the urine showed no evidence of hemolysis, that this was probably a response to a mild type of pyrogenic transfusion reaction, the etiology of which was not definitely established. However, the patient's temperature did come down to normal and patient responded nicely after transfusions were stopped. Following the transfusions, a repeat blood count revealed a white blood count of 6,000 white cells, 79 neutrophils, 18 lymphocytes, no monocytes, RBCs 3,150,000, hemoglobin 10 grams. Blood group RH type, negative. On 19 Jan 56 hemoglobin was 12 grams, 40 per cent hematocrit. On 19 Jan 56 the hemoglobin was 14 grams, 44 per cent hematocrit. During all this time it might be added that the patient had no manifestations of any infection, and her urine output remained normal and stable. On 20 Jan 56, we were able to remove the vaginal pack with only a minimal amount of spotting afterwards. Patient received two more pints of blood during this time. On 26 Jan 56 patient was asymptomatic, bleeding minimal, and patient was reexamined. Blood count was stable. Examination of the cervix revealed a similar picture as that seen on admission. It was difficult to examine the cervix too closely because of active bleeding with any manipulation of the cervical region. Pelvic examination revealed similar findings as before and no apparent extension of the cervical lesion to the vaginal walls. Below is a sketch of our pelvic findings.

Inclosure #6 (continued)

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SPECIALTY: Gynecology

Following our pelvic examination a vaginal pack was again necessary. However, this was removed within 4 to 5 hours with no subsequent bleeding. The patient has remained asymptomatic with blood count stable until today, which is 1 Feb 56, the day of air-evacuation for therapy.

The biopsy report which was returned from Sampson AFB is as follows:
Name of Laboratory: Laboratory Service 3650 USAF HOSPITAL, Sampson AFB, N.Y.
Accession Number: 56-S-133.
4034th Hospital Accession Number: A-113
Gross: Dr. Shelley
The gross material consists of 3 cervical biopsy specimens which measure 0.6 cms in greatest dimension each. Each is sectioned and imbedded.
Microscopic: Sections show epidermoid carcinoma invading the cervical stroma and the endocervical glands. The tumor shows foci of squamous differentiation, but for the most part is poorly differentiated with marked nuclear atypism and numerous mitoses.
Diagnosis: 8783-314F. Biopsy of cervix: Invasive epidermoid carcinoma relatively undifferentiated.
Comment: This confirms TWX diagnosis of 24 Jan 56.
Date Specimen Obtained: 16 Jan 56.
(Signed) Clarence H. Denser, Jr., Capt. USAF(MC)

The last laboratory work done on patient on 27 Jan 56 showed a red blood count of 4,550,000, hemoglobin of 13.5 grams, sedimentation rate was 20 mms per hour, and a hematocrit of 45 per cent. Urinalysis negative.

Discharge Physical Examination: Entirely within normal limits, including good color and an active patient. The only abnormal finding, as noted before, was on the pelvic examination. Bleeding at this time is minimal-to-absent. Blood pressure 120/74, pulse 56, respirations 18, temperature 98.6.

Summary of Case: Patient is a 33 year old white female admitted with vaginal bleeding for at least a 4 year period prior to this admission. Prior to this admission patient had no adequate medical work-up or examination. On admission, patient was markedly dehydrated and anemic, requiring 7 blood transfusions, 500 ccs each, to bring her hemoglobin and physical status to within normal limits. Pelvic examination showed large, friable bleeding cervix pulled to the left, but no induration of the parametrium.

Inclosure #6 (continued)

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SPECIALTY: Gynecology

Impression and diagnosis: Epidermoid carcinoma of the cervix, undifferentiated, clinical stage I.

Reason for Transfer to Scott AFB Hospital: For definitive therapy since we have no radium or deep x-ray facilities at this hospital.

OSCAR J. ROMENESKO
Major, USAF (MC)
Chief, Gynecology Section

Inclosure #6 (continued)

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SPECIALTY: Gynecology

Chief Complaint: Lower abdominal pains and vomiting since the morning of admission.

Present Illness: Patient is a 25 year old white female, para i, gravida ii, last regular menstrual period 17 Dec 55. Since that time the patient had one episode of spotting three weeks previous to admission. Her breasts have been slightly tender, she has had urinary frequency and nocturia, and thought that she was pregnant. Patient never missed a menstrual period prior to this. She also noted in the past two or three weeks a heavy, yellow vaginal discharge, but stated that this was not unusual for her since it did occur during her periods in the past. Discharge presented no odor, no itching. Patient had no past history of tubal or uterine infection. Patient further stated that with the onset of this pain in both lower quadrants, which was more marked on the left, she almost passed out.

Past History: The patient had endometrial polyps in 1953. This was discovered during a D & C after her last delivery. Since that time the patient has had two early miscarriages.

Physical Examination on Admission: Temperature 98.6, pulse 80, respirations 18, BP 106/60. Patient is a 25 year old white female, well nourished, pale, in no acute distress, sensorium clear. Head, Eyes, Ears, Nose, Throat: Normal. Neck: No adenopathy. Thyroid not palpable, neck veins not distended. Chest: Symmetrical, moves well with respiration. Lungs clear to percussion and auscultation. Cardiovascular: Regular sinus rhythm, heart not enlarged, no thrills or murmurs. Breasts normal, slightly enlarged, tender, nipples everted, no discharge. Abdomen: Liver, spleen and kidneys not palpable. Abdomen very tender in both lower quadrants, more so on the left. No definite rebound, but there is an excessive amount of tenderness and some rigidity. Bowel sounds normal. Vaginal examination: Heavy, yellowish, odorous discharge. Cervix cyanotic, firm, exquisitely tender with movement. Both adnexal regions were exquisitely tender but no definite masses. No fullness of the cul de sac; uterus enlarged six to eight weeks and also tender and soft. Rectal exam negative except for general tenderness. Rest of physical examination normal.

Impression: Pelvic Inflammatory Disease, acute.
Rule out ectopic pregnancy, left.

Initial blood count: WBC 15,600; 93 neutrophils, 7 lymphocytes, RBC 4,856,000, hemoglobin, 14 grams, hematocrit 42 per cent.

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SPECIALTY: Gynecology

Course in Hospital: Patient remained afebrile with some lessening of her abdominal discomfort and no vomiting. Repeat blood count revealed on 6 Feb 56, a hemoglobin of 7.5 grams, hematocrit of 23 per cent, blood group O positive. At this time her white blood count was 8,800; 52 neutrophils, 38 lymphocytes. Urinalysis normal. Although there was no change in the patient's clinical condition, she was re-examined vaginally. Abdomen still remained tender. The pelvis was difficult to feel; however, the cul de sac at this time was boggy. On 6 Feb 56, because of the rapid drop in the hemoglobin, red blood cells, and hematocrit, patient was taken to the Operating Room with the diagnosis of ectopic pregnancy, left. Patient was explored and found to have a left interstitial ruptured ectopic pregnancy in the area at the junction of tube and left cornu of the uterus. About 1000 cc's of blood was found in the abdomen. During the operation the patient did extremely well, having received 1000 cc's of whole blood. The operation was done using sodium pentothal, nitrous oxide, oxygen and ether plus curare. A left salpingectomy was performed. Postoperatively the patient did very well experiencing no complications and was discharged on 13 Feb 56 to be followed in Clinic.

Diagnosis: Interstitial tubal pregnancy, left.

Operation Performed: Left Salpingectomy.

Disposition: Discharged from treatment, to be followed in Clinic.

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Major, USAF(MC)
Chief, Gynecology Section

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Chief complaint on Admission: Severe vaginal bleeding for three to four days prior to admission. This was associated with abdominal cramps and the passage of large clots.

History of Present Illness: Patient is a 19 year old white female, para o, gravida o, last regular menstrual period ending 31 Jan 56. Previous menstrual period ended 31 Dec 55. Both these periods were entirely normal. On 3 Feb 56, patient started having vaginal bleeding with the passage of clots, which were large, but no tissue noticed. This was associated with abdominal cramps. However, these cramps were less than the patient had experienced previously during her normal menses. Patient has also noted recently that she has felt rundown and has been eating poorly. This has been noted for approximately 1 month with about a 3 to 4 pound weight loss. Patient also states that before her last period she did have abdominal cramps, no vaginal bleeding, for one week. Patient has been married for three months, and during this time she has not had any symptomatology suggestive of pregancy, although she has noted some intermittent urinary frequency. Patient has had no previous pregnancies, no missed period, and no abnormal periods. Patient's mensus started at the age of 15, with 28 days between the flow, bleeding lasting 5 days, the amount apparently normal, and the amount of pain also within normal limits. Patient states that she has noted an abnormal mass the the left lower quadrant of her abdomen for about 3 to 4 months. This has been tender occasionally, but this has not been severe.

Past History: Occupation: housewife. Military History: military dependent. Patient born in the state of Maine and has not been out of this country. Habits, non-contributory. Family History: mother is alive and well, father is alive but has symptomatology suggestive of angina pectoris. One sister has some sort of pelvic difficulty, etiology of type is unknown. Patient has other sisters alive and well, and the patient's brother is also alive and well. All siblings are older than the patient, and noabnormalities are noted. There are no other illnesses in the family. Childhood Illnesses: measles, chickenpox, mumps. Adult Illnesses: flu-like syndrome in December. Operations: Patient has numerous congenital abnormalities. She was born with a rectovaginal fistula. As an infant this was operated on for the first time and the repair started. Up to the present time the patient has had approximately 14 operative procedures. Her most recent operations were as follows: 1950 patient had a colostomy, in 1952 the colostomy was closed with the continuity of the large intestine being reestablished. During the latter operation when the colostomy was closed, her ovaries were noted to be normal, but the uterus was not visualized. At that time also an intravenous pyiogram was done, which revealed a fused, conglomerate kidney placed in the mid, left, lower abdomen. Only a sigale, slightly dilated ureter going to the right side of the bladder was detectable. There was also some renal-pelvic dilatation. In October 1955, which was the last time the patient was see at the Boston Childrens Hospital under whose care she has been since t inception of her early treatments, she was examined and the only other abnormality

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found, was felt to be a mass in the left, lower abdomen. This however, was interpreted as feces and nothing more was done about it.

System Review: General; some weight loss in the past couple of months, patient has felt tired and rundown. Head; some dizziness for the past 2 or 3 months, particularly when the patient would stand up suddenly or change position suddenly. She has experienced occasional headaches, occasional ocular distress. Has occasional upper respiratory infection. Neck: no complaints. Respiratory System; patient had flu-like syndrome in December 1955, but did not experience any hemoptysis, cough, dyspnea or chest pain. She does note however, that occasionally she does have a squeezing sensation across her anterior chest. This is not related to rest or activity. No history of pneumonia, tuberculosis or other pulmonary pathology. Cardiovascular System; no symptomatology noted, although the patient apparently was told that she has heart murmurs. Gastrointestinal System; no symptomatology except as noted in the past history. Genito-urinary System; no abnormal history except for occasional urinary frequency. It should be noted however, that the patient has noted deep dyspareunia for the past 2 to 3 months. Hemopoietic System; negative. Lymphatic System; negative. Musculo-skeletal System; patient occasionally experiences cramps in her lower legs. These however, are not distressing nor persistent. Neuro-psychiatric System; negative.

Physical Examination on Admission: Temperature 100, pulse 100, respiration 20, blood pressure 108/64. Patient is a pale, normally nourished white female, lying in bed in no acute distress, bleeding profusely from the vagina. Patient appears chronically ill. Head: seems to be some asymmetry of the face with some depression of the right facial contour. However, the facial muscles are intact with no obvious weakness. Eyes: Some weakness in the extra-ocular muscles of both eyes, the right eye being drawn inward towards the nose. Pupils are round, regualr and equal, and react to light and accommodation. Nose: Normal except for a small depression at the tip. Mouth: Normal, teeth in fair repair. Throat: Pharynx not injected, tonsils not hypertrophied. Neck: Neck vains are not distended, thyroid not palpable, no lymphadenopathy. Arterial pulsations of the neck are rather marked. Chest: Symmetrical, moves well with respirations. Lungs: Clear to percussion and auscultation. Cardiovascular: Heart not enlarged. There is a systolic thrill at the apical and aortic areas. There is a rapid, regular sinus rhythm. There is also a grade 3 systolic murmur which is rough, at the apex and aortic area. There is also prominence at the left sternal border in the 3rd, 4th, and 5th innerspaces. Second sound is prominent at the left sternal border in the 3rd innerspace. Murmurs transmitted faintly to the neck. There is no diastolic murmur hear, but this may be because the apical rate is rapid, ranging from 100 to 120. Breasts: Small, non-tender, no abnormal masses. Nipples are small, everted, no discharge. Abdomen, Liver, spleen, kidneys, not palpable. Abdomen is soft, no spasms or rigidity. There is a 4 inch horizontal scar in the left lower quadrnt, which is well healed. Bowel sounds are normal. There is

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slight tenderness in the left lower quadrant, andthere is a definite mass about 6 or 7 cms by 3 cms in the left lower quadrant. This feels rather doughy in texture but there is a suggestion of firmness. The mass feels amooth. Pelvic Examination: Cervix is pale, cervical os dilated admitting one fingertip. There is a large amount of vaginal bleeding from the cervical os. Cervix also noted to be pulled over to the right. The uterus feels normal in size anterior, deviated to the right. There is a very definite adnexal mass bulging into the left vaginal wall about 3 cms x 3 cms. Above this is a larger mass, also feeling rather firm but cystic, about 4 cms x 10 cms, sausage shaped, and extending up and is continuous with the mass previously described in the abdomen. The mass is non-tender. Cul de sac is normal. There is also a possibility of a slightly enlarged right ovary or other cystic mass in the right adnesa. Extremities: Normal. Reflexes: Physiological. No other abnormal findings.

Impression: Large ovarian cyst on the left with possibility of a dermoid tumor.
Menorrhagia, severe.
Rule out ectopic pregnancy, left, unruptured.
Rule out large pedunculated fibroid.
Congenital heart disease, compensated, asymptomatic, etiology undetermined.
Numerous other congenital anomalies.

Course in Hospital: Admission laboratory work on 9 Feb 56: WBC 9,600. Differential: neutrophils 62, lymphocytes 37, monocytes 0, eosinophils 1, basophil 0. Hemoglobin 7 grams, hematocrit 24 per cent, blood group and RH: A negative. Urinalysis on the same day within normal limits. On admission patient was treated conservatively, and a series of laboratory work was ordered. At that time the patient was given 500 ccs of blood with no reaction, and the patient was prepared for a pelvic examination under anesthesia, and a dilatation and curettage on 10 Feb 56. Vital signs and condition remained stable throughout the night with some diminution in the amount of vaginal bleeding. On 10 Feb 56 the red blood count was found to be elevated to 4,415,000 red cells, hemoglobin 14 grams, hematocrit 40 per cent. Intravenous pyelogram done the same day was as follows: Scout film of the abdomen reveals a rudimentary 12th rib on the right. The 2nd, 3rd, 4th lumbar vertebrae are fused, and the pelvis in general is asymmetrical. There is a moderate amount of fecal material and gas throughout the entire colon. There appears to be a soft tissue mass in the left half of the pelvis approximately 3 inches in diameter. At the end of 5 minutes there is excretion of the dye seen on the left side, with no evidence of any dye excretion on the right. There appears to be 2 sets of calyces on the left. However, this is difficult to determine since the lower set is overshadowed by the spinal column. There is no evidence of any ureter at

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this time, and no dye in the bladder. At the end of 15 minutes there is further excretion of the dye, again giving the appearance of a double pelvic system on the left side, but not on the right. The ureter is dilated and appears to cross over to the right side of the bladder. There is no dye evident in the bladder at this time. The 25 minute film reveals no change. The upright rilm reveals presence of dye in the bladder at this time. The previously described soft tissue mass in the left side of the pelvis is indenting the left side of the bladder. There is fairly good drainage from the upper urinary tract. Impression: Multiple congenital bony defects. There appears to be a conglomerate left kidney with absence of any kidney on the right. Also the ureter from this left kidney enters the right side of the bladder. There is no evidence of any ureter on the left. Would suggest a retrograde pyelogram. On the same day 2 additional pints of blood were given to the patient, and the patient taken to the Operating Room for examination, and for a diagnostic dilatation and curettage of the uterus. Patient withstood this procedure very well, having been given intravenous sodium pentothal for anesthesia. Pelvic examination revealed essentially the same findings as those on admission. Small amounts of hyperplastic endometrial tissue were removed from the uterus with a minimal amount of bleeding. Subsequent to the D & C, vaginal bleeding persisted but was much diminished in intensity and finally subsided. Pathological report on the endometrial scrapings was proliferative endometrium with a comment from the pathologist as follows: " The pathogenesis of the bleeding is not apparent from the sections examined." The patient next had a cardiac evaluation by the Chief of Medicine and attending medical man. After examining patient, chest films, and fluroscopic views of the chest, their impression was as follows: The lungs are clear and essentially normal. The heart is possibly slightly enlarged with an enlarged aortic arch, and ascending aorta. Physical findings were the same as those noted on admission. Impression: This probably represents a congenital, subaortic stenosis. The murmur at the apex may be due to either relative mitral insufficiency or to a small intraventricular septal defect. They felt that the enlarged ascending aorta was probably a post-stenotic dilatation. Recommendations: Since the patient is asymptomatic and apparently has not been troubled by her cardiac pathology, she should only be followed expectantly and given prophylactic antibiotics for any operative procedures. She will be followed in Clinic eventually at which time an electrocardiogram will be done. Patient's subsequent course in the hospital was essentially uneventful, patient comfortable, out of bed, with no complaints. Patient was then worked up more completely with the expectation of performing an exploratory procedure after all the reports were completed. On 16 Feb 56 a cystoscopy and retrograde pyelogram were performed. This did not add any new information to the present findings. A left ureteral orifice was not discovered, the bladder was found to be somewhat asymmetrical as shown on the intravenous pyelogram. The retrograde pyelogram did not show any other abnormalities. At this time the possibility of a pelvic kidney was also entertained. Barium enema performed prior to cystoscopy revealed the following: The barium entered the rectum well and filled the entire colon without difficulty. There was

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SPECIALTY: Gynecology

slight defect in the region of the left lower quadrant, apparently the site of the old colostomy. H wever, this was seen well filled during the fluroscopy. There were no filling defects or other abnormalities noted. P stevacuation film was not adequate. However the bowel wall was observed, and was normal. An associated chest plate revealed a failure of fusion of the narrow arches of T-1 and 2, but no other abnormalities. Subsequent laboratory work 16 Feb 56: Frog test, no spermatozoa seen. Urinalysis from cystoscopy negative. NPN 51 mgms % on 13 Feb 56. This was reduced to 31 mgms % on 16 Feb 56. Blood count 20 Feb 56, 4,800 with normal differential. RBCs 3,655,000, hemoglobin 11 grams. Repeat blood count 21 Feb 56, RBC 3,786,000, hemoglobin 11.5 grams, with 38 % hematocrit. On 21 Feb 56 patient was taken to the Operating Room, given sodium pentothal and ether anesthesia, and exploratory operation was performed. Below is a complete operative report of this procedure:

60 ccs of water was injected into the bladder, and patient anesthetized with ether and sodium pentothal. After routine prep and drape performed, a low midline incision extending from the symphysis to the umbilicus was performed. Rectus fascis opened, left rectus muscle exposed and reflected to the left. Peritoneum not opened, but dissected anteriorly from the left posterior rectus sheath in order to explore retroperitoneal mass on the left side. There was no retroperitoneal mass found on that side however, and the peritoneum was entered. Self-retaining retractor inserted, and abdomen explored. Exploration revealed a uterus, normal size on the right side of the pelvix, with cystic ovary on the right side, anda normal tube. On the left side another uterus was found, slightly smaller than normal, with left tube enlarged to a diameter of 2-3 cms and distended with old non-clotted blood. The whole left ovary was also found to be cystic the size of an orange and filled with non-clotted old blood. This ovary was adherent to the anterior peritoneal wall and to the mesentery and sigmoid. Blunt dissection of the ovarian mass was performed, and the ovarian mass enucleated from the adhesions. During this procedure one of the ovarian cysts reptured, and some chocolate colored material escaped from the cyst. The left ovary together with the left tube was amputated from the left uterus and removed. A ter this procedure the left infundibulopelvic ligament and left round ligament were clamped, cut and ligated. The bladder was dissected from the anterior wall of the left uterus and pushed way down above the vagina, and the left uterus was amputated at the cervical-isthmic junction. A probe was inserted into the cervix but ended blindly, which proved that this cervix has no connection with the vagina. A total abdominal hysterectomy on the left uterus cannot be accomplished since the bladder has been extensively adherent on the lateral wall of the cervix, and there are adhesions present from previous surgery. Therefore, it was thought that the patient would be better off with just a supracervical hysterectomy. The right uterus was inspected and found to be normal as was the right tube. The cystic part of the right ovary was dissected, and a small part of the right ovary was sutured and left in place. The cyst on the right side was also found to be filled with chocolate material. Peritoneum was closed and then the abdomen closed in layers. Skin clips applied to the skin. Total blood loss during this procedure was about 100 ccs. Patient left the Operating Room ingood condition. Indwelling Foley catheter inserted and draining well. Transfusions during the operative procedure, 1,000 ccs.

In sure #8(continued)

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SPECIALTY: Gynecology

Throughout the patient's entire stay in the hospital, the patient was essentially asymptomatic, afebrile and with stabilized vital signs. After her last procedure, the exploratory operation, her only complaint was inability to move her bowels. Her rectum was inspected and the findings were as follows: Patient has no rectal sphincter, and apparently the rectum was inserted through an incision through the skin itself. About 1 cm inside the skin-mucosal junction, a complete sharp tender diaphragm was felt. Distal to this a large rectal cavity with very little tone was palpable, and this was found to be filled with hard masses of feces and barium. These masses were subsequently removed manually, and patient finally had a spontaneous bowel movement after numerous enemas, Harris strips and cathartics. Patient had her final vaginal examination 28 Feb 56, just prior to discharge. At the time the right uterus was felt to be normal in size, deviated to the right. Cervix pulled to the right. An occluded left cervix was palpable in the anterior left lateral vaginal wall. This mass could be indented, and it was felt that this was definitely a cervix. Above this mass there was another palpable mass, which is most likely a sutured cuff of the surgically removed uterus, broad ligament, etc. There is no connection between this cervix and the vaginal cavity. Patient was discharged on 28 Feb 56 to be followed in both the Gynecology and Medical Clinics.

Summary of the Case: This is a case of a 19 year old white female admitted with vaginal bleeding and a left pelvic and abdominal mass. Patient was found to have numerous abnormalities, congenital in origin. Patient did well throughout her hospital stay and was discharged with the following diagnosis: 1. Menorrhagia, primary. 2. Multiple bony defects, fused vertebrae L-2, 3 & 4, with asymmetrical sacrum and pelvis. 3. Heart disease, congenital, probably aortic, substenosis, with poststenotic dilatation. 4. Anomoly, congenital, of kidney and ureter, right kidney and ureter absent, left kidney displaced with ureter going to the right side of the bladder (conglomerate kidney). 5. Hematosalphinx, left. 6. Cyst, ovarian, bilateral, chocolate type, filled with old blood. 7. Hematometra, uterus, left. 8. Uterus didelthis with left uterine cervix occluded. Operative Procedures: 1. Dilatation and curettage of the uterus. 2. Cystoscopy, diagnostic. 3. Oopherectomy, right partial. 4. Salpingo-oophorectomy, unilateral, left. 5. Hysterectomy, supracervical, left uterus. 6. Transfusions, 2500 ccs.

Disposition: Patient discharged from treatment to be followed in Gynecology and Medical Clinic at future dates. Note: The pathology reports from the exploratory operation have not as yet been returned.

O. J. Rosenzweig

OSCAR J. ROSENZWEIG
Major, USAF(MC)
Chief, Gynecology Service

Inclosure #8 (continued)

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PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Aviation Medicine

2. a. Number of patients admitted: NA
   b. Number of outpatient visits: 426

3. Number of patients occupying beds at end of period: NA

4. Number of patients hospitalized longer than 90 days: NA

5. Number of operations performed: NA

6. Complications: NA

7. Hospital deaths: NA

8. Remarks:

   a. Number of Aviation examinations done by type:

      (1) Class 1 and 1A

         (a) Preliminary USAF Academy 1

         (b) Qualifying USAF Academy examinations 0

         (c) Aviation Cadets 0

         (d) Other 8

      (2) Class 2 71

      (3) Class 3 83

   b. Number of AFROTC physical examinations and where accomplished. NA

   c. Number of Air Force nonflying physical examinations. NA

   d. Number of Army ROTC physical examinations and where accomplished. NA

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Part II - Aviation Medicine (Continued)

e. Number of US Army physical examinations. NA

f. Other remarks

9. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of total time assigned to this service
BADE, P. H.	5/10/56	Capt	9356	100%
GISH, H. M.	30/10/56	Capt	9356	60%
CORNISH, L. R.	30/6/56	Capt	9356	50%

Chief of Service: PAUL H. BADE
Captain, USAF (MC)

for Howard M Gish
(Signature)

29 February 1956

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PART III -- OBSTETRICAL SECTION

1.	a. Number of patients admitted:		143
	b. Number of outpatient visits:		1423
2.	Number of patients occupying beds at end of each period:		9
3.	Number of operations performed:		7
		Major	Minor
	a. Emergency	5 (Sections)	
	b. Elective	2 (Sections)	
4.	Complications of above operations:		None
5.	Maternal deaths:		None
6.	Remarks, unusual problems, etc: (See Inclosures #9 and #10)		
	a. Postoperative infection rate of clean surgical cases:		0
	b. Maternal mortality rate:		0
	c. Caesarian section rate:		8.82%
	d. Maternal morbidity rate:		0
7.	Estimated maximum obstetrical capability:		150
8.	Total number of deliveries:		126
	a. Complicated:		15
	b. Uncomplicated:		111
9.	Complications of delivery and puerperium:		
	a. Puerperium:		

Register Nr	Complication	Disposition
6178	Cystitis acute, postpartum	Discharged
6361	Mastitis acute, postpartum	Discharged
6443	Mastitis acute, postpartum	Discharged

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rt III -- Obstetrical Section (Continued)

Register Nr	Complication	Disposition
6107	Uterine inertia (Section Twins) intrapartum	Discharged
6186	Uterine inertia (Section) intrapartum	Discharged
6213	Cervical laceration, intrapartum	Discharged
6229	Laceration 3rd degree, intrapartum Cervical laceration	Discharged
6351	Laceration pelvic floor, not involving sphincter ani	Discharged
6409	Toxemia pre-eclamptic, intrapartum	Discharged
6480	Cervical laceration, intrapartum	Discharged
6461	Cervical laceration, intrapartum	Discharged
6490	Laceration, 3rd degree	Discharged
6271	Adherent placenta, removal manual	Discharged
6279	Adherent placenta, removal manual	Discharged
6369	Postpartum hemorrhage due to laceration pelvic floor and wall involving sphincter ani	Discharged

10. Number of births: 126

a. Stillbirths: 0

b. Full term births: 115

c. Premature live births: Total: 11

(1) Under 500 grams 0

(2) 500-999 grams 1

(3) 1000-1499 grams 1

(4) 1500-1999 grams 3

(5) 2000-2499 grams 6

11. Neonatal deaths:

Register Nr	Age at Death	Birth Weight	Cause of Death
6310	1 hr, 17 min	952 grams	Prematurity with immaturity
6345	8 days, 13 hr, 57 min	1701 grams	Atelectasis. Cerebral anoxia & damage. Congenital heart disease

12. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to this Service
ROSENZWEIG, O.J.	2/10/57	Major	9496C	50%

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Part III -- Obstetrical Section (Continued)

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to this Service
MALACHOWSKY, M.	Indef	Capt	9326	50%
LIPPY, W. H.	5/7/57	Capt	9326	50%
WARNER, F.S.	22/7/57	Capt	9326	10%
SCHAIN, R. J.	21/7/57	Capt	9326	10%

Chief of Section: OSCAR J. ROSENZWEIG
Major, USAF (MC)

(Signature)

29 February 1956

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SPECIALTY: Obstetrics

Patient admitted 29 December 1955 from the Prenatal Clinic because of excessive weight gain during pregnancy. Usual weight 140 pounds, weight on admission was 191 1/2 pounds.

Present Illness: Patient is a para o, gravida i, expected date of confinement 2 Feb 56. She is 19 years old. Prenatal course marked by excessive weight gain, pedal edema, and the diagnosis of twins which was made on 10 Nov 55. Patient had a rather marked anemia requiring three blood transfusions during her prenatal course. The anemia apparently was non-specific in type. On admission patient's physical examination revealed vital signs normal: blood pressure being 120/80, pulse 80, temperature 98.6, respirations 18. Head, eyes, ears, nose and throat were negative. Chest, symmetrical. Breasts, enlarged, tender, no abnormal masses. Lungs clear to percussion and auscultation. Heart, regular sinus rhythm. Abdomen gravid, at term, twin gestation both cephalic presentations, fetal hearts in both lower quadrants good and regular. Rectal examination on admission revealed no dilatation, presenting part minus one station. Extremities: 1 plus pedal edema of the lower leg. Other physical findings normal.

Impression: 1. Mild preeclampsia. 2. Twin gestation at term.

Initial Laboratory Work: Urine yellow, cloudy, reaction acid, specific gravity 1.009, albumin negative, sugar negative, occasional WBC. Initial hemoglobin 11.5 grams, blood group O positive.

Patient treated conservatively with bed rest, low salt diet, ammonium chloride, and intramuscular mercuhydrin and sedation. She responded well to these therapeutic measures with a reduction in weight, a decrease in the amount of edema, and in general, condition improved. On the night of 3 Jan 56 at approximately 2145, the patient went into rather active labor, at which time the fetal hearts were both good, cervix effaced 25 per cent, dilatation 2 to 3 cms, presenting part zero station, blood pressure 132/90. On 4 Jan 56, patient's contractions were of good quality and frequency, the cervix had started effacing with very little change, however, in cervical dilatation. Vital signs, blood pressure, fetal hearts, temperature, were normal. This was at 0030, 4 Jan 56. At that time demerol 50 mgms was given with some relief. A few hours after this, the contractions slowed down, and the patient slept intermittently. At 2230 after having good strong contractions for several hours, the patient received another 50 mgms of demerol, plus thorazine 25 mgms, and scopolamine grains 1/200, and the impression of the attending doctor was that she was 5 to 6 cms, and the vertex was at 1 plus station. The contractions increased in number and strength, and at 0445 on 5 Jan 56 patient received another 50 mgms of demerol plus grains 1/200 of scopolamine. Subsequently the labor began to slow down. At that time examination revealed cervical

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...ECIALTY: Obstetrics

dilatation still only 2 to 3 cms, with 50 per cent effacement and minimal contractions. Temperature, pulse, blood pressure, fetal hearts regular and normal. Patient was able to get some rest on the afternoon of the 5th. Contractions started becoming more regular again at 1800 that evening. The doctor felt that she was again 5 to 6 cms dilated, plus 1 station, and 50 per cent effaced. She was given 50 mgms of demerol. Contractions at that time were irregular. At 2100 on 5 Jan 56 the situation was reevaluated. Rectal exam by Chief of Staff revealed 3 to 4 cms dilatation, station 0, cervix 50 per cent effaced. Bag of water bulging with contractions and some bloody show. The x-ray of the abdomen revealed both fetus in cephalic presentation, lower head not yet engaged. Pelvis apparently adequate for the size of the two fetus. Urine negative for albumin and sugar, blood pressure normal, temperature normal, pulse regular but increased to 120. Fetal hearts good. It was felt at that time that the patient deserved a further trial of labor during which time she was to be observed very carefully and if necessary a consideration of cesarean section. On 6 Jan 56, 6:45 A.M., patient again reexamined. There was no obvious progress. Patient had previously been remedicated, but this gave her very little rest. At 6:45 A.M. cesarean section was decided upon, with consultants from the medical, pediatrics and surgical departments concurring in that decision because of maternal exhaustion. Impression: 1. Uterine inertia, primary. 2. Twin gestation at term. During this time patient had received several intravenous infusions and hydration remained adequate. On 6 Jan 56 patient had a low cervical cesarean section using spinal anesthesia and supplementry sodium pentothal. Both babies were delivered without difficulty, both of good cry and color and doing well. The uterus was repaired using chromic 1 in three layers. Patient did remarkably well during the operation, and her immediate postoperative condition was good. Subsequent to surgery it was noted that the patient's white count became elevated to 22,000 with a predominence of neutrophils. During this same time her hemoglobin fell from immediate postoperative hemoglobin of 10.5 grams down to 8 grams three to four days postoperatively, hematocrit fell from 31 per cent to 29 per cent. During this time she was clinically well, well hydrated and essentially afebrile. There was no evidence of any acute blood loss or of peritoneal irritation. Patient was given 500 ccs of blood subsequent to which her hemoglobin returned to a level of about 10 1/2 grams, 35 per cent hematocrit. Her white count began decreasing. The last count being 18,100 with 80 per cent neutrophils. Urinalysis normal, all other laboratory work within normal limits, and patient finally discharged with both twins doing well on 13 Jan 56. Patient to be followed in clinic.

Enclosure #1 (continued)

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SPECIALTY: Obstetrics

Diagnosis: 1. Primipara at term
2. Twin gestation.
3. Preeclampsia, antepartum, mild.
4. Uterine inertia, primary.

Operation: Cesarean section, low cervical.

OSCAR J. ROSENZWEIG
Major, USAF(MC)
Chief Obstetrical Section

Inclosure #9 (continued)

0973

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SPECIALTY: Obstetrics

Chief complaint on admission: Minimal vague abdominal pain and some vaginal spotting of one day duration.

Present Illness: Patient is a 26 year old white female, gravida III, para 0, admitted with spotting. Her last regular menstrual period was 24 June 1955. During the early part of this pregnancy patient had some vaginal spotting, however, no contractions. Early during this pregnancy, twins were diagnosed by x-ray, and later on in the pregnancy they were found to be in a transverse lie. Patient had a hemoglobin of 9 1/2 grams during her prenatal course. Her prenatal course otherwise was essentially normal. Shortly after admission, patient expelled vaginally approximately 1,000 cce of bright red blood. Following this, abdominal contractions started and became more severe about every two to three minutes and lasting more than 30 seconds each.

Past History: Non contributory, except for two early previous abortions, one in March, 1951 and the other in February, 1955.

Physical Examination on Admission: Temperature 98.6, respirations 20, pulse 80, blood pressure 110/70. Patient is a 26 year old well developed, well nourished white female lying in bed in some apparent discomfort, pale, with skin warm and dry. Head, eyes, ears and throat normal except for some nasal injection. Neck: thyroid not palpable, neck veins not distended, no lymphadenopathy. Chest: Symmetrical, moves well with respiration. Breasts normal, non tender, no masses. Nipples everted, no discharge. Heart: regular sinus rhythm, not enlarged, no thrills or murmurs. Lungs: clear to percussion and auscultation. Abdomen: gravid about 32 weeks gestation. Twins known to be present, however exact presentation not definable. Fetal hearts both good in both lower quadrants. Fetal heart in the right lower quadrant 140 per minute, fetal heart in the left lower quadrant 130 per minute. Vaginal and rectal examinations deferred. Vaginal bleeding severe. Extremities normal. Reflexes normal. Rectum: severe hemorrhoids, prolapsed and external. Impression: 1. Abruptio placenta. 2. Twin gestation about 32 weeks. 3. Rule out placenta previa.

Admission Laboratory Work: WBC 9,200. Neutrophils 77. Lymphocytes 20. Monocytes 0. Eosinophils 0. Basophils 2. RBC 3,755,000. Hemoglobin 9 grams. Bleeding time 2 minutes 45 seconds. Coagulation time 4 minutes 15 seconds. Sedimentation rate 51 mms per hour. Hematocrit 35 per cent. Blood type O positive.

Course in the Hospital: X-ray of the abdomen revealed a suspicious shadow on the left lateral wall of the uterus. This was interpreted to be blood in the uterine wall. Blood pressure dropped to low levels of about 90/70, pulse became rapid, bleeding persisted vaginally, fetal hearts became weaker, though regular, and contractions became more regular and more severe shortly after admission. After consultation

Enclosure #10

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SPECIALTY: Obstetrics

with the pediatric and medical services, it was decided to do a pelvic examination in the Operating Room with immediate set-up for possible cesarean section. Sterile vaginal examination revealed the absence of a placenta previa. The one fetal vertex was found to be engaged, however about station 0. There was no excessive increase in bleeding following the pelvic examination. However, cesarean section was decided upon because of the massive amount of bleeding that had been present, the presence of active labor, and the unliklihood of a rapid delivery because of the primiparity of the patient, and the multiple pregnancy. Patient was prepared for surgery, local anesthesia consisting of 2 per cent xylocaine in the abdominal wall was used, and a low cervical cesarean section was performed. The first twin was delivered with some difficulty, but was of spontaneous cry and fair color. The second twin was delivered easily and was also of spontaneous cry and color. The weights on the twins were found to be 4 pounds 2 ounces and 3 pounds 12 ounces, and one placenta. The placenta was removed, and on closer inspection it was found to be about 50 per cent separated from the uterine wall and infiltrated heavily with blood. Following removal of the twins, the patient was given supplementary general anesthesia consisting of intravenous sodium pentothal and also nitrous oxide and oxygen by mask. The patient did very well during the operation, receiving two pints of blood. Her postoperative course was excellent and uneventful. Twin B expired about 6 days of age from causes as yet undetermined, awaiting microscopic autopsy findings. Twin A in good health and gaining weight.

Blood count on discharge: RBC 3,850,000, hemoglobin 11.5 grams, hematocrit 36 per cent. The patient experienced no post-section complications and was discharged on 8 February 1956.

Final Diagnosis: 1. Pregnancy, uterine, delivered, complicated.
2. Premature separation of the placenta, antepartum.
3. Hemorrhage, uterine, antepartum, due to abruptio placenta.

Operations Performed: 1. Cesarean section, low cervical.
2. Transfusion, blood, indirect, 1,000 ccs.

OSCAR J. ROSENZWEIG
Major, USAF(MC)
Chief, Obstetrical Section

Inclosure (2 (continued)

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PART IV -- REPORT OF OUTPATIENT SERVICE

1. Workload:

Visits: Total: 9726 Military: 3981 Other: 5745

2. Remarks, unusual problems, etc. None

3. Officers assigned:

Name	DOF	Grade	AFSC	Proportion of Total Time Assigned to this Service
SNYDER, M. A.	Res AF	Capt	9754	100%
GINH, H. M.	30/10/56	Capt	9756	10%

Chief of Outpatient Service: HOWARD M. GINH
Captain, USAF (MC)
(Signature)

29 February 1956

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PART V — REPORT OF LABORATORY SERVICE

1. Total clinical laboratory procedures accomplished in each of thefollowing categories: 6178

a. Urinalysis	2121
b. Hematology	2741
c. Serology	1011
d. Blood Chemistry	98
e. Sputum and Gastric Contents	21
f. Gastric Analysis	0
g. Feces	17
h. Spinal Fluid	12
i. Basal Metabolism	11
j. Liver and Biliary Function	17
k. Bacteriology	192
l. Renal Function	0
m. Miscellaneous	65

2. Total units of blood for transfusions issued: 90

3. Total surgical specimens processed: 0

4. Total surgical specimens prepared for processing: 57

a. To other Air Force laboratories:	57
b. To Army laboratories:	0
c. To Navy laboratories:	0
d. To other Federal or civilian laboratories:	0

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Part V - Laboratory Service (Continued)

5. Number of autopsies (macroscopic performed: 3

a. Newborns (under 10 days of age): 2
b. Traumatic deaths: 1
c. Other deaths: 0

6. Remarks, unusual problems, etc: None

7. Total technicians assigned: Enlisted - 4; Civilian - 1.

8. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to this Service
GETTMAN, F. C.	7/9/57	1/Lt.	9151	100 %
OYER, C. E.	5/9/57	1/Lt.	9186D	6%

Chief of Laboratory Service: FRANK C. GETTMAN
1/Lt. USAF(MSC)

20 February 1958 (Signature)

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PART VI --- REPORT OF RADIOLOGY SERVICE

1. Number of examinations: 2147
   a. Fluoroscopic: 26
   b. Radiographic: 2121
2. Total number of x-ray plates exposed: 2802
3. Number of treatments, if any: 0
4. Remarks, unusual problems, etc.: None
5. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to this Service
CORNISH, L. R.	30/6/56	Capt	0356	40 %

Chief of Radiology

LAWRENCE R. CORNISH
Captain, USAF(MC)

29 February 1956

for Howard M. Fish
(Signature)

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PART VII -- PROFESSIONAL ACTIVITIES NOT COVERED UNDER OTHER SECTIONS

1. Medical Corps Officers not included elsewhere:

Name	DOS	Grade	AFSC	Duty Assgn	Proportion of total time assigned to this service
LIPPY, W.H.	5/7/57	Capt	9326	OB--Gyn	TDY - 1 Feb - present

2. Remarks, unusual problems, etc: None

LAWRENCE R. CORNISH
Captain, USAF (MC)
Director of Professional Services

29 February 1956

for Howard M. Fish
(Signature)

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PART VIII - REPORT OF NURSING SERVICE

1. Personnel, nurses:

   a. Authorized: Military: 17 Civilian: 10 Total: 27

   b. Assigned: Military: 13 Civilian: 10 Total: 23

   c. Anticipated gains for the next two months:

   Military: 0 Civilian: 0 Total: 0

   d. Anticipated losses for the next two months:

   Military: 1 Civilian: 0 Total: 1

2. Average patient load/day/assigned nurse (average bed occupancy/total nurses): 1.59

3. Comments on professional program (for nurses and airmen):

   Paper on "Cold Injuries" presented by Lt. Smith.
   Medical films on various subjects shown.
   Formal training program for 90010's begun 13 Feb 56.

4. Average time (%) per nurse spent on ward administration as compared to professional care of the patient: 30%

5. List of nurses (Military and Civilian):

Type of Duty	Name	Grade	AFSC
Administrative	Kiefer, Margaret M.	Major	9716
General surgical	Derringe, Ann M.	Capt	9754
General medical	Hooper, Louise W.	Capt	9754
Anesthesia	Horan, Mary J.	Capt	9744
Gen med, surg & ped.	McCartney, Patricia A.	Capt	9754
Out-Patient Clinic	Snyder, Myrna A.	Capt	9754
Obstetrical	Zickler, Lillian L.	Capt	9754
Operating Room	DelMonaco, Anna M.	1/Lt	9734
General Medical	Thayer, Peggy J.	1/Lt	9754
Out-Patient Clinic	Thuman, Helen B.	1/Lt	9754
General surgical	Hughes, Alice A.	2/Lt	9754
Gen Medical & Surgical	O'Connor, Joan E.	2/Lt	9754
Operating Room	Smith, Rebecca J.	2/Lt	9734

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Part VIII - Nursing Service

Type of Duty	Name	Grade	AFSC
Gen med, surg & ped	Castonguay, Rita L.	Civ	9754
Obstetrical	Douglas, Barbara M.	Civ	9754
Obstetrical	Francis, Barbara A.	Civ	9754
Obstetrical	Oxyer, Mina J.	Civ	9754
Obstetrical	Pendergrass, Marilyn R.	Civ	9754
Gen med, surg & ped.	Reid, Janie S.	Civ	9754
Obstetrical	Simmons, Gertrude E.	Civ	9754
Nursery	Sims, Constance M.	Civ	9754
Gen med, surg & ped.	Sylvester, Jane E.	Civ	9754
Obstetrical	Ward, Loretta G.	Civ	9754

6. Listing of ancillary nursing personnel (only full-time civilian aides and WAFs):

Section	Specialty Classification Number		Totals
Obstetrical	90010 - 2	90250 - 5	7
Gen med, surg & ped.	90010		6

7. Remarks, unusual problems, etc:

Capt Horan, 9744, reported for duty 30 January 1956.
Lt Small released from active duty 7 January 1956.
Lt DelMonaco reported for active duty, 20 Feb 1956, after approximately three weeks TDY at Gunter AFB.
Capt McCartney on TDY for approximately seven weeks attending Flight Nurses' course at Gunter AFB.

Chief Nurse: MARGARET M. KIEFER
Major, USAF (AFNC)

Louise W Hooper Capt.
(Signature)
Acting Chief Nurse

29 February 1956

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PART IX -- PHARMACY SERVICE

1. Prescriptions filled:

a.	Inpatient:	2893
b.	Outpatient:	858
c.	Total:	3751

2. Unusual compounding, local time-saving procedures, problems encountered, locally constructed equipment and any general remarks:

None

3. Registered Pharmacists assigned (military and civilian):

Name	Grade	Specialty Number
LEJA, JOSEPH C., Jr.	1st Lt	9031

4. Number of non-registered assistants: 1

5. Chief of Pharmacy: JOSEPH C. LEJA, Jr., 1/Lt., 9031

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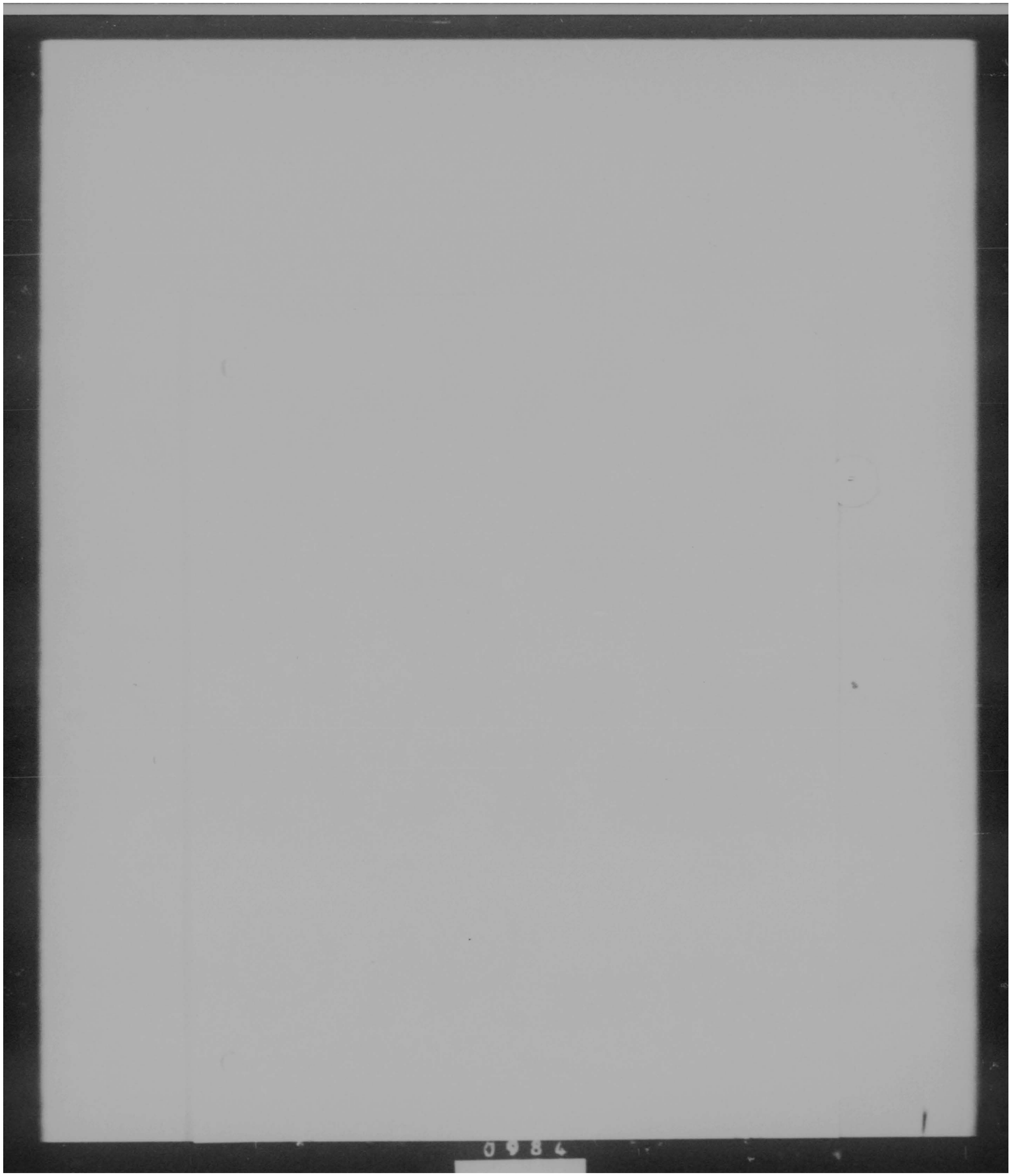

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HEADQUARTERS
[illegible] (H) (SAC)
Loring Air Force Base, Maine

SPECIAL ORDERS)
NUMBER 29)

20 February 1956

This special order consists of paragraphs 6, Classified paragraphs None:

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOSEPH G ROSS JR
1st Lt USAF
Adjutant

Joseph G. Ross Jr.

JOSEPH G ROSS JR
1st Lt USAF
Adjutant

DISTRIBUTION:
5 - Comdr S&C
6 - Comdr Eighth AF
16 - WDP
1 - Base Pers
1 - Base Locator
1 - Wg STANBD
1 - BPM
3 - BCBA
1 - BCSS
1 - Maint Control
1 - WDMMST
1 - ea indiv
1 - ea case file
1 - MR CLK
16 - WAD
4 - MTD

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HEADQUARTERS
12D BOMBARDMENT WING (H) (SAC)
Loring Air Force Base
Maine

SPECIAL ORDERS)
NUMBER 29) **E X T R A C T** 20 February 1956

1. CFM VOC 15 Feb 56, the fnca 75th BOMRON, 12D BOMWG (H) (SAC) this sta are placed on dy as Test Flight Crew, for approximately 30 days o/a 15 Feb 56, through 15 Mar 56.

CREW R-62

RANK	NAME	AFSN	DY
CAPT	JACQUE J McDANIEL	AC2082713	A/C
CAPT	WILLIAM P COLGIN	AC816247	1 P
CAPT	EMIL SHTOGREN	AC746622	VC
CAPT	WILLIAM A SHAUCK	AC703657	N
1/Lt	FAUSTO D DELGROSSO	AC3022559	CO_CB
1/Lt	JOHN S JORDAN	AC9[illegible]164	1 E
1/Lt	EDWARD P O'BRIEN	AC302[illegible]	2 E
A/1C	SHERMAN R WALROD	AF21953197	1 R
S/SGT	JOHN F HYLVIAK	AF11209776	2 R
A/2C	ROBERT E SPRADLIN	AF15495130	SG
A/1C	ALFRED E BELGIE	AF13415993	EG
A/2C	RANDOLPH B ROBERTSON	AF13499747	TG

2. The following personnel are placed on SD orders to the training flight for the purpose of attending B-52 school for approximately 6 weeks, o/a 21 Feb 56.

75th BOMRON

RANK	NAME	AFSN	CLEARANCE
A/2C	WASHINGTON GEORGE JR	AF13458109	SECRET
A/1C	UNDERHILL RONALD G	AF17389192	SECRET
A/2C	KULISAVSKAS ROBERT	AF21[illegible]	SECRET

FMS

T/SGT	PELKEY DELOY	AF11[illegible]	SECRET
A/3C	COMER CARL	AF[illegible]	SECRET
A/2C	PORTER HOWARD E	AF18[illegible]31	SECRET

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HEADQUARTERS
[illegible] BOMBARDMENT WING (H) (SAC)
Loring Air Force Base
Maine

SPECIAL ORDERS)
NUMBER 29) E X T R A C T 20 February [illegible]

1. CFM VOC 15 Feb [illegible], the from [illegible] BOMBON, [illegible] BOMWG (H) (SAC) this sta are placed on dy as Test Flight Crew for approximately [illegible] days o/a 15 Feb [illegible], through 15 Mar [illegible].

CREW R-62

RANK	NAME	AFSN	DY
CAPT	JACQUE J McDANIEL	AC[illegible]	A/C
CAPT	WILLIAM P COLGIN	AC[illegible]	[illegible]
CAPT	EMIL SHTOGREN	AC[illegible]	VC
CAPT	WILLIAM A SHAUCK	AC[illegible]	N
1/Lt	FAUSTO D DELGROSSO	AC[illegible]	CO_CB
1/Lt	JOHN S JORDAN	AC[illegible]	[illegible] E
1/Lt	EDWARD P O'BRIEN	AC[illegible]	[illegible] E
A/1C	SHERMAN R WALFOD	AF[illegible]	[illegible] R
S/SGT	JOHN F HYLVIAK	AF[illegible]	[illegible] R
A/2C	ROBERT E SPRADLIN	AF[illegible]	SG
A/1C	ALFRED E DELGIE	AF[illegible]	EG
A/2C	RANDOLPH B ROBERTSON	AF[illegible]	TC

2. The following personnel are placed on SD orders to the training flight for the purpose of attending B-[illegible] school for approximately [illegible] weeks, o/a 21 Feb [illegible].

[illegible] BOMBON

RANK	NAME	AFSN	CLEARANCE
A/2C	WASHINGTON GEORGE JR	AF[illegible]	SECRET
A/1C	UNDERHILL RONALD G	AF[illegible]	SECRET
A/2C	KULISAWSKAS ROBERT	AF[illegible]	SECRET

[illegible]

T/SGT	PELKEY DEL[illegible]	AF[illegible]	SECRET
A/3C	COMER CARL[illegible]	AF[illegible]	SECRET
A/2C	PORTER HOWARD E	AF[illegible]	SECRET

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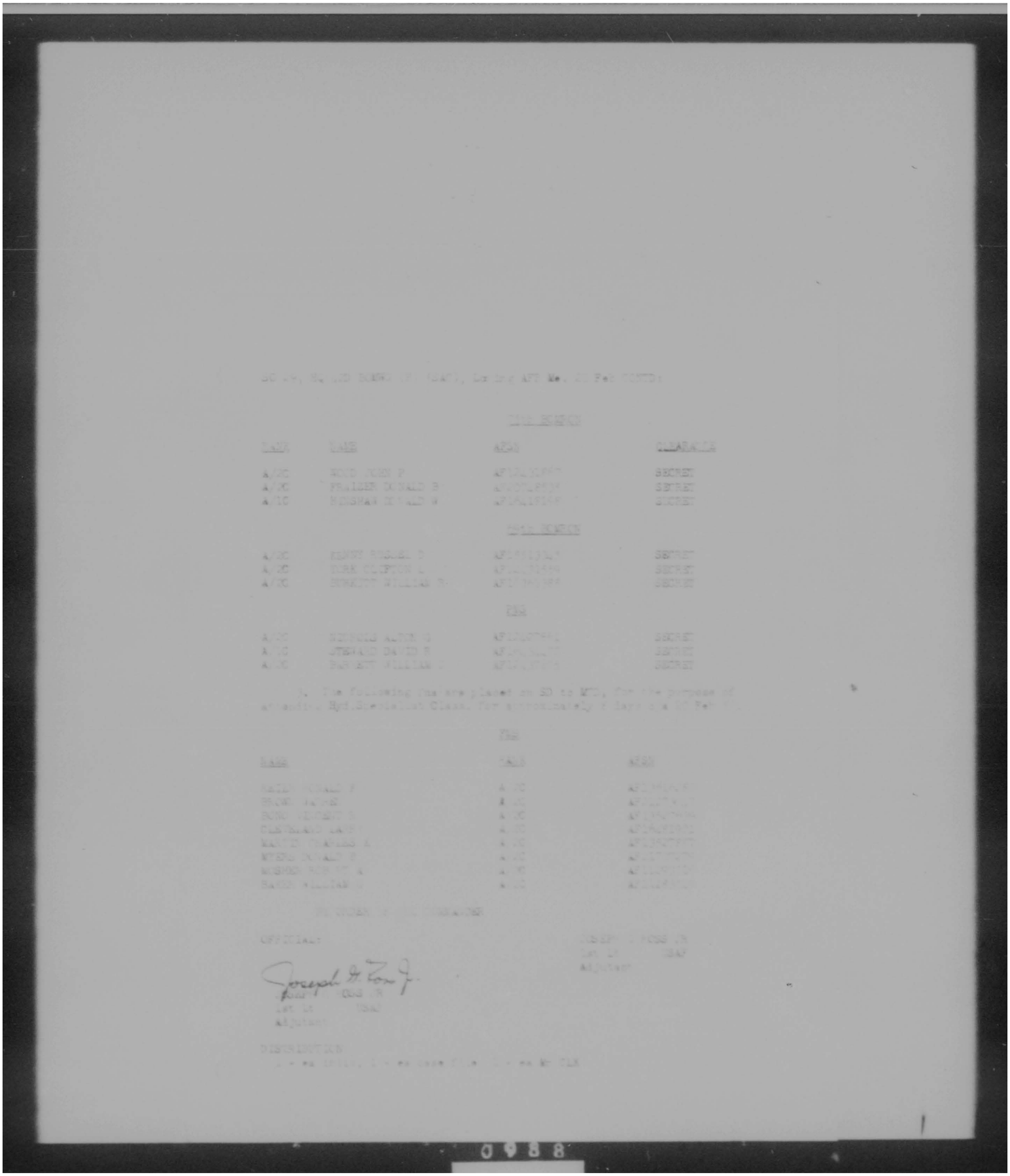

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SO [illegible] Hq [illegible] (SAC), Loring AFB Me. [illegible] Fe[illegible] C[illegible]:

A/1C	ERNEST W [illegible]	AF[illegible]	[illegible]D FMS
A/1C	HENRY E [illegible] JR	AF[illegible]	[illegible]D FMS
A/1C	WINFORD J BROWNING	AF[illegible]	[illegible]D FMS
A/1C	JOHN A MOLSTER	AF[illegible]	[illegible]D FMS
A/1C	EDWARD C [illegible]	AF[illegible]	[illegible]D FMS
A/1C	GEORGE M CRAMER	AF[illegible]	[illegible]D FMS
A/1C	KENNETH [illegible]	AF[illegible]	[illegible]D FMS
A/1C	[illegible]	AF[illegible]	[illegible]D FMS
A/1C	RAYMOND F WALFE	AF[illegible]	[illegible]D FMS
A/1C	EDWARD W WADE	AF[illegible]	[illegible]D FMS
A/1C	JOHN E McGREATY	AF[illegible]	[illegible]D FMS
A/1C	DONALD L GRIBBLE	AF[illegible]	[illegible]D FMS
A/1C	RICHARD C FORBES JR	AF[illegible]	[illegible]D FMS
A/1C	GERALD R HILLEBRANDT	AF[illegible]	[illegible]D FMS
A/1C	[illegible]	AF[illegible]	[illegible]D AEMS
A/1C	DONALD E [illegible]	AF[illegible]	[illegible]D AREFS
A/1C	WINFORD L WOOD	AF[illegible]	[illegible]D AREFS
A/1C	JOSEPH [illegible] TOMAINI	AF[illegible]	[illegible]D AREFS
A/1C	JACK A [illegible]	AF[illegible]	[illegible]D TAC HOSP

5. The following [illegible] are placed [illegible] SD to MCD for the purpose of attending elect, Specialists class, for approximately 6 days [illegible]

FMS

NAME	RANK	AFSN
MEDLAND DONALD C	A/2C	AF[illegible]
FOX ELMAR E	A/2C	AF[illegible]
EDMONDS CHARLES W	A/2C	AF[illegible]
[illegible]	A/2C	AF[illegible]
MUNCIEDONALD S	A/2C	AF[illegible]
KNOX GEARLD G	A/2C	AF[illegible]
FALLON PATRICK J	A/1C	AF[illegible]
BEAUREGARD ROBL		AF[illegible]
POWAR [illegible]		AF[illegible]
CHAPIN [illegible]		AF[illegible]
PALMER ANTH[illegible]		AF[illegible]
SMALL GLENN [illegible]		AF[illegible]
[illegible]		AF[illegible]

BY ORDER OF [illegible]

OFFICIAL:

Joseph G. Ross Jr.

JOSEPH G ROSS JR
1st Lt USAF
Adjutant

JOSEPH G ROSS JR
1st Lt USAF
Adjutant

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HEADQUARTERS
[illegible] BOMBARDMENT WING (H) (SAC)
Loring Air Force Base, Maine

SPECIAL ORDERS)
NUMBER [illegible])

[illegible]

6. The following fms are placed on SD to WTD, for the purpose of attending each Specialists class, for approximately [illegible]:

FMS

NAME	RANK	AFSN
CONLEY JOHN E	A/2C	[illegible]
CAPALDI HARRY A	A/2C	[illegible]
JUDSON CHARLES J	A/2C	[illegible]

FMS

GUERRINO BOWIE D	A/1C	[illegible]
HOPKINS DONALD M	A/1C	[illegible]
BURNAM BARRY A	A/1C	[illegible]
GOWER WILLIAM F	A/1C	[illegible]
JENKINS DALE E	A/1C	[illegible]

BY ORDER OF THE COMMANDER

OFFICIAL:

[illegible]
1st Lt [illegible]
Adjutant

[illegible]
1st Lt [illegible]
Adjutant

DISTRIBUTION:
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JOINT MESSAGEFORM

this is a certified true copy

Raymond L. Haggard
2d/Lt USAF
Information Sv.Officer

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

COMADIV 45TH LORING AFB, ME

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE FOR: ACTION / INFORMATION: PRIORITY

TO:

COMAF 8 WESTOVER AFB MASS

INFO:

XXXXXXX

UNCLASSIFIED MPB-O ATTN: SENIOR OFFICERS DIVISION. REURMSG PD 19940, 5 OCT 55. BRIG. GENERAL K MARTIN, 1697A, DEPARTED THIS STA 30 JAN 56 FOR APPROX 15 DAYS TDY. OFFICER DEPARTED TO ATTEND B-47 TRANSITION TRAINING AT LOCKBOURNE AFB, OHIO. AUTH IS BLANKET ORDER GIVEN TO GEN MARTIN BY HQ SAF. COMMAND OF 45TH ADIV ASSUMED BY COLONEL JEROME TARTER, 1968A, COPIES OF PERTINENT ORDERS BEING FORWARDED YOUR HQ.

SECURITY CLASSIFICATION: UNCLASSIFIED — PAGE 1 OF 1 PAGES

EXT 25252
EDWARD J. GRENIER, JR. 2nd Lt. USAF

RELEASING OFFICER'S SIGNATURE: JOSEPH H JACOBY, MAJ, USAF

SYMBOL: OIC, Officers Section — TELEPHONE: 25252 — OFFICIAL TITLE: ADJUTANT

DD FORM 1 OCT 55 173

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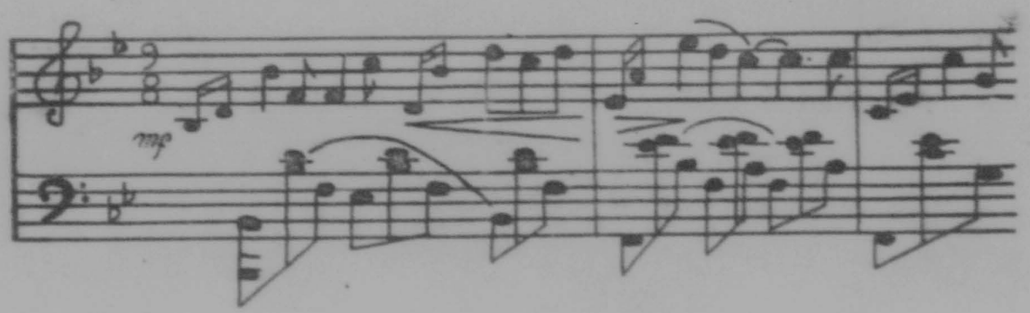
CONFIDENTIAL

OPERATION ORDER 20-56

"THEME SONG"



45th AIR DIVISION

LORING A.F.B. LIMESTONE, ME.

CONFIDENTIAL 61#46C

0095

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HEADQUARTERS 41ST AIR DIVISION
LORING AIR FORCE BASE, MAINE
7 MARCH 1956

OPERATIONS ORDER

NUMBER 20-56

This Order contains 1 pages.

41AD OPORD 20-56
0/1045
7 MAR 56

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HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
7 MARCH 1956

OPERATIONS ORDER 20-56

CHART AND MAP REFERENCES: As Required.

TASK ORGANIZATIONS:

42d Bombardment Wing	Col Tarter
42d Air Base Group	Col Lewis
4060th Air Refueling Wing	Col Schurter
71st Air Refueling Squadron	Maj Gottner

1. GENERAL SITUATION: Eighth Air Force Operations Order 20-56, requires 45th Air Division to develope and implement a Base Reception Plan. This plan will support the TDY of the 71st Air Refueling Squadron, while at Loring Air Force Base. S-DAY for this plan will be 26 February 1956. The 71st Air Refueling Squadron will redeploy from Thule Air Force Base to Loring Air Force Base, on (S + 29) 27 March 1956, and (S+30) 28 March. The Nickname for this operation is "THEME SONG". (C)

a. Intelligence: See Eighth Air Force Operation Plan 221-56.

b. Friendly Forces:

(1) MSAC will provide:

(a) Base facilities to support this operations at Goose Air Base, Thule Air Base, and Ernest Harmon Air Force Base. (C)

(b) Search and rescue in applicable areas of aircraft movement. (C)

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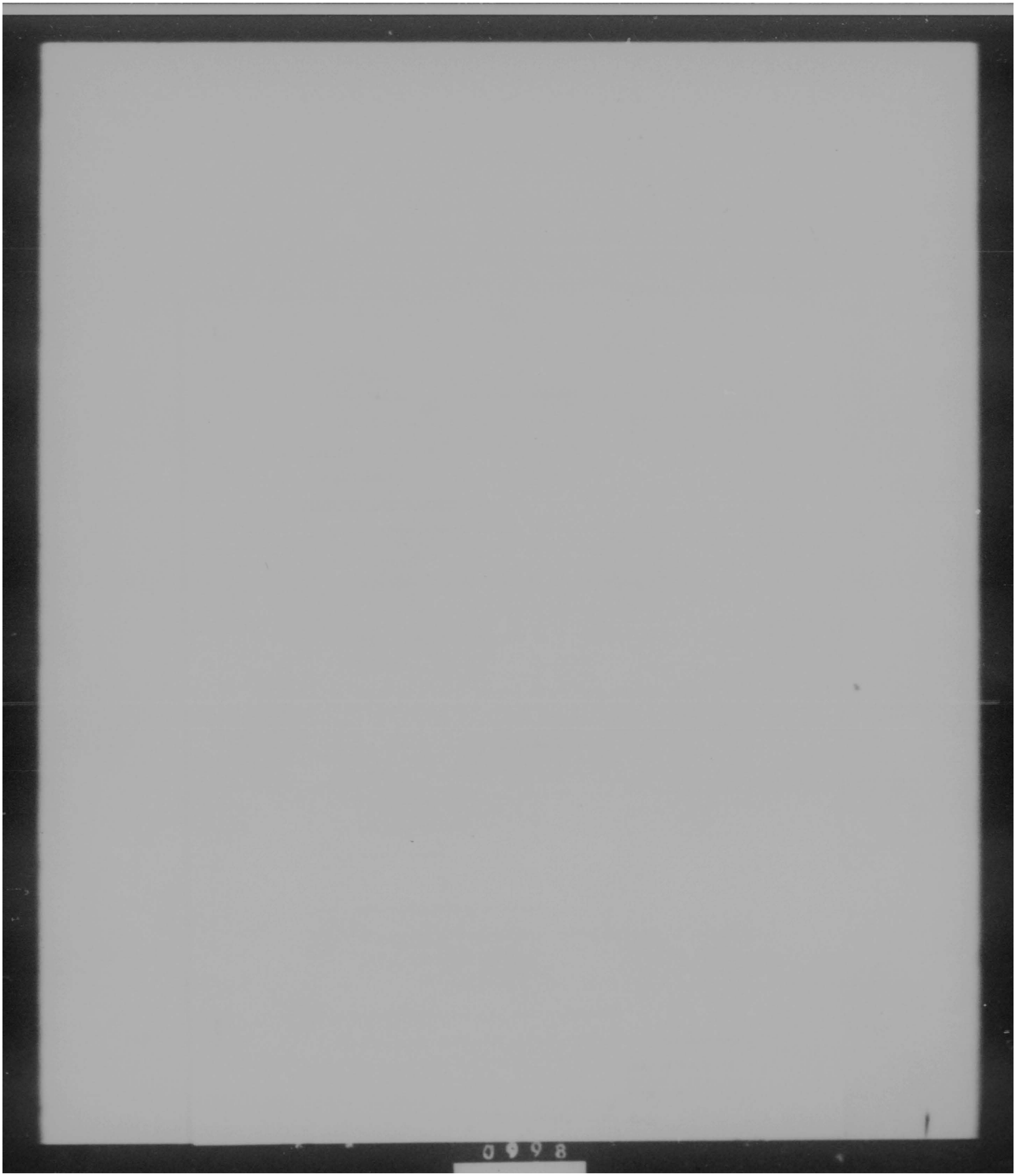

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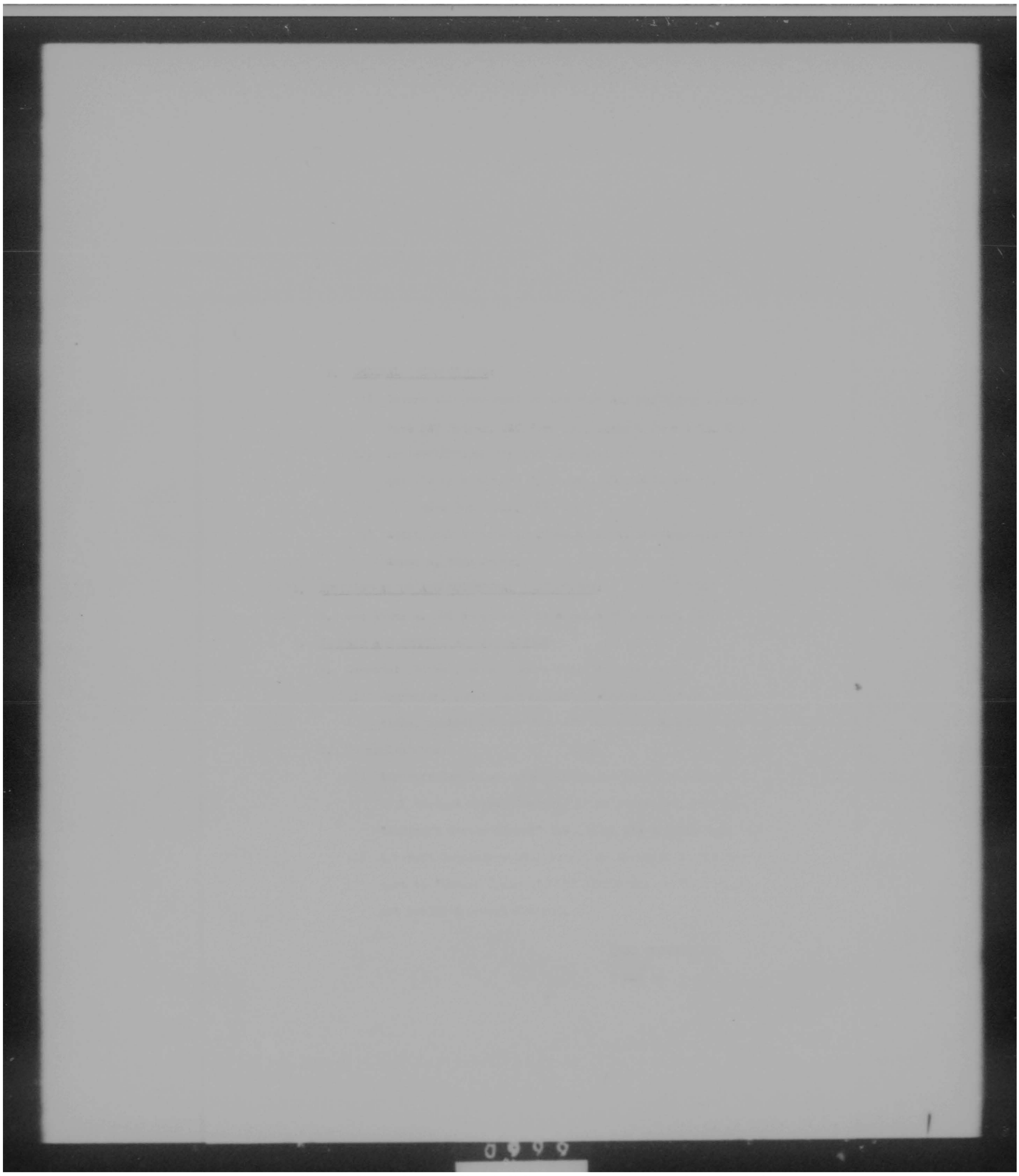

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(3) Aircraft Commander will notify the Control Tower of the hardstand number on which the aircraft is parked. (U)

BY ORDER OF THE COMMANDER:

W. K. MARTIN
Brigadier General
Commander

ANNEXES

A - Base Reception Plan (C)

DISTRIBUTION

SAC	8
8th AF	9
45th AD	5
42nd BW	10
42nd ABG	10
4060th ARW	10
71st AREFS	30

OFFICIAL:

R. T. MATTINGLY
Major, USAF
Director of Operations (Actg)

45AD OPORD 20-56
6/1046
7 MAR 56

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HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
7 MARCH 1956

ANNEX A

TO

OPERATION ORDER

NUMBER 20-56

BASE RECEPTION PLAN

This Annex consists 3 pages

ANNEX A
45AD OPORD 20-56
6/1046
7 MAR 56

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HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
7 MARCH 1956

ANNEX A (BASE RECEPTION PLAN) TO OPERATION ORDER NUMBER 20-56

1. Arrival of Aircraft at Loring Air Force Base: (U)

a. Aircraft Commanders will insure that Upkeep Control is notified of aircraft status and Custom Declarations are completed prior to landing at Loring AFB. (U)

b. Landing, taxiing, and parking plan, see paragraphs 1 and 2, Appendix I, this Annex. (U)

c. Aircraft will be met and parked by the "Follow Me" vehicle.

d. Aircraft Commanders, immediately after aircraft is parked after refueling, will supervise personnel off-loading baggage and equipment. This baggage and equipment will be loaded on the awaiting vehicle, and transported to Dock 40, where the customs inspectors will clear baggage and personnel will "Sign In". (U)

2. TRANSPORTATION: Busses will be standing-by at Dock 40 for transportation of aircrews to quarters as cited in paragraphs 3a, 3b, and 3c. (U)

3. HOUSING: (C)

a. Officers:

(1) Field Grade - Building 2112, Apartments B and C, 8 Officers. (C)

(2) Company Grade - 1. Building 3010 - 21 Officers (C)

2. Building 2500 and 2501 - 60 Officers (C)

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b. Senior NCOs: 1. Bay 2, Building 6000 - 40 NCOs. (C)

2. Bay 1, Building 6500 - 56 NCOs. (C)

c. Airmen: 1. Bay 4, 5, 6, 7 and 8 Building 6000 - 45 airmen each Bay (225 airmen).

d. NCOs and Airmen of Air Police: Building 6200A - 2 NCOs, 42 airmen.

e. In the event that Loring AFB is directed to support other missions or exercises the airmen of the 71st Air Refueling Squadron may be required to move from Bay 5 to Bay 6 and from Bay 7 to Bay 8.

4. DINING HALL FACILITIES: (U)

a. Officers: Building 2550, Officers Mess.

b. NCOs: Building 6000, NCO Dining Hall.

c. Airmen: Building 6000, Airman's Dining Hall.

5. RECREATIONAL FACILITIES: (U)

a. Officers Club:

b. NCO Club

c. Service Club

d. Bowling Alley

e. Ice Skating Rink

f. Base Theater

g. Gym

6. AID FACILITIES: (U)

a. Air Force Aid

b. Red Cross

c. Dependent's Assistance

ANNEX A
45AD OPORD 20-56
6/1046
7 MAR 56

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HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
7 MARCH 1956

APPENDIX I, ANNEX A

TO

OPERATION ORDER

NUMBER 20-56

DELINEATION OF SUPPORT RESPONSIBILITIES

This Appendix consists of 11 pages.

APP I, ANN A
45AD OPORD 20-56
6/1046
7 MAR 56

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HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
7 MARCH 1956

APPENDIX I TO ANNEX A, 45TH AIR DIVISION OPERATION ORDER 20-56

DELINEATION OF SUPPORT RESPONSIBILITIES

1. OPERATIONS: (C)

a. Operating Procedures: The 71st Air Refueling Squadron will be responsible for its normal day to day missions. However, the mission plans will be routed to the 42d Bombardment Wing Commander through the 42d Bomb Wing Control Room for coordination. The 71st Air Refueling Squadron will utilize the 42d Bomb Wing Control Room facilities to obtain normal day to day refueling missions levied by higher headquarters. Training accomplished under SAC Regulation 50-8 will be monitored by the 71st Air Refueling Squadron. (C)

b. 71st Air Refueling Squadron will be responsible for the preparation and forwarding of all reports to the 4060th Air Refueling Wing, Dow AFB, Maine. These reports will be coordinated with the Commander, 42nd Bomb Wing. (C)

c. Operations and Squadrons Orderly Room facilities will be Building 8150. Personal Equipment will be stored in half of Building 8155.(U)

d. Ground School (SAC Reg. 50-24)

(1) 71st AREFS will attend ground training classes with the 42d AREFS, Training and Briefing Building 5050, providing higher headquarters directed missions do not interfere.(U)

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e. 71st AREFS Standardization Teams will be housed with the 42d Bomb Wing Standardization Office, Building 8200.(U)

f. The 4060th Air Refueling Wing will provide: (C)

(1) Intelligence: 1 Officer
1 Airman

(2) Combat Intelligence: 1 Officer (1525A)
1 Airman (70250)

(3) Current Operations: 1 Officer (1416 or 1435)
1 Airman (60170)

2. MAINTENANCE:

a. The facilities and equipment allocated by the 45th Air Division for support of project "Theme Song" are: (C)

(1) Parking Area: Hardstands 41, 42, 43, 46 and 47 and 50 thru 60.

(2) Hangar and Dock Facilities: Dock 8641 and Hardstand 41 for post-flight, and Dock 64 for PMS.

(3) Engineering and Supply Dock Office space will be in Dock 41.

(4) The following maintenance equipment will be provided from Loring AFB Staging Support Reserve:

(a) B-4 stands: 15 for Flight Line
20 for Post Flight
10 for PMS

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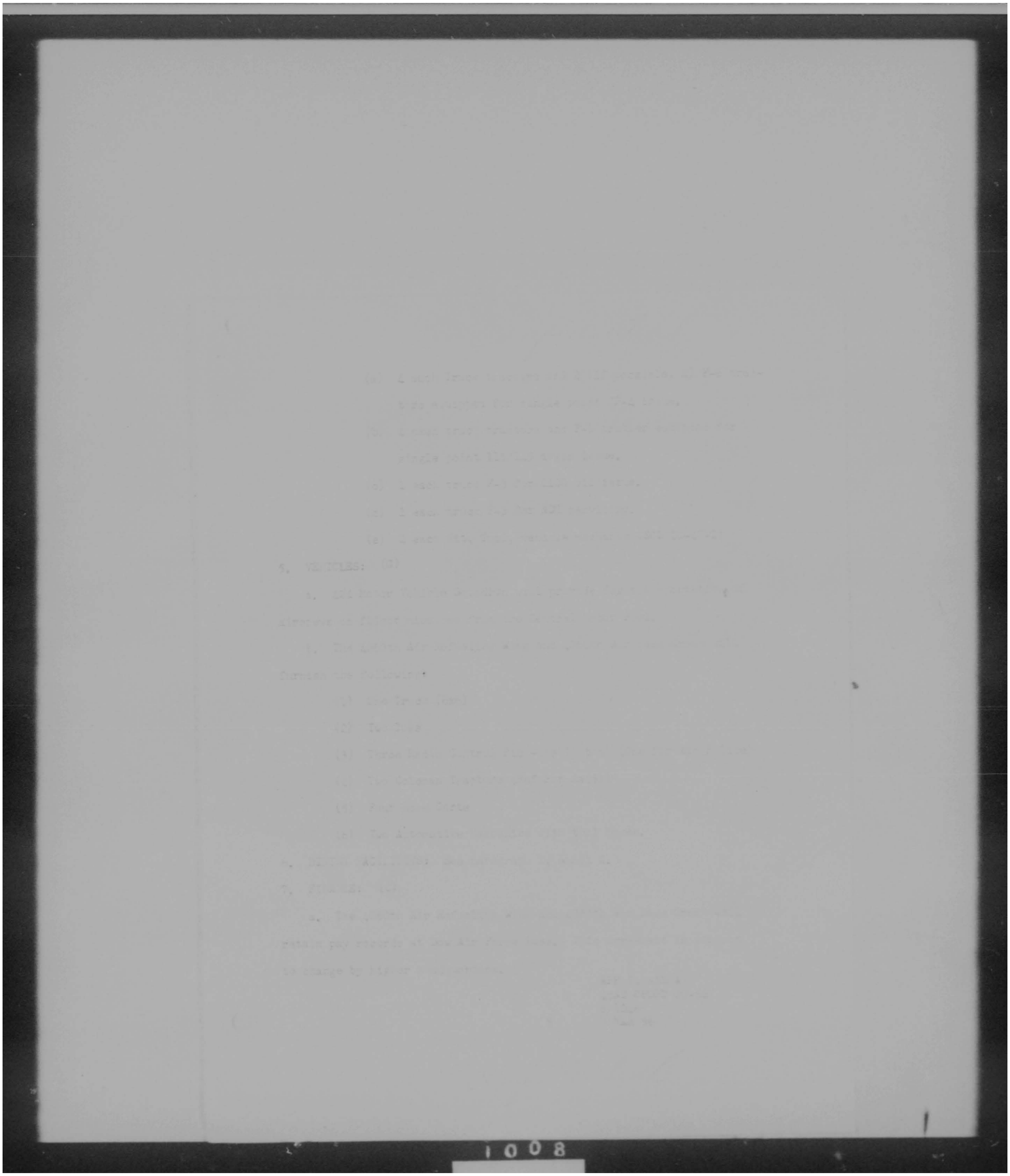

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b. In the event 42d Air Base Group Finance Officer is given the finance responsibility for this maneuver, the 4060th Air Base Group will furnish:

(1) Pay Clerk (67150)

(2) Pay Travel Clerk (67150)

c. O & M Project Funds: (C)

(1) Dow AFB to furnish obligation authority to Loring AFB in the amount of $1500, for 71st AREFS local purchases.

(2) Funding citation was not available at the time of publication of this operations plan.

8. SUPPLY: (C)

a. Two methods of supply will be available between Loring AFB and Dow AFB:

(1) LOGAIR

(2) The 4060th Air Base Group Operation's Aircraft. (Will be utilized for the return of reparable items to Dow AFB.)

b. PAK will be unloaded by Loring AFB Air Cargo Freight Crews, and transported for storage in Building 4210.

c. The 4060th ABG will augment the 42d Base Supply with the following personnel: (C)

(1) Two Warehousemen (64150)

(2) Four Stock Records Specialist (64132/52)

(3) Two Supply Helpers (64010)

AFF I, ANN A
45AD OPORD 20-56
6/1046
7 MAR 56

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d. A leased telephone line will be in operation between Loring AFB and Dow AFB Supply Expeditors. This line will be utilized for daily requisitioning of supplies.

9. AIR POLICE: (C)

a. The 4060th Air Base Group will provide the following augmentations:

(1) 1 each Officer AFSC 7724

(2) 4 each NCOs AFSC 77170/50

(3) 40 each Airmen AFSC 77130/10

b. Weapons - TDY personnel will be required to furnish their own weapons for security purposes and will be stored in the 42d Air Police Armory.

c. Housing: The 42d APS have the capability of billeting augmentation in present squadron area. This action would facilitate personnel utilization.

10. COMMUNICATIONS: (U)

a. Two administrative telephones will be in place at Building 8150.

b. See paragraph 7 d, above.

11. LANDING, TAXIING AND PARKING PLAN: (C)

a. Landing directions will not be changed without coordinating with:

(1) Base Operations Officer, Tower Control Officer or the AO on duty.

(2) Chief of Maintenance

AFF I, ANN A
45AD OPORD 20-56
6/1046
7 MAR 56

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(3) Base Alert, who will notify the base "Follow Me" vehicles. When the "Follow Me" vehicles have been re-positioned, and only then , will the aircraft be notified of the change of landing directions.

b. Aircraft Commander will contact Loring Approach Control, as directed by monitor ATC on channel GOCA 137.88 mcs.(U)

c. Landing: (C)

(1) 71st ARS aircraft, will upon entering Loring approach Control Area:

(a) Contact "Upkeep Control" on UHF 311.00 mcs or VHF 138.42 mcs and give "Aircraft Status" in accordance with 4060th Air Refueling Wing "Brevity Code".

(b) Insure that personnel have completed the "Custom Declarations". This will avoid unnecessary delays after landing.

12. TAXIING AND PARKING PROCEDURES: (C)

a. 71st Air Refueling Squadron:

(1) After landing to the North, the aircraft turn-off from the runway will be via North run-up pad. At this point the base "Follow Me" vehicle will escort the aircraft to the refueling hydrant. When refueling is completed the aircraft Commander will taxi the aircraft

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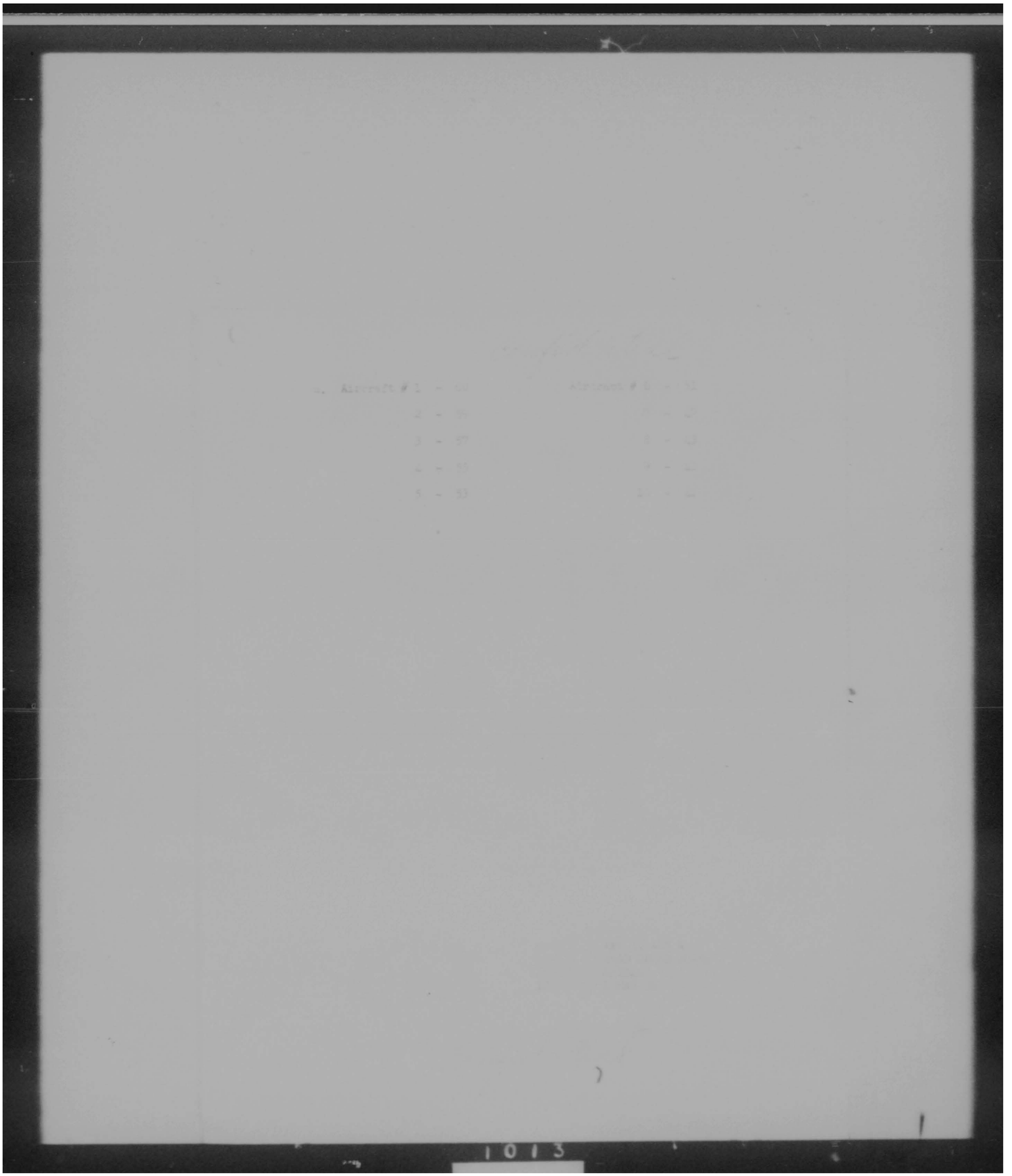

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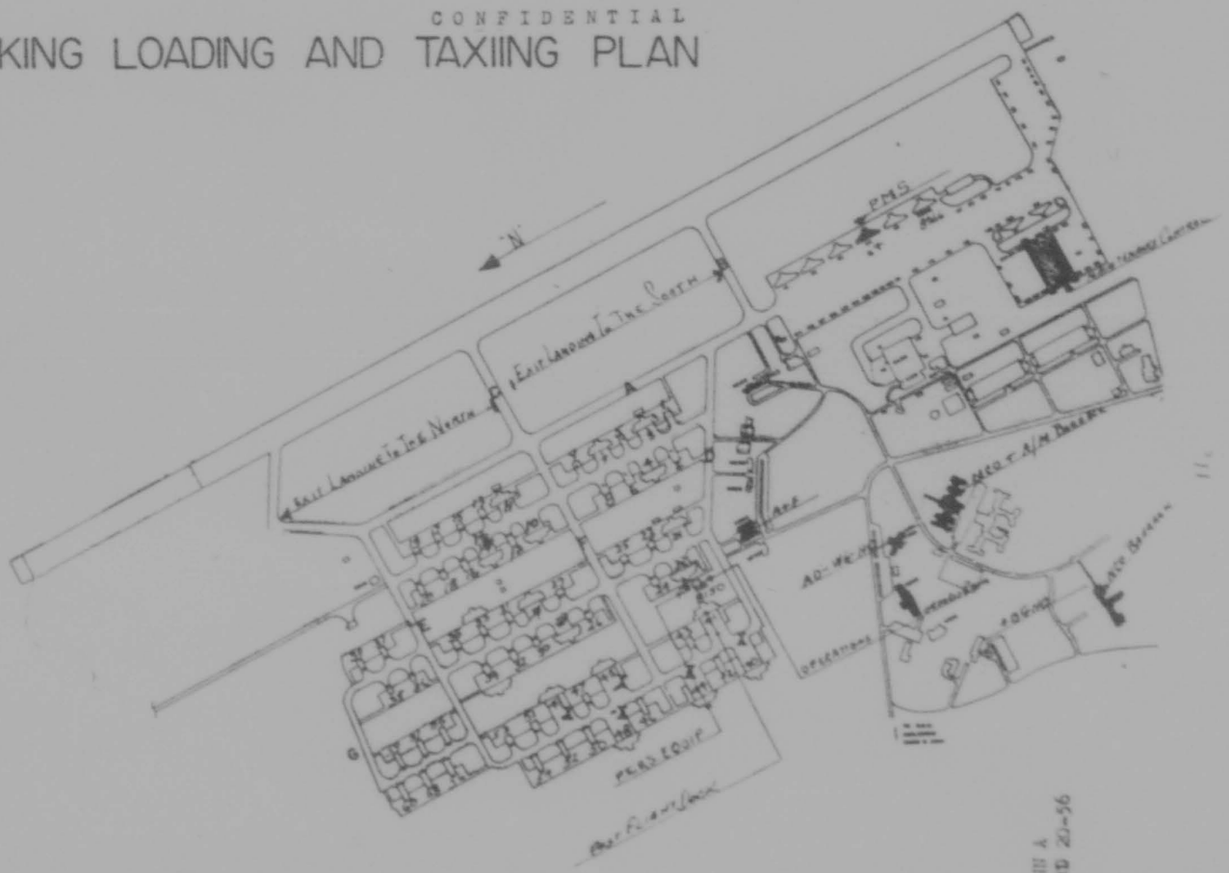
PARKING LOADING AND TAXIING PLAN



X - Indicates Hardstand not available.

APP I, ANN A
TO OPORD 20-56
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7 MAR 56

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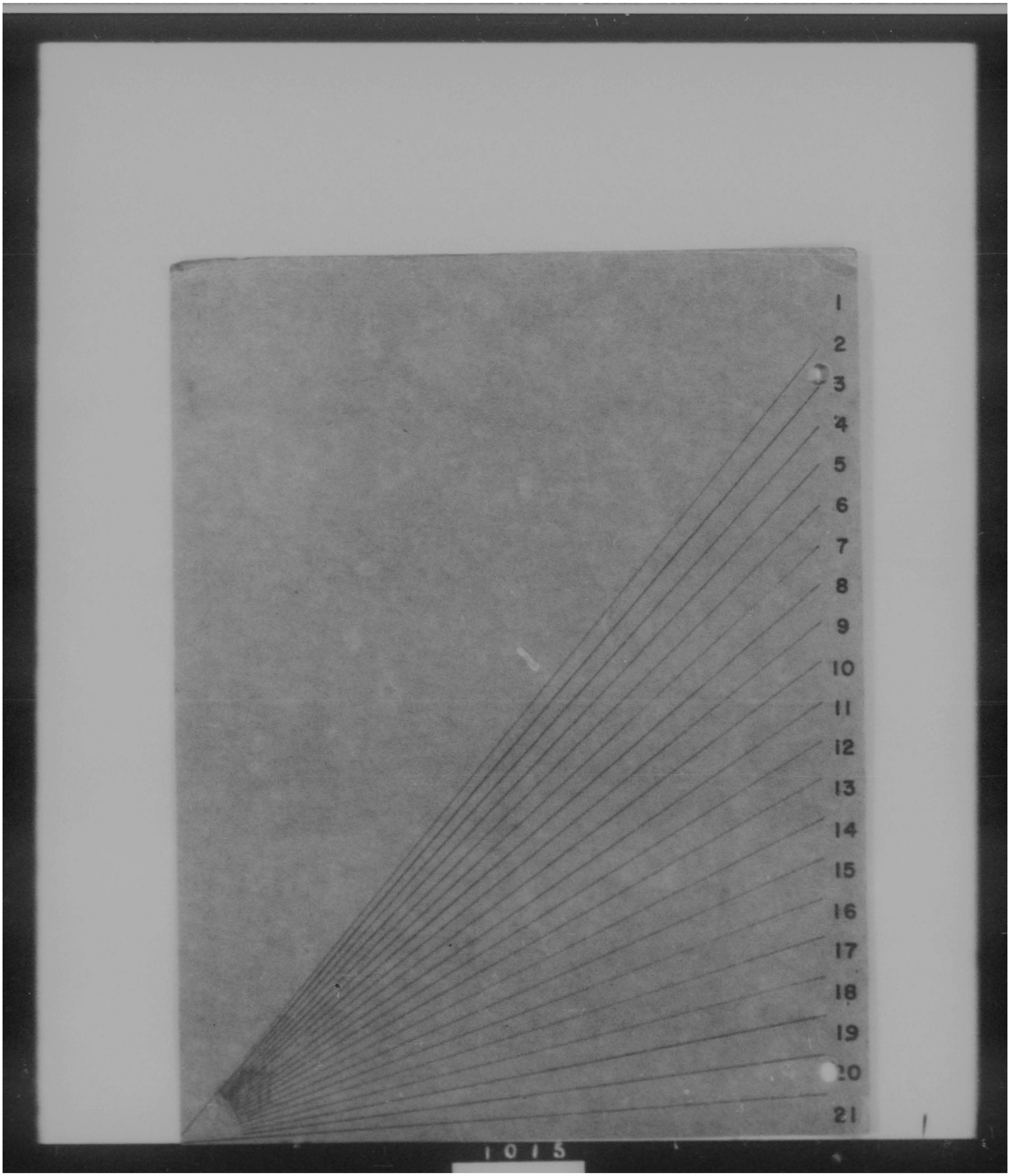

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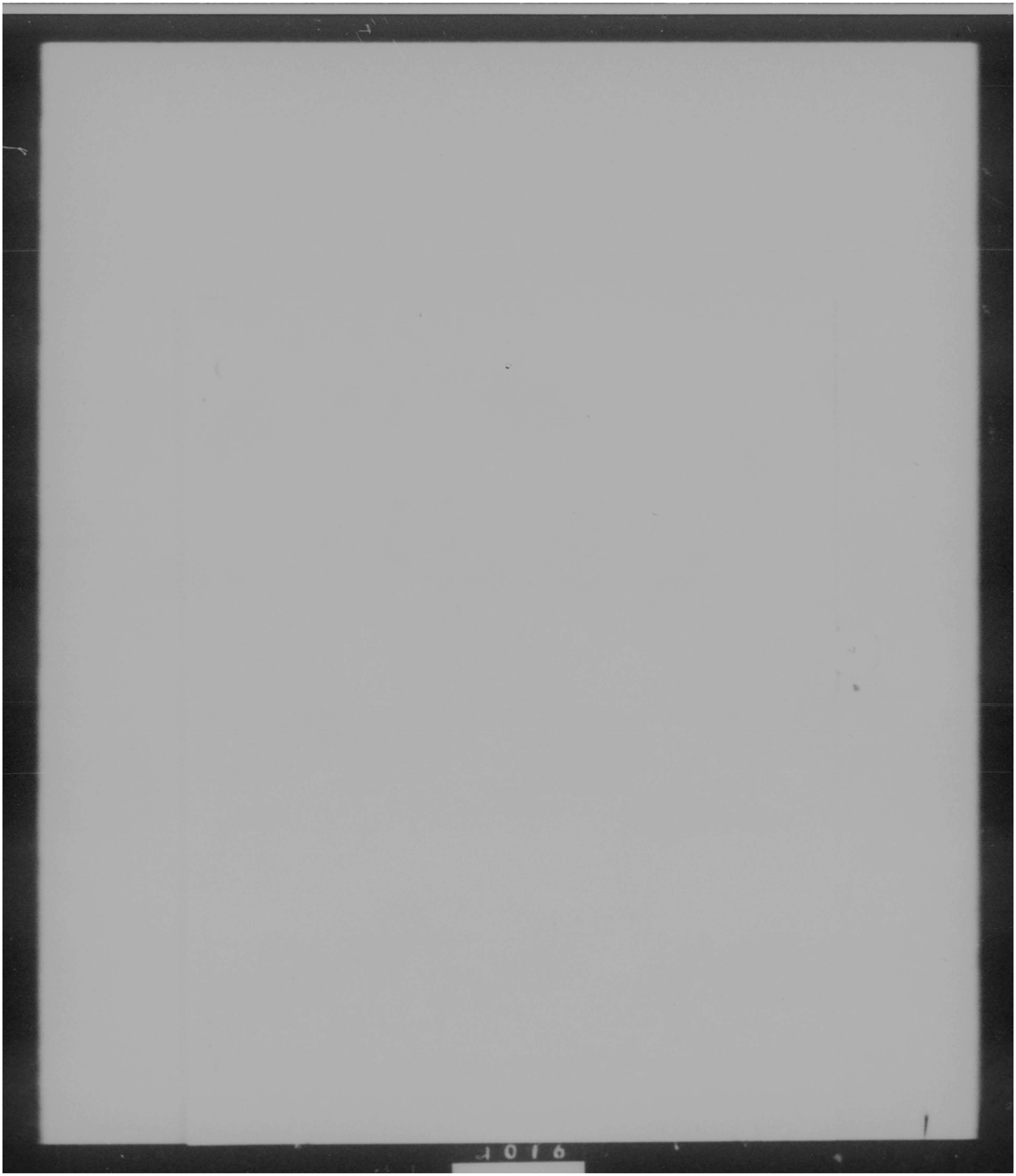

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AF FORM 110A INCLOSURES

PART I

A	B	C	D	E	F	G	H	I	L
B-36D	CC	2	4308	3231	31			1046	18
B-36H	CC	13	9162	6871	460		1436	395	25
B-36J	CC	4	3349	2501			424	424	9
KC-97G	CC	22	15312	11150-580		18	907	2657	85
C-119C	CP	2	932	236		14/	552		14

PARTII

A	B	D	F	J	K
B-36D	CC	248			248
B-36H	CC	220		16	236
B-36J	CC	123			123
KC-97G	CC	493		8	501
C-119C	CP		33		33

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

ADO 14 February 1956

SUBJECT: (Unclassified) Loring Air Force Base Staging Support for 16 February through 15 March 1956

TO: See Distribution

1. The following information concerning staging support requirements and proposed unit missions is submitted for your information and necessary action. This information should be used for planning purposes only. (U)

2. The 42d Bombardment Wing will be required to furnish the following: (C)

a. Two B-36 crews for survival exercise "Chuck Wagon V", 19 through 26 February 1956.

b. 42d Air Refueling Squadron, eight KC 97 sorties on the 21st February 1956, in support of the 340th Bombardment Wing.

c. 20 KC 97 aircraft of 42d Air Refueling Squadron, 7 through 13 March 1956, for operation "Blue Cross".

d. 17 B-36 aircraft of the 42d Bombardment Wing, 15 March 1956, for operation "Blue Grass".

e. One KC 97 Strip Alert aircraft, Monday through Friday, 1st through 29th February 1956.

3. Loring Air Force Base will be required to provide base support and facilities for the following operations: (C)

a. 50 B-36 aircraft 19th Air Division, 14 through 16 February 1956, Operation "Style Show".

b. 20 KC 97 aircraft of the 71st Air Refueling Squadron for extended TDY, arriving 26 and 27 March 1956, operation "Theme Song".

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Hqs, 45th AD (SAC), Loring AFB, Me., Subj: (U) Loring AFB Staging Support for 16 February through 15 March 1956

c. One B-47 aircraft of the 802d Air Division for 96 hours TDY, for special training, 6 March 1956.

4. Loring Air Force Base may be required to provide base facilities and support for the following overflies: (C)

a. 64 RB47 aircraft of the 801st Air Division, 14 through 16 February 1956, operation "War Dance".

b. 20 KC97 aircraft of the 68th Air Refueling Squadron, 27 February 1956, operation "Theme Song".

c. 12 KC97 aircraft of the 71st Air Refueling Squadron, 13 March 1956, operation "Long Legs".

d. 20 KC97 aircraft of the 31st Air Refueling Squadron, 26 February 1956, operation "Theme Song".

BY ORDER OF THE COMMANDER:

Joseph H. Jacobs

JOSEPH H. JACOBS
Major, USAF
Adjutant

DISTRIBUTION:	CYS	DISTRIBUTION	CYS
ADC	1	42IS	1
ADO	1	42AF	1
ADM	1	ISO	1
WCO	1	42AREFS	1
WOD	1	1971AACS	1
WODO	1	1292AACS	1
WDM	1	42FMS	1
ABC	1	BMS	1
BOP	1	42OPS	1
2-7 WEA Det	1	BMM	1
69BHS	1	Comdr 1080th ADG	1
70BHS	1	BSMC	1
75BHS	1		
42MVS	1		
42FSS	1		

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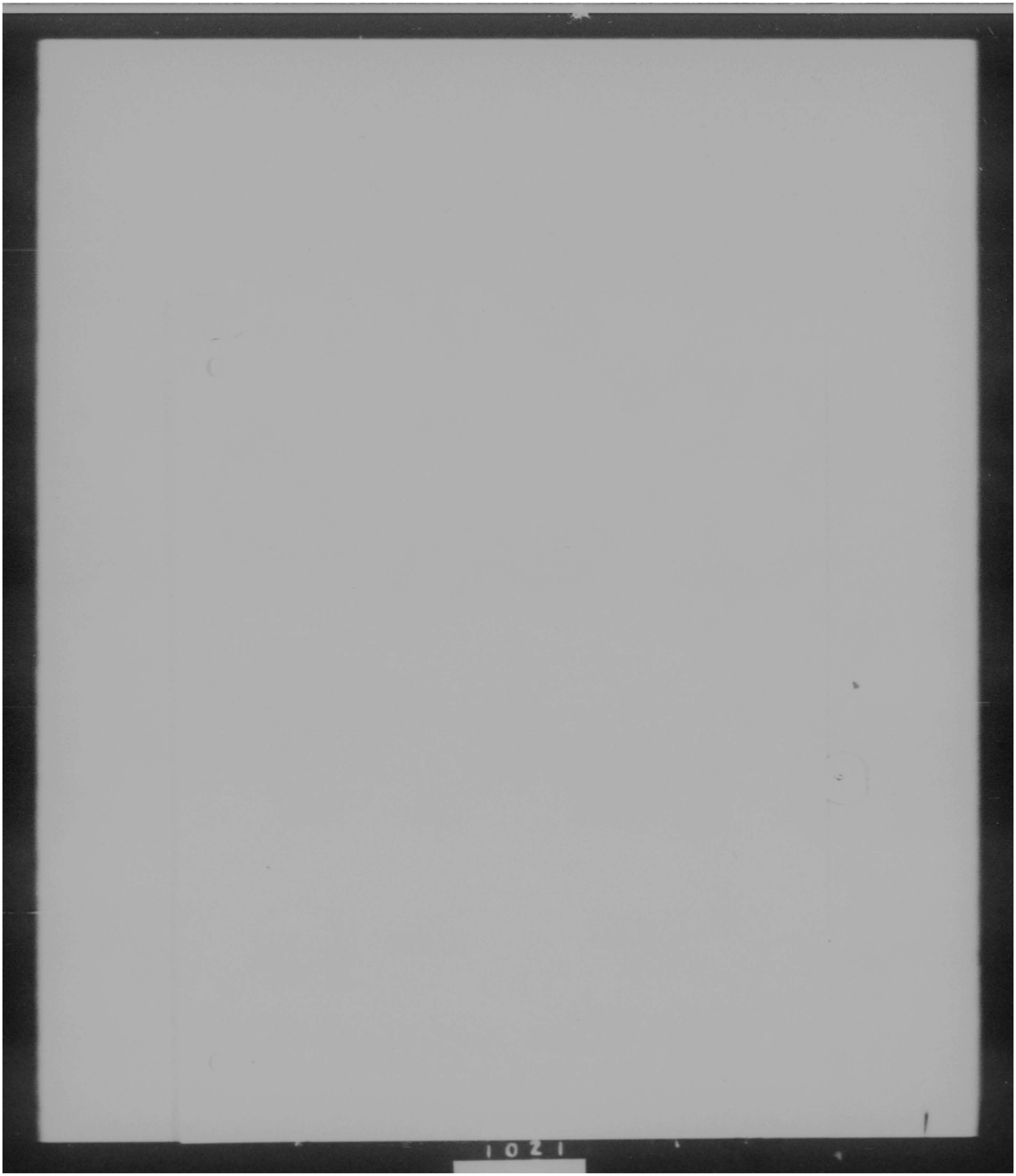

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HEADQUARTERS 42d AIR BASE GROUP
LORING AIR FORCE BASE, MAINE
29 February 1956

ISO

B-52 CONVERSION PROGRESS REPORT # 4

for

42d AIR BASE GROUP

This Progress Report Contains 9 pages.

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
Navigation Aids (ROP)	1. Monitor the installation of a terminal VOR navigational aid at Loring AFB.	1. The VOR presently installed at Loring AFB has satisfactorily completed its flight check. This facility is currently being used to determine the most feasible approach procedures. The publication of let-down procedures currently in process. Estimated time of completion, 9 March 1956. It is anticipated that this facility will be available and usable until the Loring VOR in operational.	90%	9
	END OF BASE OPERATION REPORT			
Personnel (Dir/Per)	2. Monitor the assignment of personnel in sufficient numbers and skill to provide for equitable manning within the 42d BW and the support units of the ARG.	2. The input of personnel has changed considerably since the past report when normal arrivals were considered as applying against the scheduled input. Message PDF-2, 06143, Hq. 8th Air Force undated during Jan. 1956, projects the 125 airmen to arrive not later than 15 March 1956. Project of 10% completed at this time due to arrival of 68 filler-type personnel.	10%	1
	2a.	2a. A requirement will exist for the manning of the B-52 flight simulator. One major AFSC 1245; three captains AFSC 1234B; six airmen from the 3400 field and one airman 7250 as a clerk. All of these personnel will require special training in the flight simulator, as operators and maintenance personnel. The academic training required for the maintenance lasts 600 hours, which should be provided by the contractor supplying the (continued on page 3)		

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-E INDEX
		2a.-con'd equipment. Suggest SAC be contacted thru 8th AF to ascertain whether provision has been made to provide this specialized training prior to the arrival of the flight simulator. Scheduled arrival date is 1 July 56. The officers to man this simulator should be selected from the staff crews currently in training at Castle, and their orders extended for three weeks of specialized simulator training with the training device now installed there. Of the airmen to be assigned to the simulator, four should be picked to undergo the same type of training for three weeks at Castle.	0%	0
	3. Monitor the movement of personnel to training schools and to the B-52 indoctrination school in accordance with established directives.	3. The following numbers of airmen departed for technical training: B-43250, B-43151B, 1-42152, 2-47260.	80%	8
	4. Monitor the assignment of skilled maintenance personnel to the 42d BW in accordance with SAC Manual 27-2.	4. No skilled maintenance personnel with B-52 experience arrived during the month. First inputs are scheduled for Apr. 1956.	0%	0
	5. Monitor the reassignment of personnel made excess to Loring AFB as a result of conversion.	5. No personnel were declared excess during the month due to B-52 conversion.	0%	0
		END OF BASE PERSONNEL REPORT		
Supplies and Equipment (Mtr/Mat)	6. Take action necessary for maintenance of accurate B-52 supply status data on the following:			

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
	6a. Equipment items: "Z" Account	a. 326 line items received to date	32%	3
	b. " " non "Z" Account	b. 907 line items received to date	43%	4
	c. " " Local Purchase	c. In the hands of Base Supply processing section and should be completed by 1 Mar 56.	90%	9
	d. Table II support for 15 aircraft on automatic AFSD.	d. Table II Support for 15 aircraft on automatic AFSD.	27%	3
	e. Initial support of Flyaway Kit spares for B-52 aircraft.	e. Initial support of FAK spares for B-52 aircraft. No information available from SAC or AMC on initial support.	0%	0
	f. Initial support of QECs.	f. Initial support of QEC's - will have 12 RH and 12 LH packages in place March 1956.	0%	0
	g. Disposition of excess B-36 spares.	g. TWX RMS dated 16 Jan 56 sent to SAF requesting method to be followed in reporting and disposition of B-36 spares.	0%	0
	h. Disposition of B-36 excess equipment.	h. Same as above.	0%	0
	i. " " " Flyaway Kit spares.	i. Message received from SAF stated that B-36 spares would be disposed of upon transfer of aircraft.	0%	0
	j. Liquid oxygen equipment installation, operation and spares support.	j. LOX equipment installed, operation & spares support-plants on hand with 500 gallon storage tank and 50 gallon servicing tank. Depot supplied spare parts have requisitioned. All local purchase items have been submitted to the depot for supply action. Procurement action could not be taken locally due to non-availability of funds.	50%	5

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	W-2 INDEX
	k. ADI equipment, operation and spares support.	k. Trailers are on hand (4). Spare parts support has not been requisitioned to date. Requirements to be determined by Motor Vehicle Squadron and supply action initiated.	60%	
Facilities AIO (D/M)	l. Conversion of present fuel dispensing facilities to JP-4 fuel.	l. Filter to remove rust in the Avg. gas and JP transfer fuel lines are required. SAC advisory team arriving 9 Mar 56, to resolve and authorize immediate action to provide this capability on an interim operational basis. Permanent correction of this deficiency will be provided for the FY 57 M & C Program.	90%	
Supplies & Equipment (Base Supply)	m. Insure transfer of TOC kits with B-36 aircraft by serial number.	m. List of aircraft to be transferred by serial number requested from 4IM. Not received as of this date.	0%	
Project Nightlife (D/M)	n. Conversion of "Project Nightlife" to the support of B-52 aircraft.	n. Awaiting instruction from higher headquarters.	0%	
	END OF BASE MATERIEL ASPORT			
Facilities (AIO)	o. Jet fuel resistant seal for asphalt pavement in parking maintenance areas.	o. Contract is funded and awarded. Work scheduled to start in spring when weather permits.	0%	
	p. Provide interim facility to accommodate B-52 simulator and program final facility.	p. Temporary installation programmed in Hdq 7330. Plans and estimates are awaiting action by the essentiability review board at higher headquarters and possible funding.	0%	

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	FY INDEX
	q. Provide facilities to make "on hand" liquid oxygen generator and storage tank operational.	q. Interim facility utilities 60%. Informal word from CAstle AFB indicates generation capacity and shortage capacity required may be several times that proposed in current project. Command assistance to resolve these requirements is invited. Current project is 60% complete.	60%	6
	r. Replace M-1 cone type taxiway lights with M-1 clamp type with directional hoods pending relocation.	r. Conversion components for taxiway lights have been received and are being installed.	Progress 55%	5
	s. Provide adequate water separators for JP-4 fuel dispensing system.	s. Contract for modification to immediate shortage area flight line pump houses now includes providing water separation for JP-4 fuel at pump houses 1 & 2. Pump houses 3, 4, & 5 are still in question.	Progress stands at about 40%	4
	t. Provide utility connections for APU equipment at parking positions and maintenance hangars.	t. FY 57 M & O Program includes project to provide utility connections at hangars and parking positions. Action pending by review agencies at higher headquarters.	0%	2
ATO - Facilities (D/M)	u. Provide water alcohol storage facility.	u. Contract not awarded. Still awaiting additional funds. Work can start 1 May 56, if funds are provided. Command assistance on this item is indicated.	25%	2
	v. Replace south asphaltic concrete holding pad with Portland cement concretes.	v. Include in initial submission of FY 58 Military Construction Program. Unless USAF directed this item will be lost from 58 Military Construction Program as stated USAF policy regarding 58 MCP (cont'd on page 7)	0%	2

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	% INDEX
		v. (cont'd) is that only FY 56 & 57 fall out items and USAF directed items will comprise FY 58 MCP.	[illegible]	[illegible]
	w. Widen tug exit doors on multi purpose hangars for B-52 towing.	w. C. of E. scheduled to obligate funds currently available for this project first half of May.	[illegible]	[illegible]
	x. Modify D.C. Hangar for B-52 operation.	x. Phase I currently under construction.	80%	8
	y. Modify 8 Luria Docks to accommodate B-52 and KC-135.	y. Questions have arisen and the Command and AFIA level regarding suitable design. These facilities required by November 56. Command resolution regarded immediate.	50%	[illegible]
	END OF AIO REPORT			
Training (Comdr 42d Ops. Sq)	7. Insure training aids assigned to the Base training flight.	7. An E-10 computer mock-up is on hand. A periscopic sextant mockup is on order. The Mobile Training Detachment will have an MA-2 radar mockup by 15 Apr.	25%	[illegible]
	8. Monitor the delivery of Synthetic Trainers.	8. No further information on the delivery status of new trainers has been received.	[illegible]	[illegible]
	9. Monitor the housing, including utilities, for ready installation of new trainers.	9. C-11 link trainer is operational, personnel are currently being trained, which should be completed 1 April 1956.	80%	8
	10. Action completed (8 Feb 1956 Report)	10.	[illegible]	[illegible]
	11. Monitor establishment of space requirements for the Mobile Training Detachment.	11. Space has been allocated and is available.	[illegible]	[illegible]

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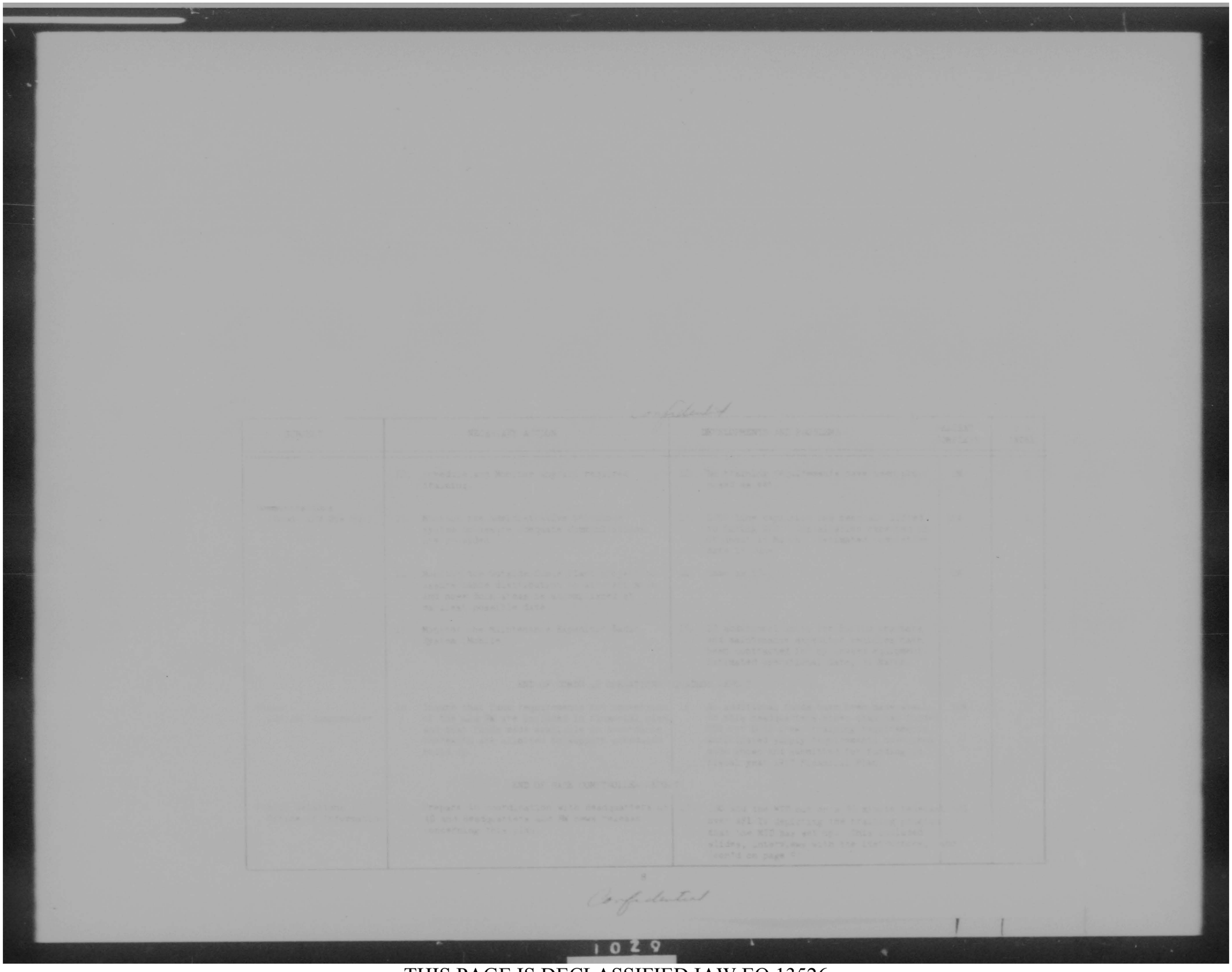

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51 29 Feb 56 Loring AFB, Maine

1		3									
C236-311	COMM, OCCM, RSC BLDG. #1A	SF	14,500	373	4	7/4	7/4	98	2/6		
C238-311	COMM, OCCM, TRAN BLDG. #1A	SF	18,500	987	4	7/4	7/4	98	2/6		

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52 19 Feb 56 Loring AFB, Maine

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CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	CT	CONTR PTS	CONST START	% COMP	LOT	CLAP	CS COD
A165-400	APRON, PARKING, STUB, MV	SY	196,175	5,878	4	4/4	5/4	99			
A713-230	TAXIWAY, APRN, ACCESS MV	SY	48,766	Incl above	4	4/4	5/4	99			
A716-230	TAXIWAY, DISPERSAL MV	SY	65,022	Incl above	4	4/4	5/4	99			
E314-100	HANGAR, FLD MAINT, N/S (D.C.)	SF	211,984	1,954	4	7/3	7/3	99			2/6
J000-000	RELOCATION OF MIX PLANTS	LS		277	4	4/5	3/5	100	9/5		
S610-000	ORDNANCE EQUIP., SHOP (AAA)	SF	5,800	108	4	12/4	2/5	100	9/5		2/6

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[illegible] FY 53 [illegible] 29 Feb 56 [illegible] Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
[illegible]	PROJECT DESCRIPTION	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	% COMP	[illegible]	[illegible]	[illegible]
A416-400	PAD, A/C, WARMUP, HOLD, HV	SY	57,000	430	4	4/5	6/5	38	12/6		
C967-400	LIGHT, AFLD, TAXIWAY	FT	8,300	99	4	8/3	8/3	88	11/5		
J195-0001	ELE PRIMARY PLNT (ADDN)	KW	2,500	1,129	4	4/3	12/5	100	12/5		2/6

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55 — 29 Feb 56 — Loring AFB, Maine

A312-330	HARDSTAND, CALIB, HV, A/C	SY	15,900	207	4	4/5	5/5	11	12/6			
A412-400	PAD, A/C, BLAST, HV	SY	10,000	29	4	4/5	9/5	100	12/5	11/5		
A618-222	RUNWAY, PRIMARY EXT, HV (21,000#)	SY	70,000	1,322	4	4/5	5/5	98	12/5	11/5		
A656-800	STBL, SHLDR, TAXIWAY	SY	124,000	492	4	4/5	5/5	99	11/5	11/5		
A718-230	TAXIWAY, PRIMARY, HEAVY	SY	19,670	323	4	4/5	6/5	15	12/6	11/5		
B323-3005	HYDRANT, FUELING, STD, MODIF	EA	6	193	4	5/5	7/5	94	12/5			
B394-360	PIPELINE, L/FUEL, 8 INCH	FT	13,100	133	4	5/5	7/5	94	12/5			
B464-100	PUMP, LIQUID FUEL	EA	1	10.5	4	5/5	9/5	94	12/5			
B530-000	PUMP, STATION	SF	289	4.8	4	5/5	9/5	94	12/5			
C614-000	OCA FIXED (TURNTABLE)	EA	1	10	4	10/5	10/5	90	11/5			
C965-400	LIGHTING, RUNWAY, HI-INT	FT	2,100	31	4	4/5	7/5	78	7/6	7/6		
C967-400	LIGHT, AFLD, TAXIWAY	FT	3,329	47	4	4/5	9/5	39	12/5			
C850-000	TACAN FACILITY	EA	1	7	3							
E317-300	HANGAR, NOSE/WG, M/P, STD (ARS)	SF	46,360	718	4	12/4	5/5	95	11/5			
E317-300	HANGAR, NOSE/WG, M/P, STD (9 EA)	SF	211,590	3,643	4	12/4	5/5	95	9/6			
E677-100	SHOP, MAINT, ORDNL, M/S (ARS)	SF	5,760	60	4	2/5	5/5	97	11/5			
J000-000	UTILITIES (11 HANGARS)	LS		716	4	3/5	5/5	95	11/5			
J210-000	FIRE PROTECTION SYSTEM	LS		27.5	4		6/5	95				
J310-000	HEATING FACILITIES	LS		524	4	6/5	7/5	50	9/6			
J647-000	ROAD (ARS)	MI	0.2	10	4	2/5	5/5	96	11/5			
K315-700	LAND BASE R/W TCN	AC	3	3	3							
K317-600	LAND OWN FEE PURCH TCN	AC	.25	1	3							
M754-100	SUP & ISSUE, ORDN, BLDG, M/S(ARS)	SF	5,760	60	4	2/5	5/5	96	11/5			
N852-111	WHSE, BULK, BASE #1 (ARS)	SF	40,000	266	4	4/5	6/5	98	12/5			
P312-400	CLUB, AIRMEN, BLDG.	SF	17,712	290	4	4/5	5/5	98	12/5			

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55 — 29 Feb 56 — Loring AFB, Maine

R386-313	FIRE STA #1C (3 STALL)	SF	4,796	136	4	4/5	6/5	99	11/5		2/6
S712-400	PAINT, SHOP, BASE, BLDG.	SF	7,750	193	4	2/5	5/5	98	12/5		2/6

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56 29 Feb 56 Loring AFB, Maine

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CATEGORY CODE	FACILITY DESCRIPTION	UNIT	TOTAL	CAT	ST	CONST MO	CONST START	% COMP	PCD EST	PCD CHAP	AUTH TO BLD
A618-0005	RUNWAY, PRIMARY	SY	33,334	430	4	4/4	9/55	99	10/5		
B131-112	BULK AVGAS TANK, H/S UG	BL	1,190	33	3	1/6		1	8/6		
B135-000	BULK STORAGE, JET FUEL	BL	25,000	100	3	12/5		4	8/6		
B227-000	FILL STAND, TRUCK	EA	1	3	3						
C654-000	ILAS HARDSTAND	LS		33	2						
C656-000	ILAS MIDDLE MARKER	LS		17	2						
C658-000	ILAS OUTER MARKER	LS		234	2						
E317-3005	HANGAR, NOSE/WG, M/P, STD	SF	226,160	960	3	2/6		2	11/6		
G311-0005	DORMITORY, AIRMAN(STORM WINDOWS)	LS		185	3	9/5			3/56		
J562-600	PARK, VEHICLE, ADM, PVD	SY	13,750	108	3	4/6		5	9/6		
J254-000	GARBAGE INCINERATOR	EA	1	130	3	2/6		1	12/5		
K746-000	LAND, FEE, PURCHASE	AC	5	42	1	3/6			3/6		
K668-000	LAND, EASEMENT, RIGHT/WAY	AC	10	8	1	3/6			3/6		
P273-330	CHAPEL, BASE #3 (300) SE	SF	6,088	206	3	12/5		3	2/7		
P275-320	CHAPEL, RD. WING, BLDG #2	SF	3,375	85	3	12/5			9/6		
P317-330	CLUB, NCO, BLDG #3	SF	14,330	257	3	12/5		5	12/6		
P673-400	RCTN, FIELD HOUSE, BLDG	SF	33,600	592	3	1/6		5	4/7		
R743-330	POST OFFICE, CENTRAL #3	SF	3,800	102	3	12/5		5	12/6		
R836-340	SCTY, GUARD HOUSE #4	SF	4,100	90	3	12/5		5	11/6		
S212-0001	AUTO MAINT. SHOP, BASE	SF	9,600	167	3	1/6		3	11/6		

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PROGRAM STATUS REPORT MGP FY 57 DATE 29 Feb 56 BASE Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	ST	CONTR AUD	CONST START	% COMP	290 EST	290 USAF	ACC ON 290
41-131	STORAGE, BASE AVFUEL	BL	110,000	380	3						
14-457	OPERATIONS, SQUADRON	SF	15,404	267	2						
17-232A	FLIGHT SIMULATOR TNG.	SF	4,744	477	3						
17-712-	TARGET INTEL. TRAINING	SF	9,000	216	2						
21-426R	AUTO STORAGE, HEATED	SF	14,400	193	3						
21-427	AUTO STORAGE, OPEN	SY	13,000	104	3						
12-123	HYDRANT FUELING SYSTEM	EA	6	60	3						
61-241	HQS. BASE UNIT, A/POLICE	SF	2,112	58	2						
71-431	GARAGE, FAM, HSG. AIRMEN	UN	160	180	3						
71-432	GRGE, F/MSG, OFFICERS	UN	76	85	3						
74-275A	COMMISSARY STORE	SF	9,052	195	3						
74-388A	EXCHANGE, SALES STORE	SF	13,340	267	3						
74-544	LIBRARY, NON-TECHNICAL	SF	5,991	109	3						
74-618A	OPEN MESS, OFFICERS	SF	9,500	222	3						

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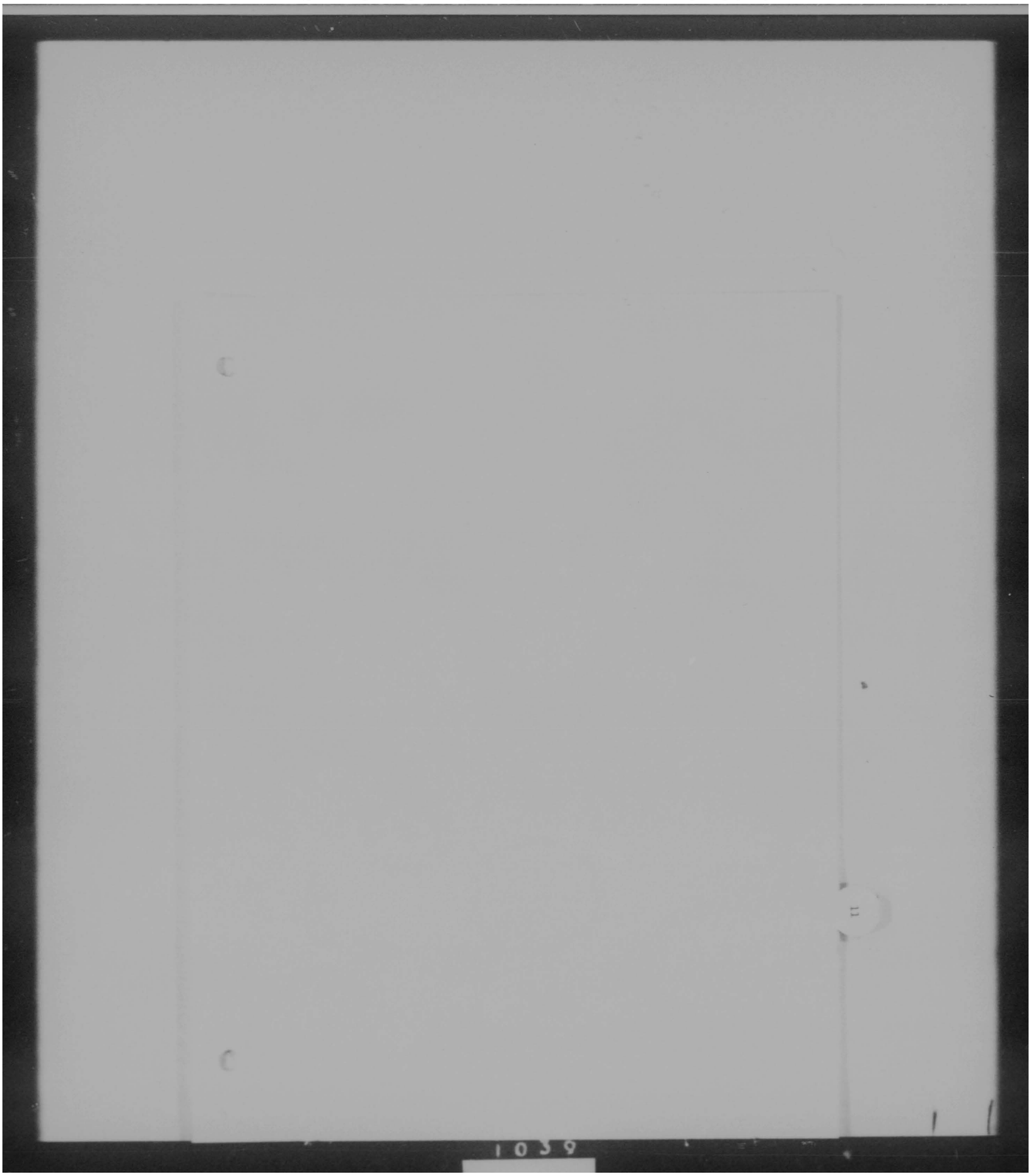

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FLYING SAFETY

	SEP	OCT	NOV	DEC	JAN	FEB
PRIMARY AIRCRAFT:						
Hours Flown	1629	1546	1295	1489	1547	1108
Major Accidents	0	0	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	0	0	0	0	0
ADMINISTRATIVE AIRCRAFT:						
Hours Flown	366	423	338	260	193	242
Major Accidents	0	0	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	0	0	0	0	0

SOURCE: WOS & SOS, RCS: 1-AF-A1

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	SEP	OCT	NOV	DEC	JAN	FEB
B-25	96	110	103	50	64	50
C-45	52	72	10	48	49	52
C-47	156	145	161	111	65	76
C-119	24	45	35	23	7	33
H-19	38	51	29	28	8	31
TOTAL	366	423	338	260	193	242

SOURCE: WDMM, RCS: 1-AF-A1

FLYING TIME

		SEP	OCT	NOV	DEC	JAN	FEB
69th	Programmed	355	317	301	331	337	250
	Actual	335	353	241	285	362	210
	Hrs/Acft	30	29	22	26	37	28
70th	Programmed	365	358	320	314	327	255
	Actual	344	377	274	324	283	277
	Hrs/Acft	31	33	27	32	26	36
75th	Programmed	380	361	343	271	334	168
	Actual	321	382	273	270	316	120
	Hrs/Acft	29	36	25	30	33	16
B-36	Programmed	1100	1036	964	916	998	673
	Actual	1000	1114	788	879	961	607
ARS	Programmed	597	450	597	600	564	600
	Actual	629	432	507	610	586	501
	Hrs/Acft	30	20	20	28	27	23
TOTAL	Programmed	1697	1486	1561	1516	1662	1273
	Actual	1629	1546	1295	1489	1547	1108

FLYING TIME

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AIRCRAFT COMMISSION STATUS
42D BOMBARDMENT WING (H)

B-36s

	SEP	OCT	NOV	DEC	JAN	FEB
Hours on Hand	23760	16023	20688	22116	22767	16819
Hours in Commission	17573	10908	15208	15406	14708	12603
Rate	74	68	74	70	65	75
Hours Out of Commission	6187	5115	5480	6710	8059	4216
Rate	26	32	26	30	35	25
Hours AOGP	204	378	185	620	881	491
Rate	1	3	1	3	4	3
Hours AOGM	3252	3071	4342	3911	3164	1865
Rate	14	19	21	17	14	11
Hours Other Time	2731	1666	953	2179	4014	1860
Rate	11	10	4	10	17	11
Average Aircraft Possessed	33	32	31.6	29.8	30.5	22.8

SOURCE: WDAM, RCS: 1-AF-A1

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AIRCRAFT COMMISSION STATUS

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AIRCRAFT COMMISSION STATUS

	69th Bm Sq		70th Bm Sq		75th Bm Sq		42d ARS	
	JAN	FEB	JAN	FEB	JAN	FEB	JAN	FEB
Hours on Hand	7440	5351	8184	6057	7143	5411	16368	15312
Hours in Commission	5472	3939	4330	4469	4900	4195	14312	11150
Rate	74	74	53	74	69	78	87	73
Hours Out of Commission	1968	1412	3854	1588	2237	1216	2056	4162
Rate	26	26	47	26	31	22	13	27
Hours AOGP	36	0	352	0	493	491	136	580
Rate	1	0	4	0	7	9	1	4
Hours AOCM	1208	755	1312	742	644	368	910	2657
Rate	16	14	16	12	9	7	6	17
Hours Other Time	724	657	2190	846	1100	357	1010	925
Rate	9	12	27	14	15	6	6	6
Average Aircraft Possessed	9.8	7.4	11	7.7	9.7	7.7	22	22

SOURCE: WDMM, RCS: 1-AF-A1

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	SEP	OCT	NOV	DEC	JAN	FEB
Depot Supply Action	74	74	75	78	87	91
Base Supply Action	81	84	85	88	86	93
Reparable Action	96	90	88	95	90	99
Stock Record Cards	23337	23097	22914	17670	17670	18399
Line Items Processed	21320	19082	14785	15360	21289	20789
Percent Inventory Taken	41	61	84	100	20.9	NR
Percent Inventory Error	5	4	5	6	3.8	NR
Line Items in LP Store	6650	6655	6555	6555	6550	6550
Line Items Issued LP Store	2044	1904	1535	1480	1724	2270
Pipeline Time - Days						
GSA Store Items	31	46	59	82	54	59
GSA Supplies	33	47	43	46	54	32
Local Purchase	23	35	43	40	44	41
Petty Cash Purchase	21	31	36	53	44	17

SOURCE: BMS, RCS: AF-82

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BASE SUPPLY EFFECTIVENESS

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STATUS OF MOTOR VEHICLES

	SEP	OCT	NOV	DEC	JAN	FEB
Vehicle Days Assigned	25080	26009	26200	26691	27063	25317
Days VDP	366	148	299	466	720	837
Rate	1.5	.5	1.2	1.7	2.7	3.3
Days VDM	796	690	839	890	958	1061
Rate	3.2	2.7	3.3	3.3	3.5	4.2
Total Vehicle Days Lost	1162	838	1138	1356	1678	1898
Rate	4.7	3.2	4.5	5.0	6.2	7.5
Air Division Vehicles Authorized	577	577	577	577	577	577
Air Div & Tenant Veh Assigned	836	839	840	861	873	873

SOURCE: MVS, RCS: SAC-K1

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STATUS OF MOTOR VEHICLES

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HOUSING STATUS

Authorized Troop Housing
(750 spaces are reserved)

Officer	156
Airman	4059
Civilian	46
	4261

Troop Housing Occupied	Dec	Jan	Feb
Officer	129	123	122
Airman	2856	3083	3072
Soldier 548th AAA	284	286	286
Civilian	11	10	8
Total	3280	3402	3488

Officer Appropriated Housing

	Dec	Jan	Feb
No Apts Completed	80	80	80
No Apts Occupied			
Officer	30	35	43
Airman	35	43	32

Airman Appropriated Housing

	Dec	Jan	Feb
No Apts Completed	160	160	160
No Apts Occupied	160	160	160

Officer Wherry Housing

	Dec	Jan	Feb
No Apts Completed	510	510	510
No Occupied			
Officer	477	473	483
Civilian	15	15	15

Airman Wherry Housing

	Dec	Jan	Feb
No Apts Completed	990	990	990
No Occupied			
Airman	929	930	960
Civilian	15	14	18

Personnel Living in Local Area (Includes 548th & 3080th)

	Dec	Jan	Feb
Officer	55	58	58
Airman	360	389	373
Civilian	559	554	631

HOUSING STATUS

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INCIDENTS

	SEP	OCT	NOV	DEC	JAN	FEB
Traffic Accidents (Military & Civilian):						
On Base	10	6	6	15	9	12
Off Base	10	1	6	8	0	3
Traffic Violations (Military & Civilian):						
On Base	25	42	40	41	43	57
Off Base	60	33	25	28	9	22
Security Violations	0	0	0	0	0	0
Serious Crimes	0	4	1	2	2	0
Drunk and Disorderly	1	15	0	0	0	3
Article 15s	20	43	14	23	19	33
Reports of Theft	1	0	0	0	10	31

SOURCE: BPM, RCS: AF-Y7

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COURTS MARTIAL

	DEC	JAN	FEB		DEC	JAN	FEB
Hq 42d BW	0/0/0	0/0/0	0/0/0	Hq 45th AD	0/0/0	0/0/0	0/0/0
69th Bm Sq	0/1/0	0/0/1	0/0/1	Hq 42d AB Gp	0/1/0	0/0/2	0/1/0
70th Bm Sq	0/0/0	0/0/0	0/0/2	42d Opns Sq	0/0/1	0/0/1	0/1/0
75th Bm Sq	0/0/0	0/0/0	0/0/2	42d Supp Sq	0/0/1	0/0/0	0/0/0
42d PMS	0/0/0	0/0/0	0/0/0	42d Mtr Veh Sq	0/0/0	0/0/0	0/0/0
42d FMS	1/0/1	0/0/2	0/0/1	42d AP Sq	0/3/2	1/0/1	0/2/3
42d A&E Sq	0/0/1	0/0/3	0/0/0	42d Fd Sv Sq	0/0/1	0/0/2	0/3/5
42d TAC Hosp	0/0/0	0/0/0	0/0/0	42d Inst Sq	0/1/1	0/0/0	0/0/0
42d ARS	0/0/0	0/1/0	0/0/0	4034th Hosp	0/0/0	0/0/0	0/0/0
				524th Band	0/0/0	0/0/0	0/0/0
TOTAL	1/1/2	0/1/6	0/0/6	TOTAL	0/5/6	1/0/6	0/7/8

SOURCE: JA

General / Special / Summary

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VENEREAL DISEASE

	SEP	OCT	NOV	DEC	JAN	FEB
Hq 42d BW	0	0	0	0	0	0
69th Bm Sq	0	1	2	1	0	0
70th Bm Sq	0	0	1	0	0	0
75th Bm Sq	0	1	1	2	1	2
42d PMS	0	2	0	1	0	0
42d FMS	1	1	2	0	1	2
42d A&E Sq	0	0	2	0	0	1
42d TAC Hosp	0	0	0	0	0	1
42d ARS	1	1	0	0	1	1
TOTAL	2	6	8	4	3	7

	SEP	OCT	NOV	DEC	JAN	FEB
Hq 45th AD	0	0	0	0	0	0
Hq 42d AP Gp	0	0	1	1	0	1
42d Opns Sq	0	0	0	0	1	0
42d Supp Sq	1	1	1	0	0	0
42d Mtr Veh Sq	1	1	0	0	0	0
42d AP Sq	0	0	1	0	0	1
42d Fd Sv Sq	1	0	0	2	0	0
42d Inst Sq	0	0	3	0	1	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	3	2	6	3	2	2

SOURCE: MED

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A W O L s

	SEP	OCT	NOV	DEC	JAN	FEB
Hq 42d BW	0	0	0	0	0	0
69th Bm Sq	1	0	0	0	1	2
70th Bm Sq	0	0	0	0	0	0
75th Bm Sq	2	0	1	0	1	1
42d PMS	0	0	0	0	0	0
42d FMS	0	0	2	1	1	0
42d A&E Sq	2	0	0	0	2	1
42d TAC Hosp	0	1	0	0	1	0
42d ARS	0	1	0	0	0	0
TOTAL	5	2	3	1	6	4

	SEP	OCT	NOV	DEC	JAN	FEB
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	2	1	0	2	1
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	0	0	0	0	2	0
42d Mtr Veh Sq	0	0	0	0	0	1
42d AP Sq	0	3	1	2	1	3
42d Fd Sv Sq	3	1	0	3	5	2
42d Inst Sq	0	0	0	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	3	6	2	5	10	7

SOURCE: BPM

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GOVERNMENT VEHICLE ACCIDENTS

	SEP	OCT	NOV	DEC	JAN	FEB
Hq 42d BW	0	0	0	0	0	0
69th Bm Sq	0	0	0	0	0	0
70th Bm Sq	0	0	0	0	1	0
75th Bm Sq	0	0	0	0	0	0
42d PMS	0	0	0	0	1	0
42d FMS	0	0	0	0	0	0
42d A&E Sq	0	0	0	0	0	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	0	0	0	0	0
TOTAL	0	0	0	0	2	0

	SEP	OCT	NOV	DEC	JAN	FEB
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	0	0	0
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	0	0	0	0	0	0
42d Mtr Veh Sq	0	0	1	1	0	0
42d AP Sq	1	0	0	0	0	0
42d Fd Sv Sq	0	0	0	0	0	0
42d Inst Sq	0	1	0	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	1	1	1	1	0	0

SOURCE: BOS

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MILITARY PERSONNEL INJURIES

	SEP	OCT	NOV	DEC	JAN	FEB
Hq 42d Bm Wg	1	0	0	0	0	0
69th Bm Sq	0	0	1	1	0	3*
70th Bm Sq	0	2**	0	0	0	1
75th Bm Sq	0	0	0	0	0	0
42d PMS	0	0	0	0	0	0
42d FMS	1	0	2	0	0	0
42d A&E Sq	0	0	0	0	0	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	1	0	0	1	0	1
TOTAL	3	2*	3	2	0	5*

	SEP	OCT	NOV	DEC	JAN	FEB
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	0	0	2
42d Opns Sq	0	0	0	0	1	1
42d Supp Sq	0	0	0	0	0	1
42d Mtr Veh Sq	0	0	0	1	0	0
42d AP Sq	1	0	0	1*	0	0
42d Fd Sv Sq	0	0	2**	1	0	0
42d Inst Sq	0	1	0	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	1	1	2**	3*	1	4

SOURCE: BOS

Each * indicates one fatility

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CIVILIAN PERSONNEL INJURIES

	SEP	OCT	NOV	DEC	JAN	FEB
Hq 42d Bm Wg	0	0	0	0	0	0
69th Bm Sq	0	0	0	0	0	0
70th Bm Sq	0	0	0	0	0	0
75th Bm Sq	0	0	0	0	0	0
42d PMS	0	0	0	0	0	0
42d FMS	0	0	0	0	0	0
42d AGS Sq	0	0	0	0	0	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

	SEP	OCT	NOV	DEC	JAN	FEB
Hq 45th AD	0	0	0	0	0	0
Hq 42d AD Gp	0	0	0	0	0	0
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	0	0	0	0	0	0
42d Mtr Veh Sq	0	0	0	0	0	0
42d AP Sq	0	0	0	0	0	0
42d Fd Sv Sq	0	0	0	0	0	0
42d Inst Sq	0	0	0	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

SOURCE: SOS

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SEPARATIONS vs REENLISTMENTS

	SEP	OCT	NOV	DEC	JAN	FEB
Hq 42d Bw	2/2	3/1	2/0	3/0	7/0	4/0
69th Bm Sq	8/3	5/2	11/0	11/5	7/1	11/2
70th Bm Sq	6/2	14/7	11/1	14/4	11/1	12/0
75th Bm Sq	11/12	10/4	13/1	13/4	10/0	16/0
42d FMS	14/0	8/0	2/1	13/2	6/2	24/1
42d FMS	21/9	34/12	24/4	33/8	21/6	41/6
42d A&E Sq	8/1	6/2	3/1	7/3	2/1	6/4
42d TAC Hos	11/3	7/1	7/2	6/4	1/0	4/0
42d ARS	2/1	5/2	4/0	2/0	5/1	11/1
TOTAL	85/33	92/31	77/10	102/30	70/15	129/14

	SEP	OCT	NOV	DEC	JAN	FEB
Sq 45th AD	0/0	0/0	0/0	0/0	0/0	0/0
Hq 42d AF Gp	17/4	7/2	6/3	14/5	3/0	7/1
42d Opns Sq	4/1	5/0	5/2	12/1	8/1	6/1
42d Supp Sq	12/1	13/4	11/2	16/6	8/4	11/2
42d Mtr Veh Sq	11/6	13/3	21/4	11/3	10/1	11/7
42d AF Sq	11/1	5/2	14/3	4/1	6/0	7/3
42d Ft Sv Sq	15/5	8/2	3/1	7/2	4/1	20/2
42d Inst Sq	9/3	10/5	4/2	13/4	7/2	15/6
4034th Hosp	1/0	0/0	0/0	0/0	1/0	0/0
524th Band	0/0	0/0	1/0	1/0	2/0	0/0
TOTAL	80/21	61/18	65/18	83/23	54/9	67/22

SOURCE: BPRS

SEPARATIONS / REENLISTMENTS

SEPARATIONS vs REENLISTMENTS

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KODAK SAFETY FILM

ASSETS

The assets or goods and property owned and operated by Loring Air Force Base are:

Inventories (Controlled by Base Supply)	$ 29,755,841.50
Equipment in Use - UAI	24,898,565.79
Equipment in Use - Other	5,773,723.67
Land & Land Improvements	1,754,417.78
Pavement & Runways	15,781,527.55
Buildings and Structures	47,623,560.40
Utility Plants & Systems	30,858,[illegible].31
Construction in Progress	202,714.88
Accounts Receivable (Money owed to Loring)	82,454.81
Total Assets	$156,731,029.49

SOURCE: BCBA

[illegible] - BUDGET & ACCOUNTING DIV

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BASE MAINTENANCE AND OPERATIONS (458 FUNDS - FY 1956)

Obligations to 29 February 1956

Fuel Oil	$ 370,001	Commercial Communications	$ 82,297
Gasoline	126,044	Commercial Transportation	135,746
Motor & Lub Oil	53,108	FICA	7,019
Supplies Used - LP Store	378,401	Travel	110,439
Equipment	58,983	Laundry & Dry Cleaning	19,292
Cont Maint of Motor Vehicles	16,159	Cont Maint of Real Property	33,407
Cont Maint of Equipment	2,230	Civilian Personnel	1,282,636
Cont Services	11,132	Off-Duty Education Program	1,384
Purchased Utilities	1,960		
		TOTAL	$2,696,247

SOURCE: BCSA

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COMPTROLLER- BUDGET & ACCOUNTING DIV

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FINANCE OPERATING DATA

	DEC	JAN	FEB
Gross Disbursements	$2,308,014	$1,649,734	$1,229,652
Gross Collections	$ 128,349	$ 134,712	$ 155,120
Personnel Salaries			
Officers	$ 304,549 (726)	$ 279,385 (738)	$ 299,082 (703)
Airmen	$ 328,705 (5157)	$ 566,074 (5321)	$ 562,450 (5270)
Civilians	$ 193,249 (669)	$ 210,868 (673)	$ 202,758 (664)
Total Personnel Salaries	$ 826,503 (6552)	$1,056,327 (6732)	$1,064,290 (6637)
Travel & Per Diem Vouchers-No.	1,626	1143	751
Commercial Vouchers-No.	609	402	1096
Commercial Discounts Taken	$ 1,060	$ 286	$ 239
Mil Pay Records Transferred-No.	59	63	96
No. of Sep Pymts (Excl of Reenl)	306	201	254
Savings Bonds	$ 40,950	$ 17,170	$ 20,451
Treasury Checks Written-No.	10,004	5,243	5,349
Authorized Personnel	27	27	27
Assigned Personnel	24	24	25

(Figures shown in parenthesis indicate No. of Pers. Paid)

SOURCE: BCF

COMPTROLLER - FINANCE OFFICE

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STRENGTH DATA - AS OF 29 FEBRUARY 1956

	OFF		AMN		CIV	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq 45th AD	10	9	7	10	3	4
Hq 42d BW	48	48	122	152	3	3
69th Bm Sq	63	95	166	182	0	0
70th Bm Sq	63	101	166	193	0	0
75th Bm Sq	63	96	166	184	0	0
42d PMS	5	5	278	157	0	0
42d FMS	8	7	702	623	32	31
42d A&E Sq	12	8	277	410	0	0
42d ARS	100	94	224	176	0	0
42d TAC Hosp	36	32	137	137	0	0
4034th USAF H	16	17	19	8	35	34
Hq 42d AB Gp	55	57	258	323	73	62
42d Opns Sq	11	10	161	184	3	3
42d Supp Sq	18	16	345	322	96	101
42d Mtr Veh Sq	6	5	210	248	36	42
42d AP Sq	10	6	342	295	0	0
42d Fd Sv Sq	4	1	266	215	0	0
42d Inst Sq	6	4	273	250	309	302
524th Band	1	0	19	15	0	0
TOTAL 45th AD	535	611	4138	4084	590	582
TENANT PERS	147	132	1125	1134	72	68
LAFB TOTAL	682	743	5263	5218	662	650

SOURCE: MANPOWER AUTHORIZATIONS
BCSS: SAC-P12 & ASSIGNED STRENGTH
CIV PER: CIVILIAN PERSONNEL ASSIGNED AF-1314

COMPTROLLER - STATISTICAL SERVICES DIV

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MANHOUR UTILIZATION
42D BOMB WING - FEBRUARY 1956

UNIT	Direct	Prod Indirect	Non Prod Indirect	Absent	Loaned	Over Time	Borrowed	Assigned	Avail
Hq 42d BW	0	7096.8	32.8	3502.6	106.5	436.2	427.5	9875.0	7129.6
69th Bm Sq	9317.7	4046.2	244.7	7267.1	564.0	701.2	3026.5	17712.0	13608.6
70th Bm Sq	9486.3	4723.7	256.6	7736.5	1047.9	1281.1	2681.9	19288.0	14466.6
75th Bm Sq	488.5	1920.2	36.0	7604.0	7386.0	339.2	3.0	17022.5	2444.7
42d ARS	7983.2	3874.2	340.8	5345.5	6.0	1806.3	0	15743.4	12198.2
42d A&E Sq	10871.5	22291.2	6909.7	26009.0	2010.7	2414.6	270.1	65407.4	40072.4
42d FMS	27721.6	33007.4	3517.8	33637.2	4801.4	3291.9	4205.5	95188.0	64246.8
42d PMS	11283.0	6450.8	247.7	9735.6	154.6	1254.6	1586.5	25030.6	17981.5
42d Opns Sq	3667.9	3286.3	199.7	2883.5	289.0	1930.9	62.0	8333.5	7153.9
Total	80819.7	86696.8	11785.8	103721.0	16366.1	13455.1	12333.0	273600.4	179302.3

SOURCE: BCSS, SAG-U22, Part 3

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COMPTROLLER - STATISTICAL SERVICES DIV

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SAC MANAGEMENT CONTROL SYSTEM - 42D AIR BASE GROUP

SAC STATEMENT FOR DEC QTR

PERSONNEL	PTS POSS	UPPER QUARTILE SAC %	8TH AF %	42D AB GP SCORE %	JANUARY %	FEBRUARY %	DIFFERENCE + or -
a. MIRS - Officers	30	40	40	20	40	50	+ 10
Airmen	85	40	50	10	10	10	
b. AWOL Rate	50	100	100	80	20	50	+ 30
c. Ree-listment Rate	50	40	30	30	20	40	+ 20
d. Open Mess - Officers	25	90	100	80	100	100	
- NCO	25	80	90	80	100	100	
MATERIEL							
a. Supply Management	240	87	88	73	73.5	97.1	+ 23.6
b. Instl Costs Incident to Maint	60	90	90	90	90	90	
c. Base Commissary Management	50	55	64	75	90	80	- 10
d. Base Exchange Management	80	89	90	79	NS	NS	
e. Medical-Dental Supply Mgt	40	70	90	50	40	70	+ 30
f. Food Service Management	40	80	80	100	90	90	

COMPTROLLER - MANAGEMENT ANALYSIS DIV

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SAC MANAGEMENT CONTROL SYSTEM - 42D AIR BASE GROUP (CONT'D)

	PTS POSS	SAC STATEMENT FOR DEC QTR UPPER QUARTILE SAC %	8TH AF %	42D AB GP SCORE %	JANUARY %	FEBRUARY %	DIFFERENCE + or -
g. Serviceable Inv Turnover Rate			Not Scored		24.1	44.4	+ 20.3
h. Automotive Maintenance			Not Scored		NS	85	
GENERAL							
a. Base Support Operating Costs:							
(1) Ratio of Personnel	60	90	80	40	40	30	- 10
(2) Support Personnel Costs	40	90	100	70	60	70	+ 10
(3) Support Supply Costs	70	100	100	10	10	10	
(4) Support Contractual Services & "Other" Costs	30	80	70	70	100	100	
b. Flying Safety	70	100	100	100	100	100	
c. Ground Safety	70	80	65	65	100	70	- 30
TOTAL	1115	71	67	62	59	66	

SOURCE: BCMA

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COMPTROLLER - MANAGEMENT ANALYSIS DIV

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LORING AIR FORCE BASE ~~APO~~

FEBRUARY 1956

PREPARED BY: DIRECTOR OF COMPTROLLER - MANAGEMENT ANALYSIS DIVISION

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OF: I.S.O.

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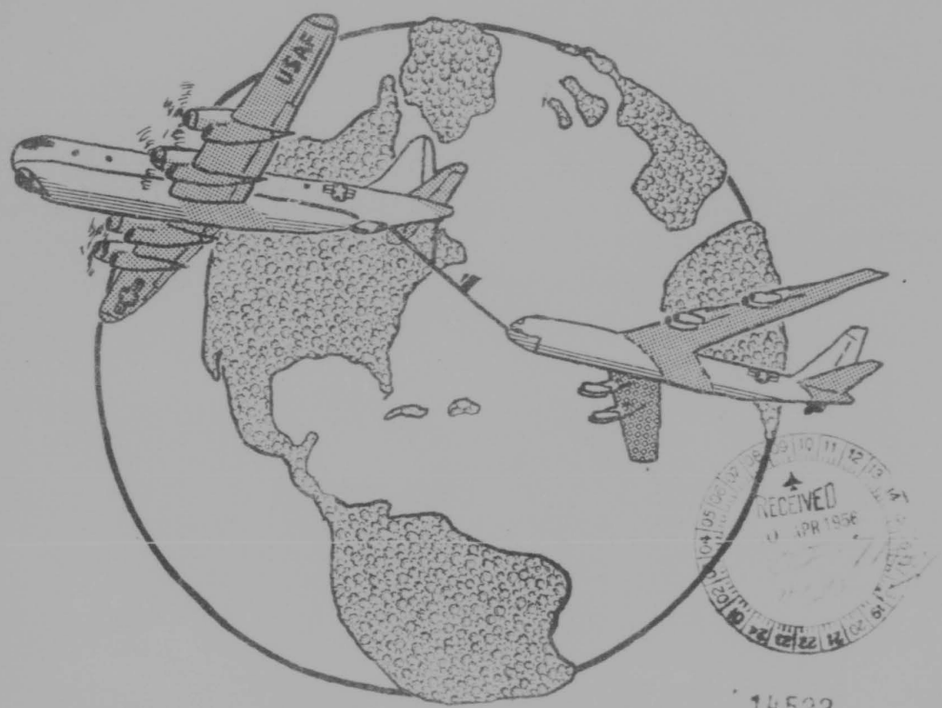
HISTORY

OF



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45TH AIR DIVISION

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SECRET

HEADQUARTERS
45TH AIR DIVISION (SAC)
LORING AIR FORCE BASE, MAINE.

ISO-H

26 APR 1956

SUBJECT: Transmittal of the History of the 45th Air Division (SAC) for the month of March 1956 (RCS: AU-D5).

TO: Commander
Eighth Air Force
Westover Air Force Base
Chicopee Falls, Mass.
Attn: Command Historian

1. Transmitted herewith is the (Unclassified) History of the 45th Air Division (SAC) (SECRET) for the month of March 1956 (RCS: AU-D5).

2. When inclosure one (1) is withdrawn or not attached, the classification of this correspondance will be changed to unclassified.

FOR THE COMMANDER:

Richard L Lally
RICHARD L LALLY
2d Lt. USAF
ASTADJ

1 Incl
Hist Rept
(quad)

RSI Cont No
S 16864

SECRET

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(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 MARCH 1956 ___ 31 MARCH 1956

Prepared for the Historical Section of
the Information Services Office,
42d Air Base Group, by Major Peter C. E.
Bekker, (Historical Officer) and Technical
Sergeant Donald F. Gilbride on 25 April 1956.

(Eighth Air Force, Strategic Air Command)

W. K. Martin
Brig. Gen., USAF
Commander

Peter C. E. Bekker
Major, USAF
Historical Officer
(Information Services
Officer)

Donald F. Gilbride
Technical Sergeant, USAF
AF-11176258
Historian

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WILLIAM K. MARTIN

BRIGADIER GENERAL

COMMANDER

(Brigadier General Martin, Commander, Receiving 8th Air Force Judo Trophy from the Officer in Charge of Loring Judo Team, 1st Lieutenant Richard C. Seidensahl.)

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Roster of Key Personnel

Bibliography

List of Exhibits

Exhibits

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F O R E W O R D

This report contains the history of the 45th Air Division (SAC) from the period 1 March through 31 March 1956. The origin and organization of this air division are recounted along with important activities-- mission and mission implementations, operations and training, supply, maintenance, personnel and facilities-- being emphasized for the reporting period.

The information contained herein, relative to the history of the 45th Air Division at Loring Air Force Base, Maine, a unit of the Eighth Air Force (SAC), covers activities of the 42d Air Base Group and assigned squadrons, the 4034th USAF Hospital and division headquarters. It is related to previous monthly histories of this air division since activation.

The present report was supervised by Major Peter C. E. Bekker, USAF, Historical Officer (Information Services Staff Officer), and written by Technical Sergeant Donald F. Gilbride, Historical Technician.

Like other months' reports, this history is subject to revision and additional information or suggested corrections will be welcomed.

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CHRONOLOGY

Date	Activity	Page
17 March	Gen. Martin TDY to Castle Air Force Base, California	6
1-31 March	Loring Participates in United Fund Campaign	6
2 March	NCO Club Construction Date Set	6
14 March	Rehabilitation School Starts	11
26 March	71st ADLFS TDY to Loring	11
28 March	Heat Pad Tests Concluded	12
30 March	Mobile Fuel Calibrating Assembly Developed	12

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ORGANIZATION, ADMINISTRATION AND PERSONNEL

Brief Unit History

The 421 Heavy Bombardment Wing was activated at Limestone AFB, Maine, on 25 February 1953 and was assigned to the Eighth AF.[1] Actually, the 421 was 're-activated'. The parent unit to the 421 Bomb Wing was the 421 Bomb Group, Medium, AAF, which had served in the South Pacific during WW II.[2]

The three primary squadrons of the World War II bomb group--the 64th, 70th and 75th[3]--were again 're-activated' with the 421 Wing.[4] Actually, these bomb squadrons flew the B-29 'Billy Mitchell' bombers and were designated 'Medium'.[5] When activated again in 1953, the squadrons were re-designated as 'Heavy' and the B-36 'Peacemaker' bomber became the primary aircraft.

During the fighting in the Pacific, the 421 Medium Bomb Group distinguished themselves by winning many battle credits

1. SAC GO 10, 25 Feb 53 (Per DAF Ltr, 322 (AFOMO 410b), 24 Mar 53).
2. USAF Hist Div Study, Sep 51: "Hist Data per 421 Bomb Group, M".
3. Ibid., also "Hist Data per 64th, 70th and 75th Bomb Sqdns (M)".
4. SAC GO 10.
5. HQ Ltr, AG 320.2 (10-17-40), M(Hist) M-O, 20 Nov 40.
6. DAF Ltr, 322 (AFOMO 410b), 24 Mar 53.

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and a Distinguished Unit Citation.[7]

In 1949, while stationed in Japan, the 421 Bomb Group deactivated.[8]

In the same year--1949--a seemingly unrelated event was taking place back in the U.S.: Construction of a small airstrip in the northern part of Maine. Seven years later, as "Limestone"[9] AFB, the 421 was re-activated.

Original construction of the base itself was begun in the winter of 1946-47. During the initial construction period, up to the winter of 1952-53, Limestone AFB was garrisoned by a small group of AF personnel.[10] The base did not have under the jurisdiction of SAC until February 1953.[11]

When the 421 Bomb Wing was activated, the construction program went into high gear. Hangars, locks, an extension to the runway,[12] barracks--many important facilities were initiated.

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7. Battle Credits awarded group for China Defensive and Offensive (CBI 3, Hq, 13th AF, 10 Jun 45), and for action in the Bismarck Archipelago, Luzon, New Guinea, Northern Celebes (WD GO 12, 12 Feb 46) and Southern Philippines (GO 60 29, 21 Apr 48). For a mission near Balikpapan on the Isle of Borneo, Netherlands East Indies from 29-30 Jun 45, the group received a Distinguished Unit Citation (WD GO 44, 13 May 46).
8. GO 60, Hq 5th AF, 20 Apr 46, pursuant to instructions in WD Ltr, AG 322 (26 Mar 46), OB-I-E-M, 26 Mar 46.
9. Named after Limestone village, 7mi. from Base.
10. When first assigned, Jun 50, this group was designated a base detachment. Later, re-designated 4215th Base Service Sqdn, then, 4215th Air Base Sqdn (the latter discontinued per SAC GO 10, when the 421 Wing was activated).
11. SAC GO 16, 21 Apr 53).
12. See below, Chapter III.

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activated with the wing in 1955.[18] Under the division set up the wing and air base group received equal status, i.e., later commutation with each other.[19]

The primary squadrons, previously mentioned, were augmented in February 1955, with activation of the 42d Air Refueling Squadron (Heavy).[20] The KC-97 tanker aircraft took its place on the flight line next to the bomb squadrons' B-36s.

Activated with the wing to render maintenance support were the 42d A & E Maintenance Squadron, 42d Periodic Maintenance Squadron and 42d Field Maintenance Squadron.[21] A medical group was also activated (see below).[22] Necessary base support was made possible by the activation of the air base group squadrons,[23] and special attached units to group headquarters.[24]

Organizationally, the 42d Wing Headquarters was set up in two sections--the coordinating staff and the personnel-specialist staff--which are directly responsible to the wing comman-

---

18. SAC HD 10, Actually "re-activated". Wg II parent was 42d Service Wrep, AAF, disbanded in Belgium, 1945, (Ltr, Hq IX AF Service Command, 22 May 45 [pursuant to WD Ltr, AG 322 OB-I-AFHPA-M, 6 Apr 45]).

19. SAC HD 10. See also Exhibit #1.

20. SAC HD 10, 5 Jan 55.

21. SAC HD 10.

22. Ibid.

23. See Exhibit #1.

24. Ibid., listed, they are: 548th AAA Bn. (U.S. Army), 1974th AACS (MATS), 3-7 Weather Det (MATS), 3080th Aviation Depot Sq (AMC), OSI Det, 524th AF Band and Resident Auditors.

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der.[25] The wing coordinating staff--the directorates of personnel, materiel and operations--work on equal status with personnel, materiel and operations directorates of the 42d Air Base Group Headquarters, and both staffs are responsible to the division directorates.[26] The wing headquarters personnel-specialist staff includes[27] the comptroller, adjutant, air inspector, office of safety[28] and headquarters squadron.

The 42d Medical Group, activated as a wing unit in February '53,[29] had been operating the base hospital function since activation. In February '54, after being activated one year, the 42d Medical Group was re-designated the 42d Tactical Hospital.[30] A month later, in March '54, the base hospital that had been functioning since February '53, was designated the 4034th USAF Hospital.[31] Lt. Col. James G. Langford, USAF, who had been named commander of the base hospital, also commands the 42d Tactical Hospital--the "flying" medical facility of the wing--and some of the same personnel and equipment of the 4034th USAF Hospital.[32]

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25. See Exhibit #1. Hq agencies function IAW Man 20-1, [illegible] Dec [illegible].
26. See Exhibit #1.
27. Ibid.
28. Est. 1 Apr 54 [per SAC directive (8th AF Mng, CS 186, 8 Mar 55)].
29. SAC GO 10.
30. SAC GO 3, 27 Jan 54.
31. SAC GO 17, 15 Mar 54.
32. See Exhibit #1.

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MARCH DEVELOPMENTS

The 45th Air Division Commander, Brigadier General William K. Martin, USAF, was TDY to the 4017th Combat Crew Training Squadron, Castle Air Force Base, California, where he would undergo training in the all jet B-52 heavy bomber. General Martin departed Loring Air Force Base on 17 March, and the course of instruction, three (3) weeks duration, would familiarize the General with the characteristics of the B-52. Colonel Jerome Tarter, USAF, Commander, 42d Bomb Wing, assumed command of the division during the tempoary absence of the General.[1]

United Fund Campaign

Loring Air Force Base participated in the 1956 United Fund Campaign conducted throughout the month of March. Receipts for the base totaled 30,500 dollars, well above the goal, 24,750 dollars. To provide a stimulus for the campaign, Loring's AFL-TV staged a telethon which began at 2200 hours on 2 March and ended at 1630 hours on 3 March. In addition to base personnel lending their services to the telethon, local talent from the surrounding communities joined to make the campaign a success.[2]

Construction of NCO Club Announced

Mr. Donald W. Weston, chief engineer of the 42d Installations Squadron, announced on 2 March that construction of the new Loring Air Force Base Non-Commissioned Officers Club would begin on approximately 15 April, with Lt. Colonel H. L. Schroeder, Corps of Engineers, will be in charge. Finished in red brick, the club will occupy approximately 11,780 square feet and will include a large parking lot adjacent to the club building. Features of the club will be the large ballroom and dining room, which which together measure 90 feet in

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length. There will be two (2) bars, a large 20-stool, semi-circular main bar in a 44 by 37 foot lounge and a stag bar, located in the basement. Kitchen facilities will be installed and food offered to the main floor and basement. There will also be a television lounge, administative space for a cashiers cage, general office, custodians office, and a large check room.[3]

1. TWX Msg,MPB-0/ /20 Mar 56. See exhibit #3.
2. Article, Limelite, Loring AFB publication, dtd 6 Apr 56.
3. Article, Limelite, dtd 2 Mar 56. See exhibit #4, floor plan.

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CHAPTER II

PERSONNEL

Body manning improved during the quarter ending 31 March, however, effective manning did not reflect a true picture due to continued B-36 operation imposing requirements not reflected in Unit Manning Documents for B-52 aircraft. Overseas and zone of interior transfers and POS school quotas had a further adverse effect upon effective manning.[1]

Quarterly trends reflected thusly:

Headquarters 45th Air Division Officer Manning;

90 percent Body Manned

90 percent MIRS *

9 assigned of 10 authorized

10 percent increase

42d Bomb Wing

126.2 percent Body Manned

76.4 percent MIRS *

499 assigned of 398 authorized

5.4 percent increase

42d Air Base Group

94.5 percent Body Manned

84.3 percent MIRS *

120 assigned of 127 authorized

3.0 percent increase

* Manning In Required Specialties

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Although effective manning of airmen improved slightly, a greater emphasis on the On-The-Job-Training program at squadron level was considered essential. The 1620 airmen in the OJT program was almost twice that of the 856 airmen in the program on 1 July 1955, but the average number of 115 airmen upgraded each month was increased only 26 percent to 161 airmen in 1956. Since projected losses by transfers and seperations of airmen with higher skill levels than their replacements cannot be accurately predicted, minimum monthly requirements for upgrading action are estimated by dividing the differance between the personnel authorized and those effectively assigned in required specialties by the number of months remaining in the calendar year. Wing requirements would be increased, however, in April when the new UMD for 15, instead of 10 aircraft per squadron becomes effective.[2]

A change in the program to provide 64 gunners to man all crews of the 42d Bombardment Wing was made to reduce the total training quota at Lowry AFB to 60 gunners. This action was necessary due to lack of equipment within Technical Training Air Force to meet original training schedule. Action was completed on the selection of all gunners required to meet each class quota for the total program. Due to an initial shortage of gunners, program requirements were met by assigned B-36 gunners, boom operators with former "F" gunnery experience, and radio operators recommended for cross training.[3]

1. Unit Hist Rept, 45AD/Pers, 18 Apr 56. See exhibit #5
2. IBID
3. B-52 Conversion Progress Rept #5, 10 Apr 56. See exhibit #6.

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CHAPTER III

MATERIEL

The Mechanical MTD was operating and the quality of instruction was considered to be excellent. This unit was considered only 50 percent complete due to a delay in receiving the electronics section.[1]

In determining the medical equipment for protection of personnel against the excessive jet noises generated by the engines of the B-52 the following developments took place:[2]

a. 8th Air Force was assuming responsibility to procure sufficient ear muffs of the necessary types.

b. Program of Audiometer tests continued with 255 Base lines established.

c. Noise indoctrination lectures scheduled for Base Ground Training program in April.

d. Supply of ear defenders arrived on 3 Mar 56 and all personnel will be fitted by 15 Apr 56.

The determined means of refueling B-52 aircraft was that the aircraft would be refueled by single point pit refueling where possible. They will be brought to a static ramp load immediately upon landing from missions and applicable T. O. s will be followed to the letter. In addition, each refueling pit will be marked for exact parking of the aircraft and calibrating charts for fuel dip sticks made for each pit. This problem was being forwarded to CES for assistance in determining fuel loading curves.[3]

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CHAPTER IV

MISCELLANEOUS

On 14 March, in accordance with Eighth Air Force Regulation 50-20 and its Base Supplement, a Rehabilitation and Retraining School was started with thirty (30) students in attendance. The school is comprised of one (1) Officer-in-Charge, one (1) assistant officer, and three (3) Non-Commissioned Officers. Duration of the training period is thirty (30) days and approximately forty (40) hours of academic instruction made up of Character Guidance given by the Chaplain, Military Courtesy and Customs of the Service, Military Law, Code of Conduct, Physical Conditioning, Drill Practice, and individual counseling to further aid the student. Airmen are selected by Squadron Commanders. The program was initiated to preserve potential Bad Conduct Dischargees and improve their attitude toward the service by supervision of all activities.[1]

Support Rendered

All Loring Air Force Base facilities were utilized to welcome the 71st Air Refueling Squadron as they returned to Loring from A TDY in Greenland. Through the co-operation of the Service Club Staff, Dependants Assistance Committee, and base personnel, a reception was staged in the Service Club. Food Service personnel provided food and hot drinks for crew members upon landing and Customs personnel were on hand to process the men. Transportation brought them to the Service Club for family re-unions. The 71st AREFS is commanded by Major Raymond Gottner, USAF, and the home station is Dow Air Force Base, Maine. The squadron will be TDY to Loring for approximately 90 days, until runway construction at Dow Air Force Base ceases to restrict operations.[2]

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DEVELOPMENTS

Tests on the experimental heating pad were concluded on 28 March. These tests were begun on 2 December 1955 and a total of thirteen tests of various conditions were performed. In the absence of snow more trials were considered impractical. The American Hydrotherm Corporation of New York conducted the experiment with Engineers Mr. A.H. Barrett and Mr. G. A. Rodgers in charge. Tested were high and low temperature oil coils, high and low temperature water coils, and very high temperature water coils.[3]

The combined efforts of Mr. Ralph E. Leighton and Mr. Donald L. Patton, civilians of the AIO, were rewarded with an Achievement Award of 60 dollars for their development of a "Mobile Fuel Meter Calibrating Assembly". The machine was designed to check the accuracy of the meters on the pumps which deliver fuel on the flight line, without removing the meters from the pumps. This fact was the chief advantage of the machine, because before the machine was put into operation, the meters had to be removed from the pumps and were taken to a test stand to check for accuracy. This action tied up the pumps and also caused fuel to be spilled around pumps, creating a fire hazard. The machine cost approximately 15 dollars, and it was estimated it would save the government 1304 dollars and 80 cents annually.[4]

1. Interview, M/Sgt Glass, 1st/Sgt Rehabilitation Sqdn.on 30 Mar.
2. Article, Limelite, 30 Mar 56.
3. Interview, Messrs. A. H. Barrett, G. A. Rodgers 28 Mar on flt line.
4. Article, Limelite, 30 Mar 56.

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ROSTER OF KEY PERSONNEL*

45th AIR DIVISION

MARCH 1956

HEADQUARTERS, 45TH AIR DIVISION:

Commander	William K. Martin	Brig. General
Director of Pers	John B.F. Dice	Colonel
Director of Mat	Fred W. Nudell Additional Duty	Lieut. Colonel
Director of Ops	Sam L. Barr	Colonel

42D AIR BASE GROUP:

Commander	Jackson W. Lewis	Colonel
Deputy Commander	William W. Pappis	Lt. Colonel
Base Personnel Staff Officer	Fred C. Simpson	Lieut. Colonel
Base Material Staff Officer	Harry D. Terwilliger	Major
Base Operations Staff Officer	Edward F. Fleming	Major
Manpower&Organ Staff Officer	William A. Carter	Lieut. Colonel
Base Comptroller	William B. Pequinot	Lieut. Colonel
Staff Judge Advocate	Carl R. Pearson	Major
Base Chaplain	John J. Long	Lieut. Colonel

*Roster of Officers 45AD (RCS: SAf-P1), 1-29 Feb 56

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ROSTER OF KEY PERSONNEL

INFO SERVICES Staff Officer	Peter C. E. Bekker	Major
Director of Safety	Leonard Levandowski	Captain
Adjutant	Joseph H. Jacoby	Major
Comdt, Hq Sqdn	Donald R. Sandvig	Captain
Comdr, 42 Air Pol Sqdn	Robert R. Love	Lieut. Colonel
Comdr, 42 Instal Squadron	Ernest L. Buckley	Major
Comdr, 42 Ops Squadron	Frank L. Wrigglesworth	Major
Comdr, 42 Sup Sqdn	Edwin C. Annis	Captain
Comdr, 42 Mtr Veh Squadron	Donald R Kidd	Captain
Comdr, 42 Food Service Squadron	Thomas H. Mons, Jr.	CWO
4034th USAF Hospital		
Commander	James G. Landford	Lieut Colonel

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BIBLIOGRAPHY

The information contained in this report, relative to the History of the was prepared and submitted under the provisions of Air Force Regulation 210-3, dated 11 March 1955, Strategic Air Command Regulation 210-1, dated 7 October 1952, and Eighth Air Force Regulation 210-1, dated 12 November 1952.

Under provisions of Base Regulation 210-1, dated 4 April 1954, as amended, organizations of the submitted unit historical reports covering activities for the reporting period. Information contained in these reports, plus information from various other sources--the Loring AFB weekly publication, the "Limelite", files of the and personal interviews with key personnel of the base--was used to compile an outline of important division activities than occurred during the reporting period. This outline served as the basis to the final preparation of the narrative portion of this history. Pertinent supporting documents were made available by all agencies of the base.

Final preparation of the history concerned more extensive coverage of the above-mentioned reference materiel. The narrative portion of the history underwent periodic checks during the preparation to insure accuracy of facts and reporting.

Official Publications

SAC GO 69, 8 Oct 54.
SAC GO 10, 25 Feb 53.
SAC GO 17, 15 Mar 54.
SAC GO 40, 31 May 55.
SAC GO 18, 21 Apr 53.
SAC GO 3, 27 Jan 54.
SAC MAN 20-1, Dec 54.
SAC REG 56-16, 28 Nov 55.
SAC REG 86-24, 1 Jan 55.
DAF GO 34, 15 Sep 54.
AF REG 23-13, 15 Nov 54.
HQ 45AD GO 10, 18 Jun 55.
8TH AF REG 23-13, 15 Nov 54.
8TH AF REG 23-13A, 14 Jan 55.
8TH AF REG 23-9, 1 Apr 54.
BASE REG 170-4, 27 Sep 55.

Recurring Reports

Officers Roster 45AD(RCS: 8AF-P1) 31 March & since activation
Unit Hist Rpt 45AD Sqdns & Staff agencies, 1-31 March 56. (RCS: ISO-D2).
45AD &42BW Hist Rpts, Jan 55 thru Jan 56 (RCS:- AU-D5).
B-52 Conversion Prog Rpt, 10 Apr 56.
SAC Man Cont Rpt, 6 Mar 56
AIC Prog Stst Rpt, MCP FY 51-57, 31 Mar 56/.

Messages

TWX MPB-0/ /20 Mar 56.

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LIST OF EXHIBITS

1. Organizational Chart 45AD
2. Daily Strength Reports, 1 & 31 March
3. TWX Msg, MPB-O/ /20 Mar 56.
4. Floor Plan NCO Open Mess.
5. Unit Hist Rept, 45AD/Pers.
6. B-52 Conversion Progress Report #5.
7. Loring Air Force Base Travel Guide.
8. Amendment #1 to 45AD/OPSORD 20-56.
9. Program Status Report.
10. UMD Change Requests.

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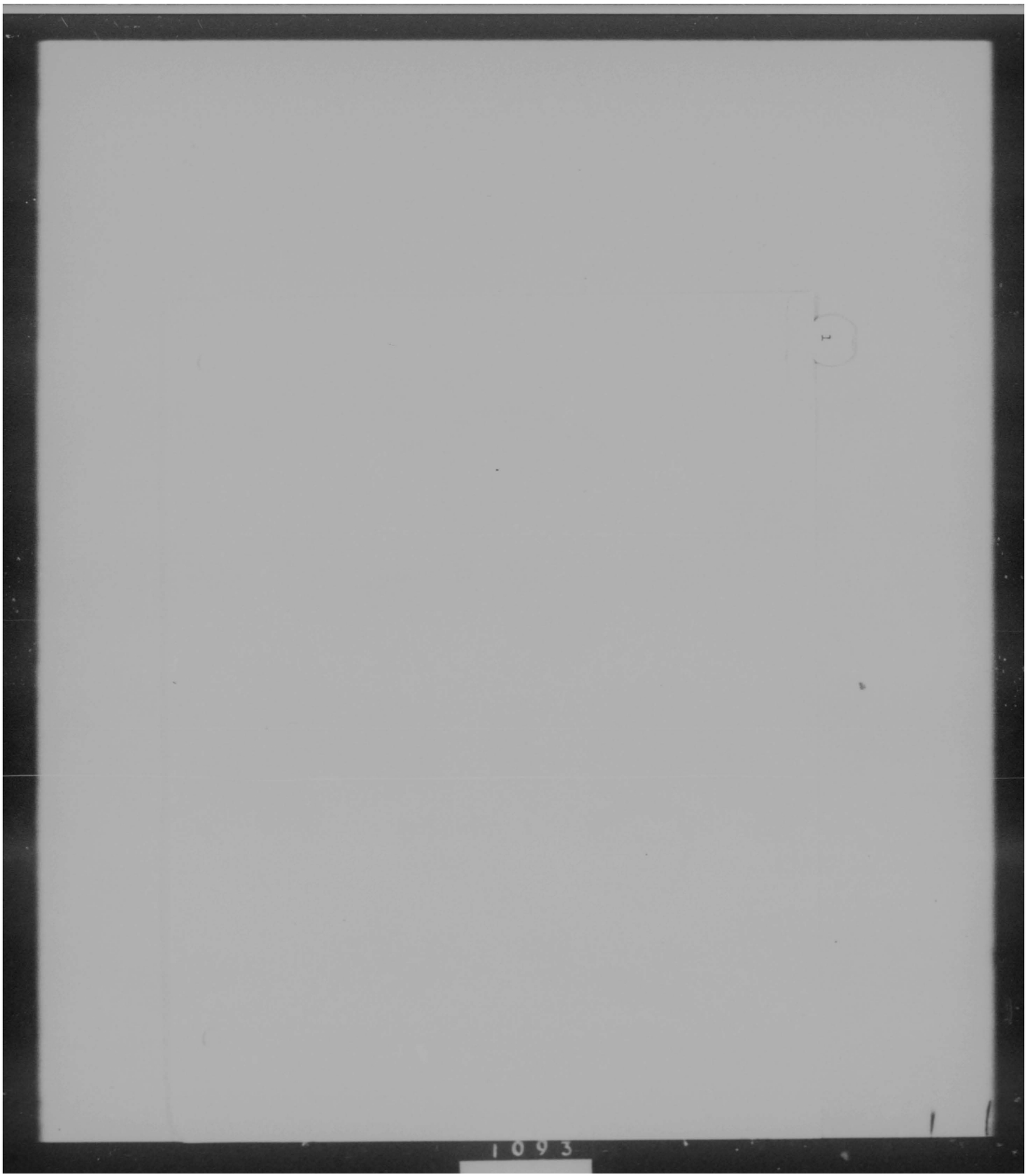

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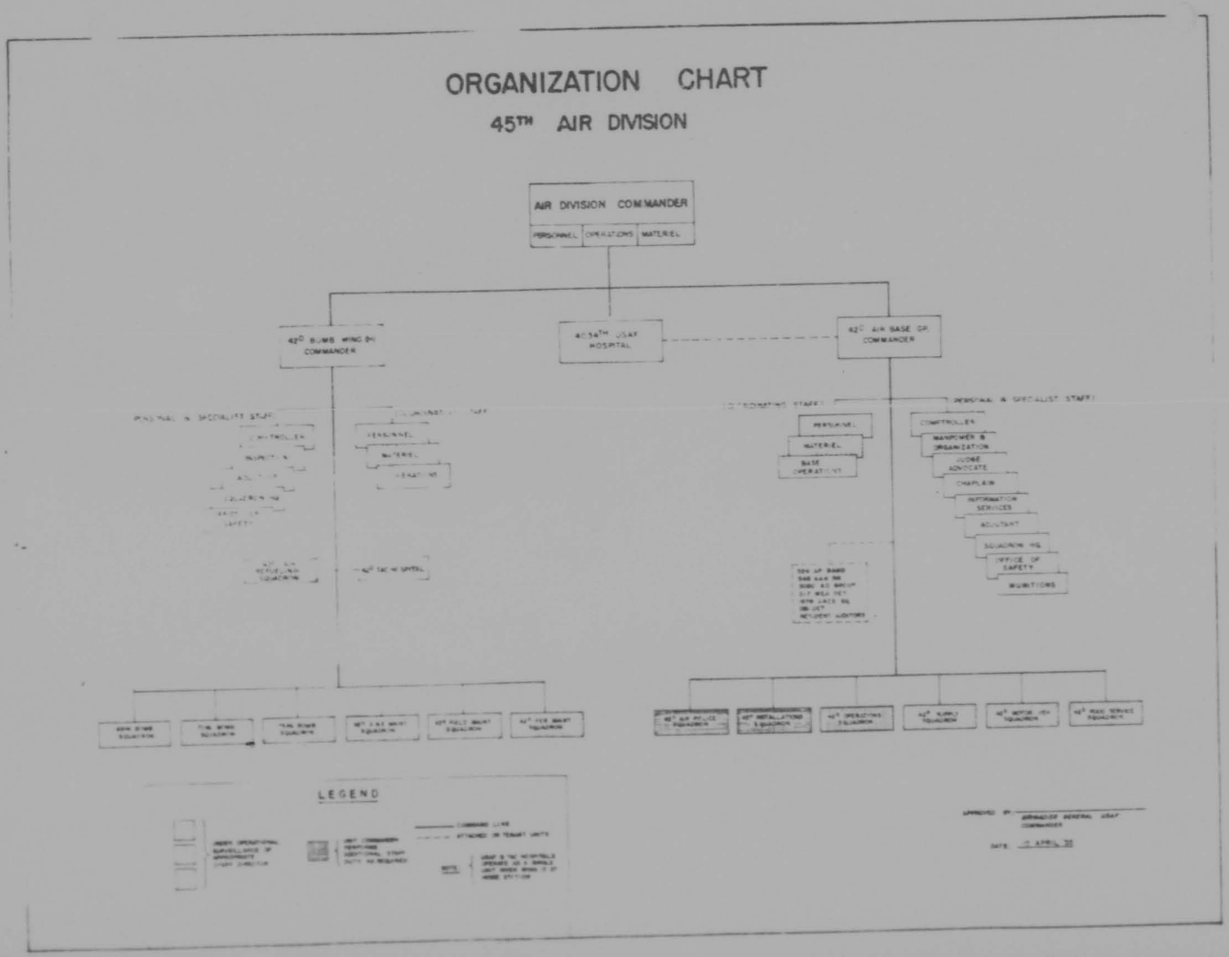

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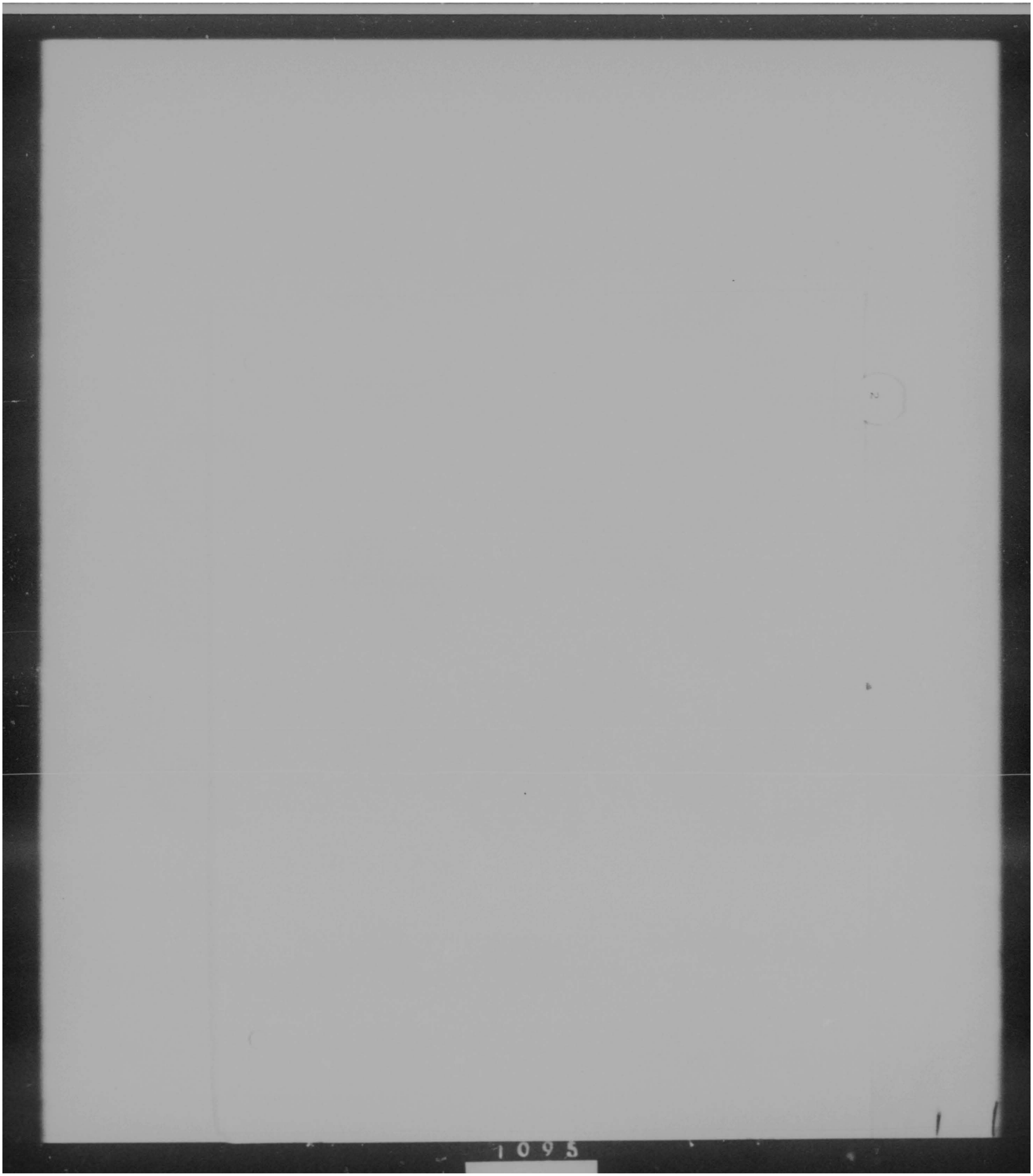

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

DATE: 1 March 1956

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PFD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PFD
HQ 45TH AIR DIVISION	10	9	0	7	7	11	0	6
HQ 42D BOMB WING	48	48	0	34	122	155	1	135
69TH BOMB SQUADRON	63	93	0	61	166	185	0	170
70TH BOMB SQUADRON	63	101	0	68	166	192	0	163
75TH BOMB SQUADRON	63	96	0	72	166	163	0	136
42D FIELD MAINT SQUADRON	8	6	0	5	702	622	0	477
42D PER MAINT SQUADRON	5	5	0	4	278	162	0	134
42D A & E MAINT SQUADRON	12	8	0	6	277	407	0	344
42D AIR REFUELING SQUADRON	100	93	0	82	224	198	0	177
TOTAL	372	459	0	339	2108	2115	1	1742
42D TACTICAL HOSPITAL	36	32	0	27	137	138	0	131
4034TH USAF HOSPITAL	16	17	0	16	19	8	4	12
TOTAL	52	49	0	43	156	146	4	143
HQ 42D AIR BASE GROUP	55	57	1	49	256	327	2	299
42D OPRS SQUADRON	11	10	0	8	161	156	13	144
42D SUPPLY SQUADRON	18	16	0	13	345	333	0	267
42D MOTOR VEHICLE SQUADRON	6	5	0	4	210	251	0	192
42D AIR POLICE SQUADRON	10	6	0	5	342	294	0	272
42D FOOD SERVICE SQUADRON	4	1	0	1	266	220	1	199
42D INSTLS SQUADRON	6	4	3	6	277	252	118	350
524TH AIR FORCE BAND	1	0	0	0	19	15	0	15
TOTAL	111	99	4	86	1874	1877	134	1738
ASE GRAND TOTAL	535	607	4	468	4138	4138	139	3923

OFFICER NAME, GRADE (Typed): WILLIS A. HOLLAND JR. , 1/Lt. , USAF

SIGNATURE (Officer):

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE 31 March 1956

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PRD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PRD
HQ 43TH AIR DIVISION	10	10	0	7	7	7	0	4
HQ 42D BOMB WING	48	49	0	32	122	153	0	132
69TH BOMB SQUADRON	63	98	0	56	166	183	0	137
70TH BOMB SQUADRON	63	103	0	69	166	177	2	149
75TH BOMB SQUADRON	63	99	0	57	166	185	0	135
42D FIELD MAINT SQUADRON	8	9	0	7	702	600	0	451
42D PER MAINT SQUADRON	5	5	0	4	278	156	0	135
42D A & E MAINT SQUADRON	12	8	0	7	277	424	0	343
42D AIR REFUELING SQUADRON	100	96	0	85	224	197	0	173
TOTAL	372	477	0	324	2108	2082	2	1655
42D TACTICAL HOSPITAL	36	32	0	26	137	136	0	137
4034TH USAF HOSPITAL	16	17	0	17	19	8	1	8
TOTAL	52	49	0	43	156	144	1	137
HQ 42D AIR BASE GROUP	56	57	1	40	258	283	6	348
42D OPRS SQUADRON	11	9	0	6	161	126	13	172
42D SUPPLY SQUADRON	18	16	0	11	466	329	0	302
42D MOTOR VEHICLE SQUADRON	6	6	0	5	210	265	0	210
42D AIR POLICE SQUADRON	10	6	0	6	302	290	0	250
42D FOOD SERVICE SQUADRON	4	1	0	1	305	275	0	212
42D INSTLS SQUADRON	6	5	1	7	261	245	61	290
524TH AIR FORCE BAND	1	0	0	0	13	16	0	16
TOTAL	112	100	4	82	1863	1916	80	1808
BASE GRAND TOTAL	536	626	4	449	4127	4142	83	3600

OFFICER NAME, GRADE (Typed): WILLIS A. HOLLAND, JR., 1/Lt., USAF

SIGNATURE (Officer):

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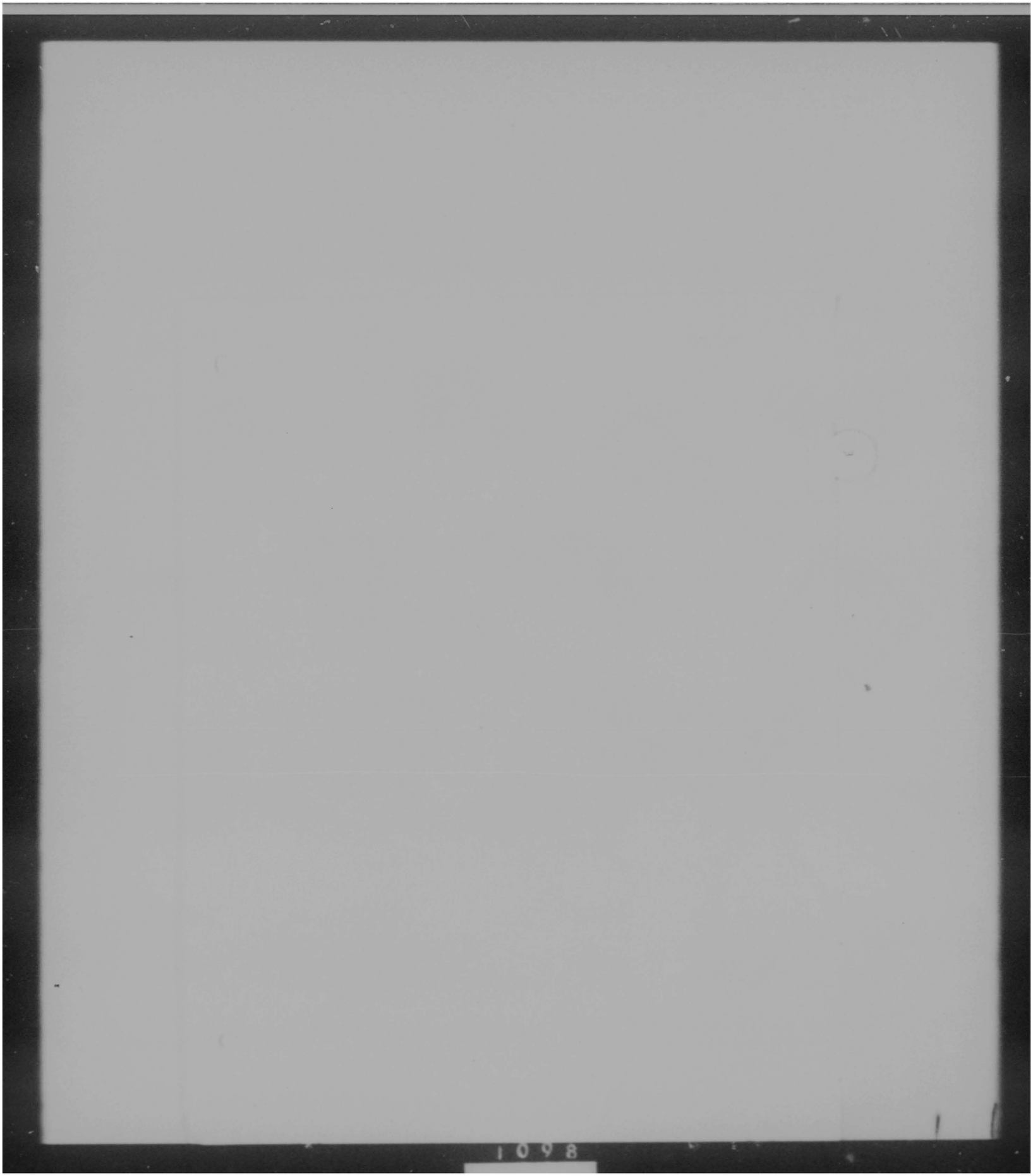

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

Raymond L. Haggard

THIS IS A CERTIFIED TRUE COPY

RAYMOND L HAGGARD
2ND LT USAF
INFO SERV OFF

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)
COMADIV 45 LORING AFB ME

DATE-TIME GROUP

SECURITY CLASSIFICATION
UNCLASSIFIED

PRECEDENCE FOR: ACTION PRIORITY INFORMATION

☐ INCOM MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE

IDENTIFICATION CLASSIFICATION

TO:
COMAF 8 WESTOVER AFB MASS

INFO:

UNCLASSIFIED/MPB-CS _____ ATTN: SR OFF BR. THIS MSG IN THREE PARTS. PART ONE. BRIG GENERAL WILLIAM K MARTIN, 1697A, DPT FOR THREE WEEKS TDY TO 4017TH COMBAT CREW TRG SQ, CASTLE AFB, CALIFORNIA, FOR B-52 CONVERSION PROGRAM, EFF 17 MAR 56. COLONEL JEROME TARTER, 1968A, ASSUMED COMMAND OF 45TH AIR DIVISION DURING THE ABSENCE OF BRIG GENERAL MARTIN. PART TWO. COLONEL JACKSON W LEWIS, 2116A, DPT For FOUR DAYS TDY TO KNOXVILLE TENN TO OBSERVE DEMONSTRATION OF RUBBISH AND TRASH REMOVAL EQIPMENT, EFF 17 MAR 56. LT COLONEL WILLIAM B PANNIS, 2466A, ASSUMED COMMAND OF 42D AIR BASE GROUP DURING THE TEMPORARY ABSENCE OF COLONEL LEWIS. PART THREE. ASSUMPTION OF COMMAND ORDERS FORWARDED YOUR HQ THIS DATE.

UNCLASSIFIED

PAGE 1 OF 1 PAGES

AUTHOR'S NAME (and signature, when required)
EDWARD J GRENIER, 2ND LT, USAF

RELEASING OFFICER'S SIGNATURE

SYMBOL
MPB-O/ /20 MAR 56

TELEPHONE
25252

OFFICIAL TITLE
JOSEPH H JACOBY, MAJOR, USAF, ADJUTANT

DD FORM 1 OCT 49 173

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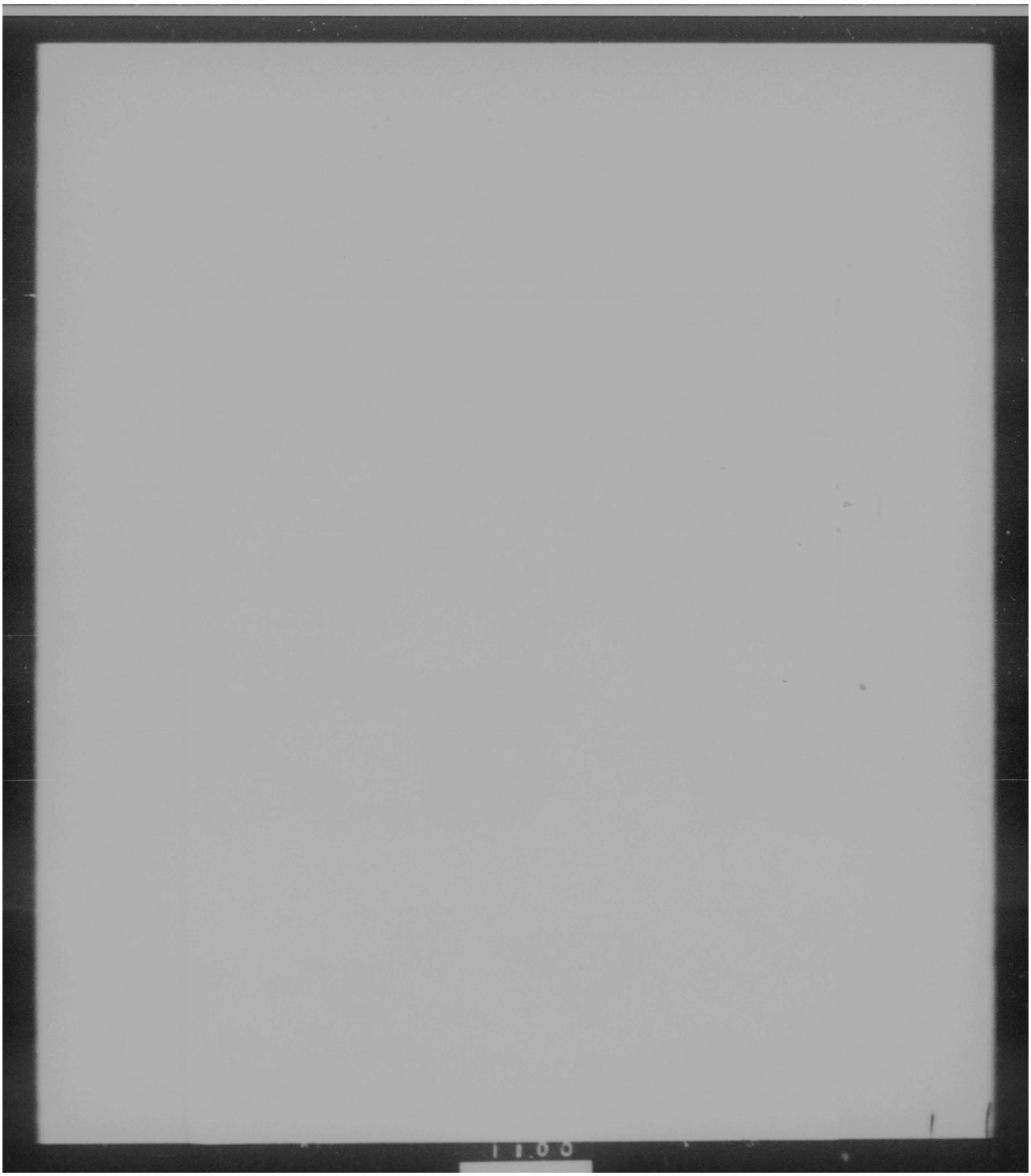

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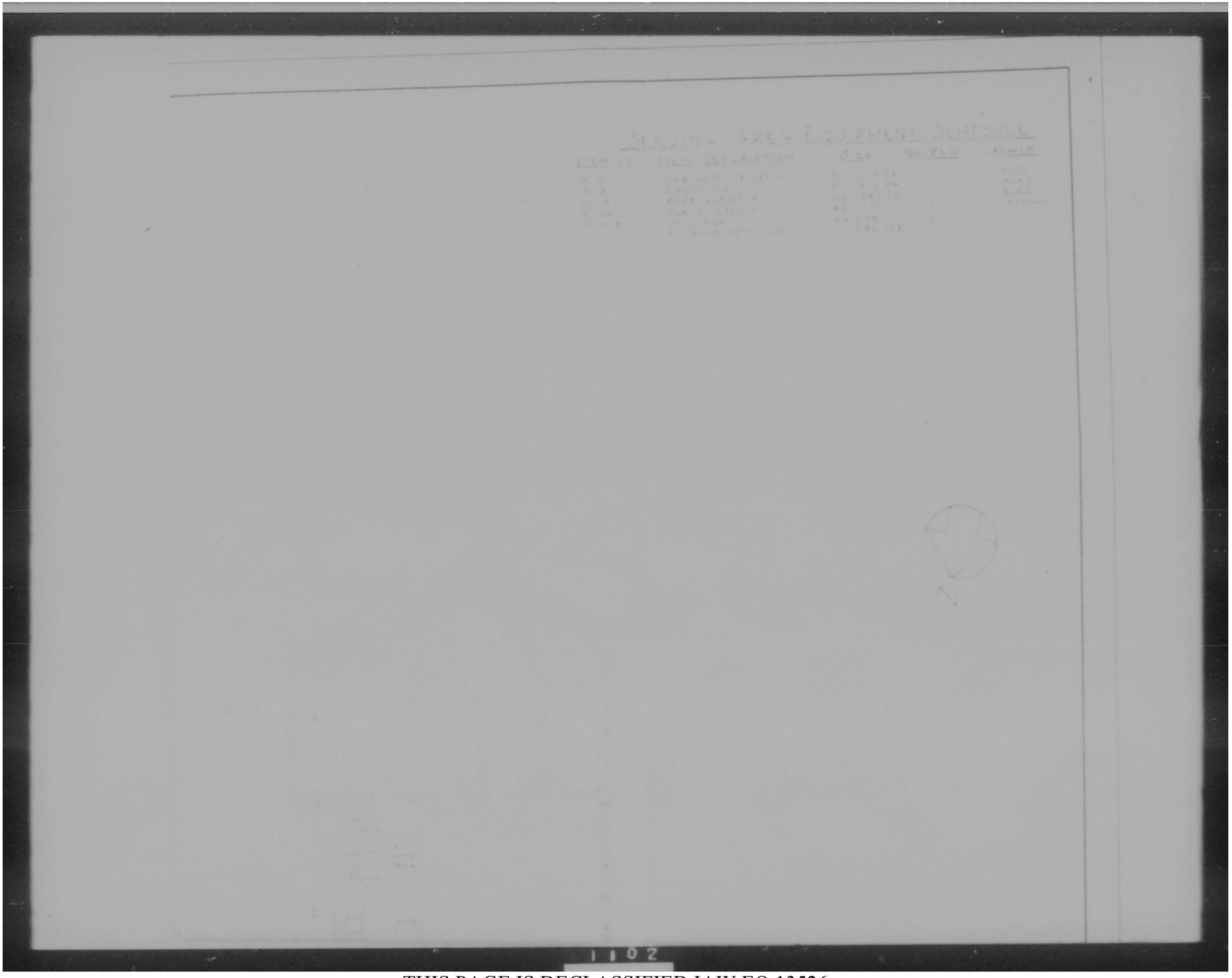

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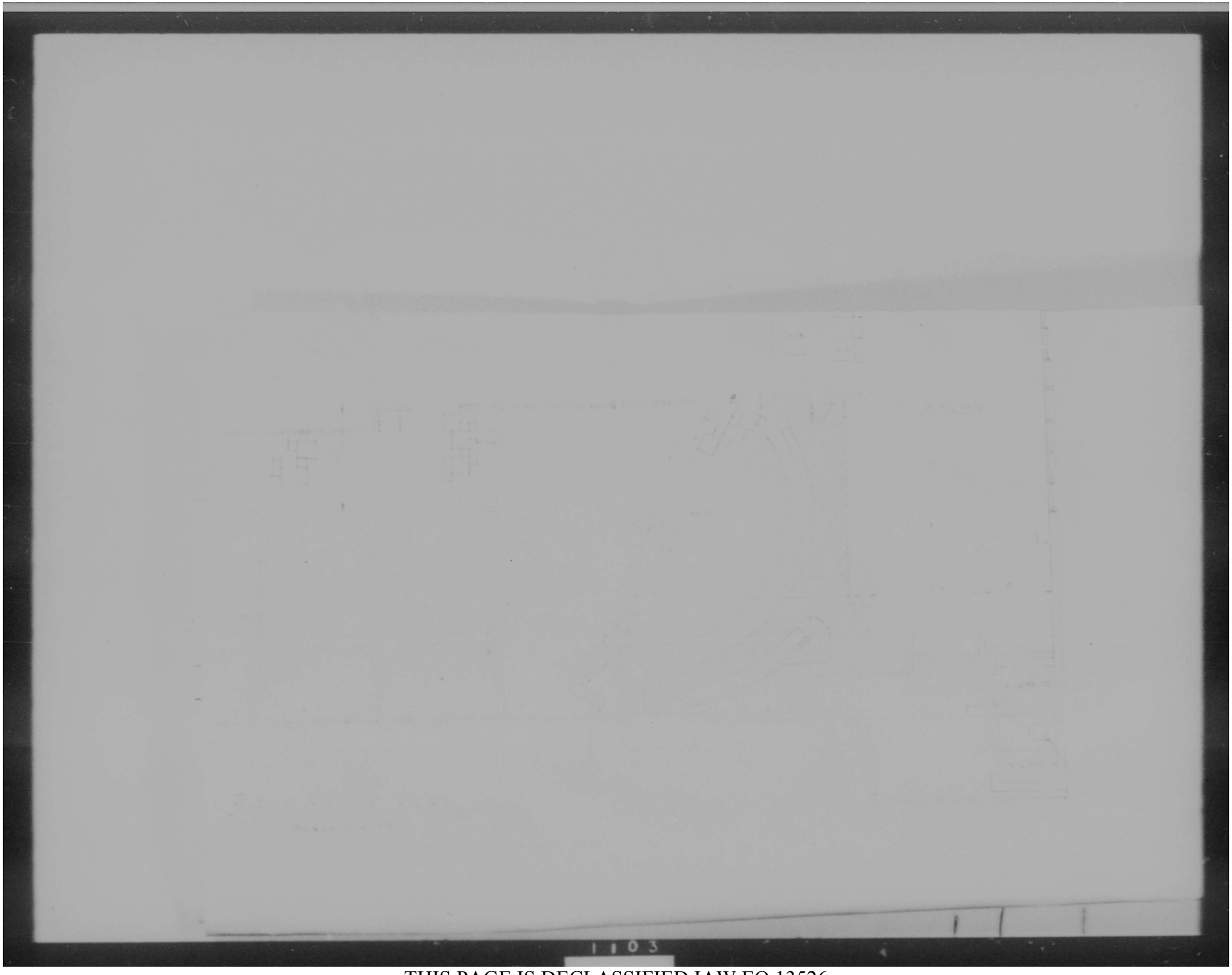

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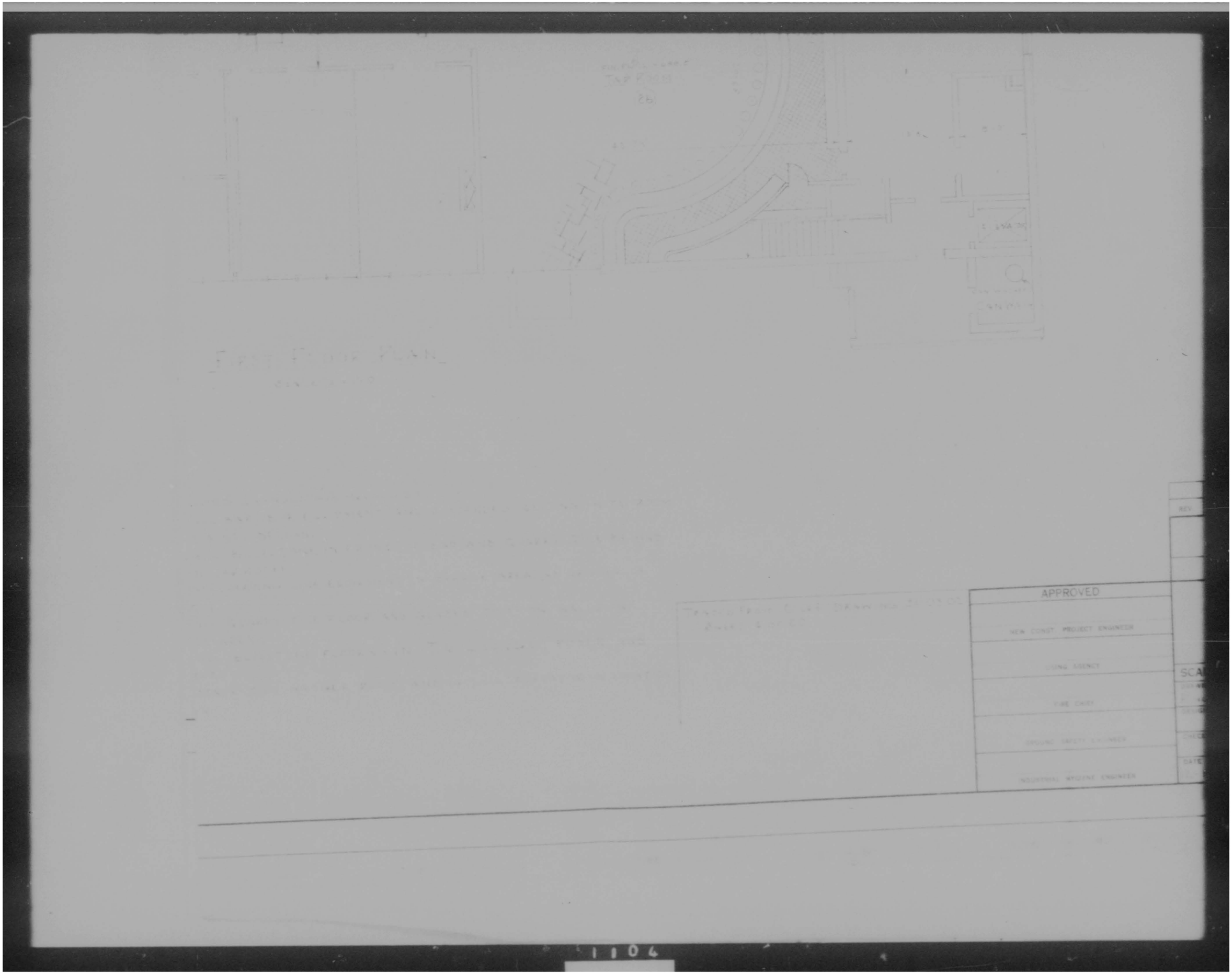

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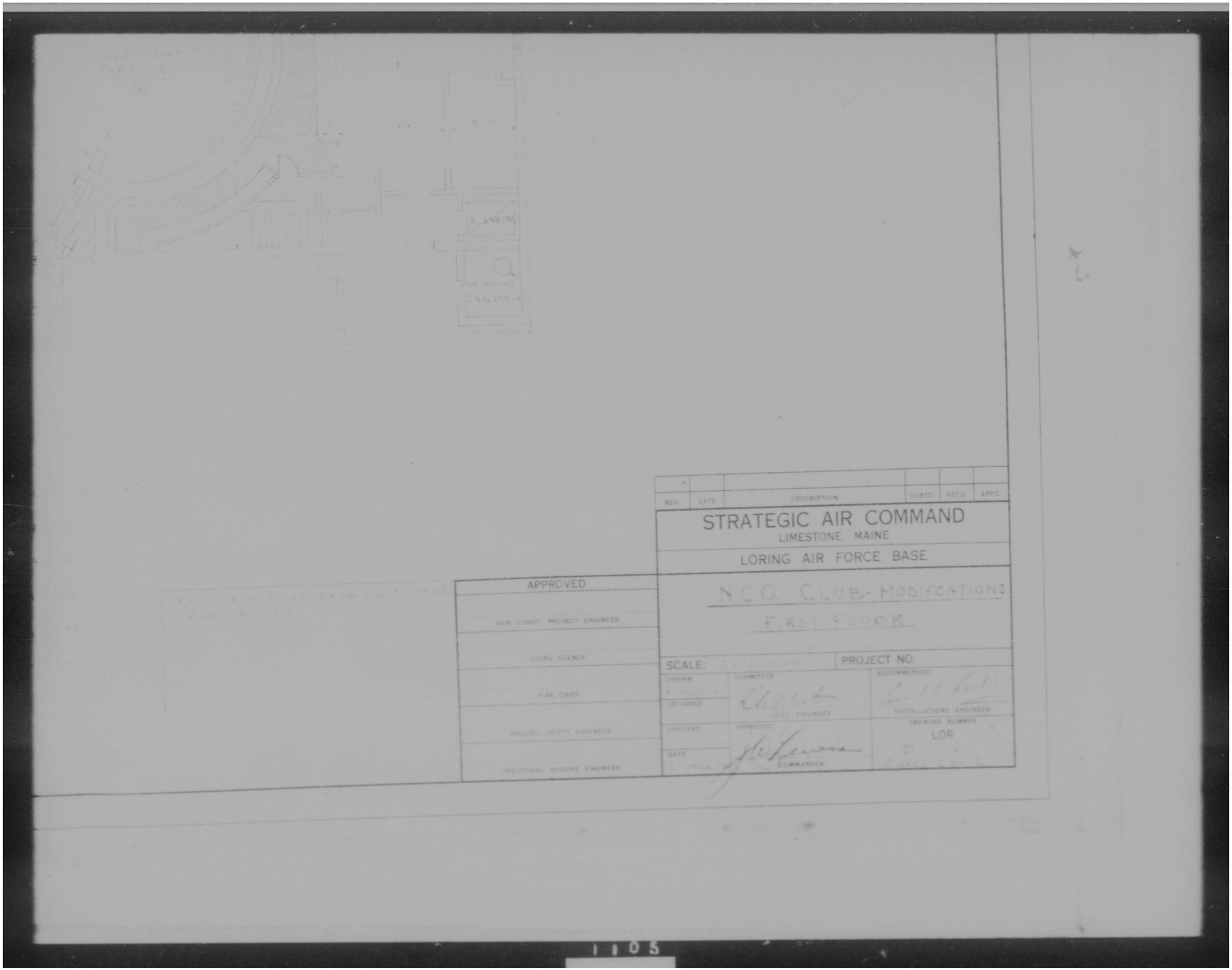

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STRATEGIC AIR COMMAND
LIMESTONE MAINE

ROOM FINISH SCHEDULE

ROOM NO.	ROOM	FLOOR MATERIAL	BASE MATERIAL	WAINSCOT MATERIAL	WALLS MATERIAL	CEILING MATERIAL	REMARKS
BASEMENT							
3	MENS TOILET	CERAMIC TILE	CERAMIC TILE	CERAMIC TILE	KEENE CEM PLASTER CONCRETE & CONC BLOCK	CONCRETE ACOUSTICAL TILE	
7	BAR, BACHELOR	CONCRETE	NONE	NONE	CONCRETE & CONC BLOCK	CONCRETE	
10	ELEVATOR MACHY ROOM	CONCRETE	NONE	NONE	CONC BLOCK	PLASTER & WOOD JOISTS	
11	ELEVATOR WELL	CONCRETE	NONE	NONE			
FIRST FLOOR							
26	TAP ROOM	WOOD BLUESTONE	WOOD	PLYWOOD	½" GYPSUM BD	TILE ACOUSTICAL TILE	
39	FOYER	BLUESTONE	WOOD	PLYWOOD	½" GYPSUM BD	⅞" GYPSUM BD	
40	T.V. LOUNGE	BLUESTONE	WOOD	PLYWOOD	½" GYPSUM BD		
42	CORRIDOR	BLUESTONE	WOOD	PLYWOOD	½" GYPSUM BD	ACOUSTICAL TILE	
41	CON. WASH	CONCRETE	NONE	NONE	CONC BLK	PLASTER	

NOTE: THIS SCHEDULE INCLUDES ONLY THOSE AREAS WHERE MATERIALS CHANGE

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ROOM FINISH SCHEDULE

ROOM	FLOOR MATERIAL	BASE MATERIAL	WAINSCOT MATERIAL	WALLS MATERIAL	CEILING MATERIAL	REMARKS	PAINTING
	CERAMIC TILE	CERAMIC TILE	CERAMIC TILE	KEENE CEM PLASTER	CONCRETE		
	CONCRETE	NONE	NONE	CONCRETE & CONC BLOCK	ACOUSTICAL TILE		
	CONCRETE	NONE	NONE	CONCRETE & CONC BLOCK	CONCRETE		
	CONCRETE	NONE	NONE	CONC BLOCK	PLASTER & ROCK JOINTS	EXPOSED CONCRETE	
	FLAGSTONE	WOOD	PLYWOOD	½" GYPSUMBD	ACOUSTICAL TILE		
	FLAGSTONE	WOOD	PLYWOOD	½" GYPSUMBD	ACOUSTICAL TILE		
	FLAGSTONE	WOOD	PLYWOOD	½" GYPSUMBD	½" GYPSUMBD		
	FLAGSTONE	WOOD	PLYWOOD	½" GYPSUMBD	ACOUSTICAL TILE		
	CONCRETE	NONE	NONE	CONC BLOCK	ACOUSTICAL TILE		

NOTE: THOSE AREAS WHERE MATERIAL CHANGES ARE EXPOSED

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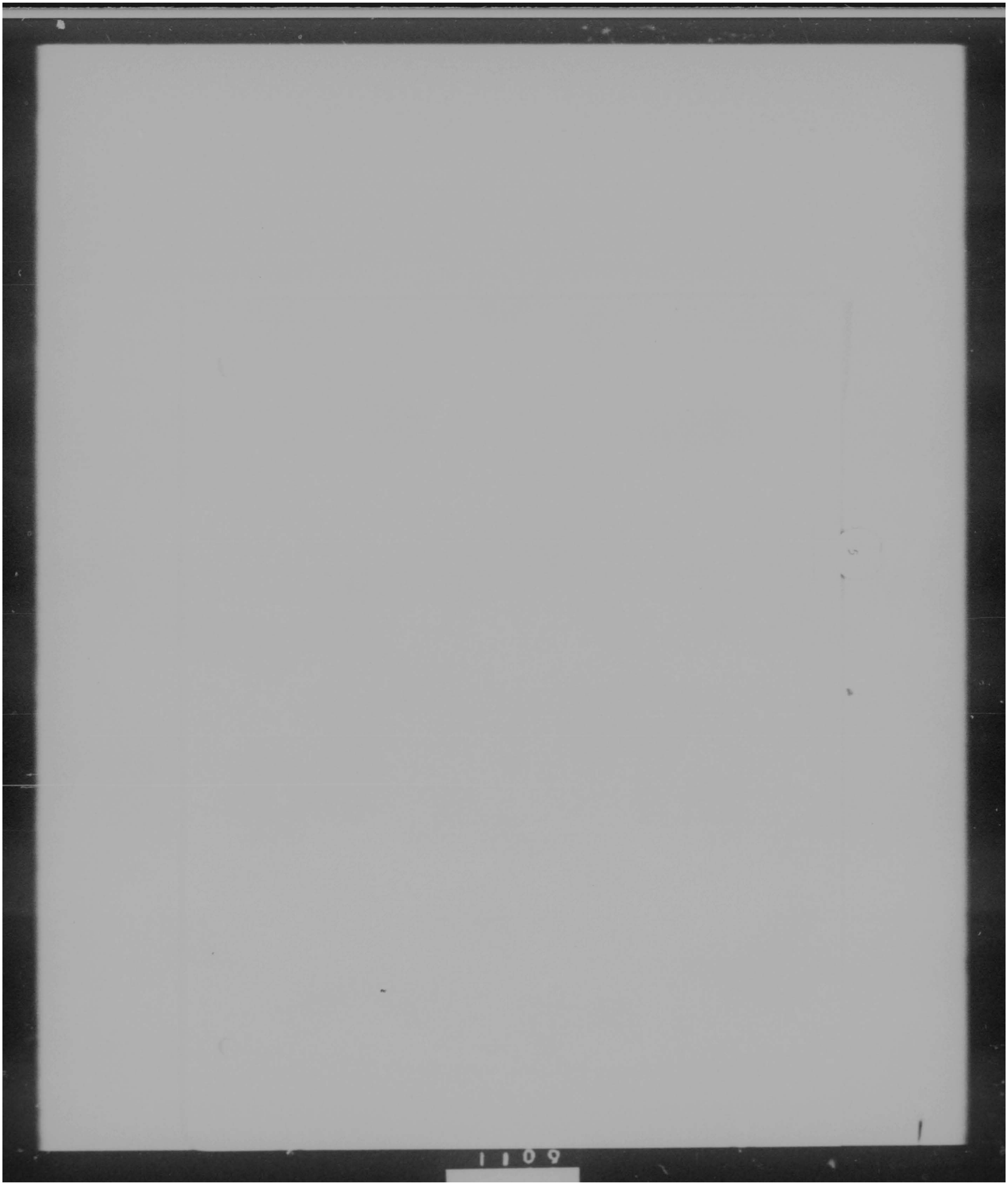

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DISPOSITION FORM

FILE NO. | SUBJECT: Historical Report - 1 to 31 March 1956

TO: Stat Svs Office | FROM: ADP | DATE: 18 Apr 56 | COMMENT NO. 1

I. INTRODUCTION:

This History for the period 1 to 31 March 1956 tells the story of the progress made and areas for improvement by reflecting trends on a quarterly basis and correlating results attained with respect to requirements.

II. CHANGES IN DIVISION PERSONNEL:

Colonel Jerome Carter, 19683A, assumed command of the 45th Air Division on 17 March 1956 upon the departure of Brigadier General William E. Martin, 16074, on TDY for transition training in B-52 aircraft at Castle Air Force Base, California.

III. PERSONNEL MANNING:

The bodily manning improved during the period 1 January - 31 March 1956. The effective manning, however, does not present a true picture because continued B-36 operation imposes requirements not reflected in Unit Manning Documents for B-52 aircraft. Overseas and zone of interior transfers and PCS school quotas have had a further adverse effect upon effective manning. Quarterly trends are reflected below:

a. OFFICER MANNING:

Headquarters 45th Air Division

MONTH	AUTH	ASGD	% BODY MANNED	MRS*	% MRS	% CHANGE
Jan 56	10	8	80%	8	80%	
Feb 56	10	9	90%	9	90%	
Mar 56	10	8	80%	8	90%	+ 10%

424 Bombardment Wing

Jan 56	398	485	122.%	281	71.%	
Feb 56	398	486	122.%	293	73.6%	
Mar 56	398	499	125.%	304	76.4%	+ 3.4%

424 Air Base Group

Jan 56	129	124	89.2%	113	81.3%	
Feb 56	127	122	96.8%	108	85.7%	
Mar 56	127	120	94.5%	107	84.2%	+ 3.0%

* Manning In Required Specialties

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b. ATTACH MANNING:

Headquarters 45th Air Division

MONTH	AUTH	ASGD	% BOTH MANNED	NIRS*	% NIRS	% OVERAGE
Jan 56	7	7	100%	7	100%	
Feb 56	7	7	100%	7	100%	
Mar 56	7	7	100%	7	100%	

42d Bombardment Wing (Direct Support Skills)

Jan 56	1562	1493	95.6%	596	39.9%	
Feb 56	1536	1479	96.2%	594	38.4%	
Mar 56	1536	1473	95.9%	672	43.8%	+ 4.4%

42d Bombardment Wing (Indirect Support Skills)

Jan 56	703	764	108.7%	429	61.0%	
Feb 56	699	779	111.4%	419	60.1%	
Mar 56	699	749	107.2%	445	63.6%	+ 3.5%

42d Air Base Group

Jan 56	1851	1802	97.3%	1326	71.6%	
Feb 56	1858	1861	101.1%	1344	72.3%	
Mar 56	1880	1914	101.7%	1366	72.6%	+ 1.5%

c. Action to Improve Manning:

(1) During this period, command requisitions were submitted monthly for all existing vacancies in officer personnel. Continuing action was taken to insure officers were assigned to authorized positions. Ineffective manning, however, resulted from personnel required for B-36 operations and an excess of officers with directed duty assignments being assigned to positions with no DDT vacancy.

(2) Although airmen effective manning improved slightly, greater emphasis on the On-the-Job Training program at squadron level is essential. The 1620 airmen in the OJT program is almost double the number of 856 airmen in the program as of 1 July 1955 but the average number of 115 airmen upgraded each month during 1955 has only increased 26% to 161 airmen upgraded each month during 1956. Since projected losses by transfers and separations of

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airmen with higher skill levels than their replacements cannot be accurately predicted, minimum monthly requirements for upgrading action are estimated by dividing the difference between the personnel authorized and those effectively assigned in required specialties by the number of months remaining in the calendar year. Wing requirements will increase in April, however, when the new UMD for 15 instead of 10 aircraft per squadron becomes effective. The below tabulation shows that the average monthly minimum requirement of 181 upgrading actions was not met by an average of 145 airmen upgraded each month during 1 January to 31 March 1956.

MONTH	JANUARY			FEBRUARY			MARCH		
UNIT	OF	AC	UIC	OF	AC	UIC	OF	AC	UIC
REQUIREMENTS	525	1138	1663	513	1252	1765	514	1118	1632
NO. UPGRADED	54	41	95	29	35	64	104	134	238
CUMULATIVE NO. UPGRADED				83	76	159	187	210	397
MONTHLY AVERAGE UPGRADED				41	38	79	62	70	185
ESTIMATED MINIMUM MONTHLY REQUIREMENTS							57	124	181
SURPLUS OR DEFICIENCY							- 54	- 14	

4. Areas in which critical shortages exist (Officer):

(1) Officers:

AFSC	TITLE	AUTH	ASGD	PLANNED
1435	Air Operations Officer	9	5	33.3
1234	Armament Sys Officer	6	3	50
4316	A/C Maint Staff Officer	6	3	50
6424	Supply Officer	10	0	00

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OF, ADF, Subj: Historical Report - 1 to 31 March 1956 (cont'd)

(2) Airmen:

AFSC	TITLE	AUTH	ASGD	% MANNED
271-0	Air Operations	15	10	66.6
301-1	Elect Nav Mt Tech	7	4	57.2
321-0C	Bom Nav Sys Mech	4	1	25
321-0E	Bom Nav Sys Mech (E Series)	4	1	25
321-0K	Bom Nav Sys Mech	3	0	0
323-0G	Tur Sys Mech	46	0	0
323-1G	Tur Sys Mech	30	0	0
421-2	Hyd Rpr	99	45	45.4
422-1	Accy Eq	50	14	28
423-0	Elect Rpr	220	77	33.8
431-1E	Acft Maint	449	35	7.8
472-0	Grd Power Equip	50	26	44.8
562	Gas Gen Plant	11	5	45.4
581-0	Parachute Rigging	15	5	33.3
581-1	Fab Leather Wkr	14	3	21.4
602-1	Freight Traf Spec	5	1	20
621	Baker	16	8	50
641-1	Orgn Supply	70	36	50
641-2	Supply Records	66	35	53
651	Procurement	7	1	14.2
702	Admin	191	127	66.5
702-3	Legal	3	1	33.3
732-0	Class	15	8	53.3

e. Attachment 1 lists the short shipments of projected input of airmen. Of the 1566 incoming airmen projected for this station by 1 May 1956, 322 airmen or 20.6% of the total projected input through 31 March 1956 had not arrived.

IV. ON-THE-JOB TRAINING PROGRAM:

Since the majority of the 1566 projected incoming airmen will be unskilled or semiskilled airmen to replace fully qualified airmen losses by discharge or transfer, ultimate accomplishment of the unit mission will depend upon the effectiveness of our OJT program. Continuing supervision at squadron level is essential to insure that the maximum number of airmen are trained and upgraded in a minimum of time. The below tabulation shows that the percentage of airmen in the program over 5 months has increased to a present high of 29.8% during the period 1 January to 31 March 1956.

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SAFETY FILM

NUMBER OF AIRMEN ON OJT BY NUMBER OF MONTHS IN PROGRAM

MONTHS IN PROGRAM	JANUARY			FEBRUARY			MARCH		
	GP	WG	DIV	GP	WG	DIV	GP	WG	DIV
Total	692	740	1432	681	777	1458	746	869	1620
1 Month	237	205	442	84	83	167	143	127	270
Total	455	535	990	597	694	1291	603	742	1350
2 Months	192	98	290	235	173	408	83	80	163
Total	263	437	700	362	521	883	520	662	1187
3 Months	65	76	141	141	97	238	233	160	393
Total	198	361	559	221	424	645	287	502	789
4 Months	54	65	119	64	71	135	114	94	208
Total	144	296	440	157	353	510	173	408	581
5 Months	36	125	161	48	64	112	35	63	98
6 Months or More	108	171	279	109	289	398	138	345	483
Percentage	15.6%	23.1%	19.2%	16.0%	37.1%	27.4%	18.5%	39.8%	29.8%

Records of the Base OJT Administrator reveal that many airmen have obtained qualifying scores in applicable Air Force Job Knowledge Tests (AFJKT) and Airman Proficiency Tests (APT) but have not been upgraded. Many of these airmen have possessed a qualifying score for long periods of time.

It is recognized that passing an AFJKT or APT only indicates that the airman possesses the minimum technical knowledge for upgrading but may not have demonstrated by on the job performance that he is qualified. The training of these airmen to the level where they are considered qualified by their supervisor should only require a minimum of additional time. Failure to upgrade these airmen when qualified vitiates the effect of our OJT program and does not present a true picture of our skilled inventory.

V. SUMMARY:

The shortage of fully qualified officers and airmen in required specialties has resulted in an unbalanced distribution of work load and loss of efficiency. Too often supervisors do the work of their subordinates to meet established suspense dates instead of training each subordinate to do his assigned task. Individual training complements unit training. Only when

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[redacted], ATT, Subj: Historical Report - 1 to 31 March 1956 (cont'd)

each commander and supervisor emphasizes that training of subordinates is a command responsibility, will effective manning in required specialties be improved and better management result. How well we accomplish desired results depends upon maximum utilization and development of personnel resources available at each echelon of command.

John B. Farrell

[redacted] USAF
Colonel, USAF
Director of Personnel

ATTACHMENT 1
Accumulated
Short Shipments

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ACCUMULATED SHORT SHIPMENTS
MARCH 1956

AFSC	Dec 55		Jan 56		Feb 56		Mar 56		Accumulated
	Proj	Arr	Proj	Arr	Proj	Arr	Proj	Arr	Short Shipment
23230					2	1			1
23330					1	1	1	0	1
29130	4	0	3	0	2	1	10	2	16
29370	1	0							1
29352	2	0	0	2	10	1	0	4	5
30131A	0	1	8	6	7	0	7	1	14
30432A					1	0	1	1	1
30452A			3	2	3	1	0	2	1
30433A							1	0	1
32130A			10	1	4	12	14	8	7
33130					8	5	0	8	0
36230					1	0	2	1	2
36231							1	0	1
36330							1	0	1
40132							1	0	1
40230							5	1	4
42230			0	1	7	5	21	2	20
42231							11	7	4
42330	1	3	19	0	2	11	15	9	14
42331	0	1	1	2	3	0	3	0	4
43131E			0	11	21	11	54	11	42
43231	57	0	12	10	0	2	8	7	58
46130	35	8	0	16					11
47131	9	10	6	0	15	3	12	4	25
7132	13	11	4	1	1	0	1	0	7
47230	15	13	0	2	2	1	7	7	1
53470							1	0	1
57130	1	1	2	4	5	1	2	4	0
62230	0	7	13	15	26	13	23	27	0
64132							15	4	11
64330	8	8	21	1	3	1	0	2	20
67230	2	3	6	0	2	2	1	0	6
70250	0	1	2	2	7	3	0	4	0
73231	9	10	7	2	8	2	2	3	9
77130	26	29	30	29	9	0	17	3	21
90230	7	3	4	5	0	1	4	3	3
90630	0	2	3	2			0	1	0
9061X1			2	0					2
90730			1	0					1
92230			5	1	0	4	5	0	5
98130					2	1	0	2	0
								Total	322

ATTACHMENT 1

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HEADQUARTERS 45TH AIR DIVISION
LOCKBOURNE AIR FORCE BASE, OHIO
10 APRIL 1956

B-52 CONVERSION PROGRESS REPORT # 5

FOR

45TH AIR DIVISION (SAC)

This Progress Report Contains Pages.

45AD OPLAN 5-56
10 APRIL 1956

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FORWARD TO PROGRESS REPORT # 5

SECTION I - GENERAL

1. As the 45th Air Division progresses into the established conversion Program it was determined necessary to consolidate the reports of progress made by the 42d Bombardment Wing and 42d Air Base Group to eliminate duplication of effort, and to insure positive coordination and communications between both activities. This report is the first consolidated 45th Air Division Progress Report and should be treated as Progress Report #5 to those previously submitted.

2. In conjunction with the consolidation of the previous progress reports a reading file containing data pertaining to progress made, or completed actions relative to the B-52 conversion program is maintained within the office of the Director of Operations, 45th Air Division. In addition, charts are maintained currently and are permanently displayed by the Comptroller of the 42d Bombardment Wing in accordance with the personal desires of the Commander, Eighth Air Force.

3. Necessary changes in the 45th Air Division Programming Plan 1-55 were accomplished in accordance with change #1 to Eighth Air Force Programming Plan 27-55, dated 16 March 1956.

SECTION II - MAJOR PROBLEM AREAS

4. The following listed problem areas are beyond the capability of this command to correct or show appreciable accomplishment without the assistance of higher headquarters.

a. Materials:

(1) JP-4 Seal Coating is not currently programmed for the refueling pit areas which also provide access to the parking stubs. PROJECT NO. LOR 6737 has been submitted requesting additional funds in the amount

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of $52,000 to accomplish this requirement. (Refence Page 2, Item 1a)

(2) The action to delete the movement of taxiway lights five foot outside of light duty pavement from the 1958 MCP is considered a deficiency in the overall B-52 Program. (Reference Page 2, Item 1b)

(3) Requirement for power and lights to seven dock stands in addition to those contained in the 1957 M&O funds were deleted. This deletion is not consistent with current equipping documents. (Reference Page 3, Item 1f.)

(4) Command assistance is requested in procurement of cannon plugs necessary for the locally fabricated M&A Bomb-Nav System Flyaway Benches. (Reference Page 6, Item 2b.)

(5) Command assistance is requested in obtaining necessary supervision from AMC for the erection of B-52 dock stands. (Reference Page 10, Item 8.)

b. Operations:

(1) Concerted command effort is required to insure the development of a B-52 Tactical Doctrine by the time the 45th Air Division becomes combat ready in B-52 aircraft. (Reference Page 17, Item 67.)

c. Personnel:

(1) While 75% of the officer manning for the B-52 simulator has been programmed from local resources, to date no positive information has been received indicating the assignment of airman technicians for the simulator from Castle AFB. (Reference Page 24, Item 105b.)

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5. Concerted effort by higher headquarters to correct or eliminate the cited problems should aid this command in completing its conversion program on schedule.

W. K. MARTIN
Brigadier General, USAF
Commander

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Detailed Command Actions

Pertaining to

PROGRESS REPORT #5

to

45TH AIR DIVISION PROGRAMMING PLAN 1-55

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REPORT OF DIRECTOR OF MATERIEL

SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
1. Rehabilitation of Existing Facilities	Determine requirements for rehabilitation and/or modification of facilites, and submit necessary correspondence to AIO, as indicated.	a. JP-4 Seal Coat: Fiscal year '56 M&O Project is approved. Contract is let to be completed in July 56. (This project is for hardstands only.) This station has requested by PROJECT No. LOR 6757, $52,000. If approved for this construction season, with refueling pits, warm up ramps, and big parking apron should be completed by September 56.	20%	2
		b. Taxiway Lights: Cone type lights being replaced by "clamp on" lights. A project is included in the '57 M&O Program to replace clamp on lights with semi-flush mounted lights at taxiway intersections. A 58 MCP Category III item to move taxiway lights to 5 ft. outside of the light duty pavement was deleted. This is considered to be a major deficiency in the overall B-52 program.	25%	2
		c. Luria Docks: Funds have been allocated in the fiscal year '56 MCP to modify 5 Luria docks. Waiver requested on 14 March to delete line of sight criteria. Funds requested in '58 MCP to modify 3 remaining Luria Docks. Modification is under process of re-design by Air Force Installations Regional Office. No estimate on completion of re-design. All projects are USAF directed and have a Category I priority. Base Installations Engineer says these modification projects cannot possibly be completed this Summer due to the length of time required to procure steel.	10%	1
		d. Multi-Purpose Docks: 7 original docks will be modified by September 56. This work is being performed using 56 M&O funds. Change order on original contract includes larger door. 11 new docks will be modified by the Corps of Engineers by September 56.	25%	2

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
		e. Modify D.C. Hangar for B-52 Operation: Phase I 100%. Phase II Contract award scheduled during May 1956.	50%	5
		f. Power & Lights to Maintenance Stands: An item is included in the '57 M&O Program to furnish power and lights to 7 docks stands. This headquarters has indicated a requirement for 7 additional dock stands. Information from AIO indicate that 8th Air Force Materiel Section eliminated request for funds for 7 additional dock stands because they felt we would get no more stands. This headquarters fails to understand this decision, because all equipping documents were based upon a requirement for 3 post-flight docks per squadron and 6 Periodic Docks.	10%	1
		g. Mono Rails, Stand for Refueling Doors, Curb for Aircraft Parking, Ramps for Outrigger Gear: A work order covering these items is being prepared and will be forwarded to AIO by 15 April. To assure the accuracy of this installation the decision has been made to hold this work order in abeyance until receipt of aircraft.	0	0
		h. Flight Simulator: Past plans had the Flight Simulator temporarily located in the old Bakery Building. The Tech Rep. concerned with the Flight Simulator came on the station and is concerned over some aspects of the building selected for a temporary site. He has returned to the factory to evaluate the building and make a decision on the feasibility of the installation. The new building is a '57 MCP item. Present information indicates receipt of the simulator on the station in July 56. Projected completion date of the building is not approximately 1 year later. If the	10%	1

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
		h. (continued) Bakery Building cannot be utilized as a temporary site for the simulator, a major problem exists.		
		i. Replace south asphaltic concrete Holding Pad with Portland Cement Concretes: Includes initial submission of FY 58 MCP. Unless USAF directed this item will be lost from 58 MCP as stated USAF policy regarding 58 MCP is that only FY 56 & 57 fall out items and USAF directed items will comprise FY 58 MCP.	0	0
		j. Refueling Pits: We presently have: 10 outlets on Parking Apron I 5 outlets on Parking Apron II 6 outlets on Big Parking Apron A project to put an outlet on each stub in Parking Aprons I & II is included in the '58 MCP. SAC denied a request to move this item into the '57 MCP. A project for an additional 6 hydrants with 12 outlets on Parking Aprons 2 and 3 is included in the '57 MCP.	25%	2
		k. JP-4 to Hydrants: The bulk storage plant has a Briggs Filter Conversion Unit installed. Pump Houses 1 and 3 have been converted to JP-4. Pump Houses 4 and 5 will be converted to JP-4 subsequent to 15 June 1956 and not later than 1 Sept 1956, depending on local requirements.	50%	5
		l. Parachute Tower: A project #LOR6651 will be submitted 6 April which includes hoists, fan platforms, and additional heating. Will try and get funds from '56 M&O Savings.	50%	5
		m. Taxi Lines and Nose Wheel Spots: Present Taxi Lines and Nose Wheel Spots are considered adequate. This item is considered complete.	100%	10

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
2. New Construction	Coordinate with AIO on programs of new construction items.	a. Jet Engine Test Stand: Phase I is 20% complete. (Foundation and Shelter) Estimated completion of Phase I is 15 May 56.	25%	2
		b. Liquid Oxygen Plant: One plant in a temporary location will be in operation by 15 April. One 500 gallon storage tank and a 50 gallon servicing tank are on hand. Request for UAL Change for one additional plant and two additional 500 gallon storage tanks has been approved by 8th Air Force and gone forward to SAC.	30%	3
		c. Pneudraulic Cell Test: The requirement has been submitted to the AFIRO and is to be included in the Phase II construction of the new hangar. Estimated completion date is questionable. An item for necessary instrumentation is included in the '57 M&O Program.	10%	1
		d. Utility Connections for APU Equipment at Parking Positions and Maintenance Hangars: Project No. LOR75-57 scheduled for submission for technical review to 8th Air Force on 9 April 1956.		
		e. Distilled Water: We are investigating the possibility of using a de-mineralizer to support B-52 operations. We will, however, need one 25,000 gallon storage tank. A 1956 M&O Project to install two 25,000 gallon storage tanks for "Nightlife" requirements is in question because the low bid was higher than the money authorized. Dependent on actual "nightlife" requirements, we may be able to use one of the tanks programmed in the !56 M&O Program. SWP staging orgainizations are being queried as to their exact requirement for a 25,000 gallon storage tank for distilled water.	10%	1

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
		e-1. Water Alcohol Storage Facility: Contract not awarded. Still awaiting additional funds. Work can start 1 May 56, if funds are provided. Command assistance on this item is indicated. Project No. LOR 41-56 has been forwarded from CINCSAC to OFS-USAF by TWX DM-7B2-22532 dtd 19 March 1956.	23%	2
		f. Harmonization Range and Compass Rose: Work on the Compass Rose is approximately 45 days ahead of schedule. Firing-in butts were deemed non-essential, and deleted from the contract.	50%	5
		g. Power for K System Mock-ups in the A&E Shop: Procurement of local purchase items is preventing installation of Power Generators for the Bomb-Nav System. One panel has been received. Three generators are hooked up. Action is still pending on other panel.	25%	2
		h. MA-6A Bomb-Nav System Flyaway Benches: This equipment is a Z account item. 8th Air Force has advised that the first of four benches will not be available until June 1956. During the interim period, this organization will fabricate a temporary cable set to provide minimum capability. Command assistance requested in procurement of cannon plugs, for this construction.	10	
9. Additional Space Requirements.	Determine requirements and submit to Base Space Allocation Board.	Storage Space for 263 Equipment: The majority of this equipment will not be turned over to the A&E Squadron for storage and inspection. Temporary utilization of the TAC Engineering Buildings, each of which, is heated and has about 4000 sq ft of storage space, for this activity. Engineering offices will be moved into the office space in the multi-purpose docks. Upon completion of project "Theme Song" this 263 activity will be housed in Bldgs. 8150 & 8155.	95%	

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
4. Z Accounts (Supply)	Take action necessary for maintenance of accurate B-52 supply status data on the following:			
	a. Equipment items: "A" Account	a. 473 line items received to date.	47%	5
		a-1. 42d Bomb Wing requirements have been submitted to Base Supply.	100%	10
	b. Equipment items: non "A" Account	b. 1157 line items received to date.	54%	5
	c. Equipment items: local purchase	c. Purchase requests (for fourth quarter) of these items are awaiting availability of funds. It is believed that funds will be available by 1 April 1956.	0	0
	d. Table II support for 15 aircraft on automatic AFSD.	d. 83% complete to date.	83%	8
	e. Initial support of Flyaway Kit spares for B-52 aircraft.	e. AFSD is in process of EAM sorted. Brownline listing EAM cards and memo instructions will be furnished this base on or about 6 April 1956. Reference OCAMA message QCSWA-3-161-11-E, B-52 prime Weapons Branch, dtd 20 Mar 56. Classified message received from SAC stating that they concurred with OCAMA on AFSD action for B-52 authorization and initiation date of same.	0	0
	f. Initial support of QEC's.	f. Shipments are being received on QEC's for the B-52 aircraft. A total of 10 left hand and 10 right hand kits have been received to date.	90%	9
	g. Disposition of excess B-36 spares.	g. All 263 equipment is constantly being screened by Base Supply personnel in which SAC controlled and non-controlled items are separated. Process has been started on shipping SAC non-controlled items back to the appropriate depot. Disposition is being requested on controlled items thru SAC Headquarters. Dispostion was received on 9 each 41 engines and were shipped to Fairchild AFB. Telephone call was received from 8th AF regarding	20%	2

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
		shipment of 11 each excess D-model powerpacks. Instructions will be forwarded within the near future to this base by higher headquarters.		
	h. Disposition of B-36 excess equipment.	h. All B-36 spares rendered excess over and above redistribution requirements will be shipped automatically to the appropriate AMC Depot. Reference 8th AF message MDS 33030 dated 16 March 56.	05%	1
	i. Disposition of B-36 Flyaway Kit Spares	i. Biggs AFB advised that their requirements for FAK Spares were limited to B-36 J and H Model aircraft. They further requested a listing indicating dates these items could be made available for shipment. Upon receipt of this information, Biggs AFB will furnish this base an itemized and quantitive listing which will include shipping and marking instructions.	15%	1
	j. Insure transfer of TOC Kits with B-36 aircraft by serial number.	j. TOC Kits are transferred in accordance with disposition instructions received for each aircraft.		
	k. Status of Flyaway Kits for B-52s.	k. No list has been published at this time. A list will be compiled by FAK Officer in coordination with, Wing Supply Officer from information obtained from 93rd Bomb Wing and OCAMA		
263 Property. Changed to DD Form 780 property	l. Secure a list of installed equipment for use of acceptance teams. Request authorization shortages.	l. DD Form 780 comes with each aircraft. Staff visit to Castle AFB will procure one of these lists.	05%	
Provision of Parts Breakdown B-52 Aircraft.	m. Secure from factory or from Tech Rep for use by Supply Liaison.	m. Supply Liaison has contacted Tech Reps and is obtaining lists from these personnel as they are phased into Loring.	50%	

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	SUBJECT	ACTION NECESSARY	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
	U.A.I.	n. Action Completed(8 Feb '56 Report) (Line #20 - 42d Bomb Wing Progress Report (WDM))		100%	10
	Parts Lists	o. Secure a bench Stock List, pre-issue list and a master and frequently used parts list from Castle AFB.	o. Listings have been received from Castle AFB as requested. The lists are being evaluated at the organizations concerned.	50%	5
	ECL	p. Submit requirement for ECL's pertaining to B-52's to Base Publications. Follow up with Eight Air Force.	p. ECL's received. Action completed.	100%	10
5.	Engine Build-up	Prepare a complete plan to set up the J-57 engine build up line and jet engine minor repair section.	Approximately 75% of tools & equipment have been received and are in the process of being set up. Modification of J-57 engine slings to fit overhead monorail has been started. A complete bench stock level cards have been established from the recent TDY to Castle AFB. This bench stock system is all prepared for operation as soon as we receive the engine build up kits. A time study was made at Castle AFB on building up J-57 engine an average of 65 man-hours per engine to take the engine from the storage container to put it in FAK status. Approximately 10 personnel from Castle AFB will arrive on this station May 1956. They will consist of engine build up men, minor repair inspectors of J-57 Test Stand NCOIC. Most of the personnel are 7 levels and will be transferred here PCS. All "D" model A/C Equipment has been turned in to supply, such as Engine build up parts, 41 engine dollys and stands. E.B.U. is retaining enough parts to build up at least one complete 53 QEC in an emergency sometimes due to configuration.	25%	2

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
6.	Jet Engine Test Stand	Action completed (8 Feb '56 Report)	Line 37, 42d Bomb Wing Progress Report (WDM)	100%	10
7.	Aircraft Jacking	Publish procedures and responsibility for jacking B-52 aircrafts.	Personnel TDY at Castle are getting Jacking procedures. Pressure guages are on hand and will be installed in jacks.	60%	6
8.	B-52 Dock Stand	Establish locations for erection of B-52 Dock Stands and coordinate with higher Headquarters and AMC for assistance in the erection of subject docks.	B-52 stands are being moved to the erection site at the present time. Stands will be erected whenever labor is provided for this purpose. AMC has been requested to furnish necessary support. Command assistance has been requested in this matter.	25%	2
9.	Cowling Racks	Determine requirements for local fabrication of cowling racks and initiate action for local manufacture.	Authorized 60 in "Z" account. 36 are being shipped due in 15 April. Balance to be shipped in May and June.	20%	2
10.	Engine Conditioning.	Establish procedures of engine conditioning of J-57 engines.	Tech Rep has attended factory course. He will be sent to Castle for a period of indoctrination. Planning calls for the Tech Rep to give instruction to a small number of highly skilled personnel.	75%	7
11.	Time Standards (man hours)	Action Completed (9 March Report)	Line #28 42nd Bomb Wing Progress Report	100%	10
12.	Post Flight and Intermediate Inspections.	Determine the frequency and manhours required for Post Flight Intermediate Inspections of aircraft.	Tech Order 1B-52A has been received at this installation.	100%	10
13.	Acceptance Inspection.	Establish a procedure for inspecting new aircraft and allocations to squadrons.	An acceptance team will be formed in accordance with 42d Bomb Wing TMI #16, Subject: Aircraft Movement Teams.	50%	5
14.	Group Powered Equipment.	Establish a school for the operations of the Ground Powered Equipment for all maintenance personnel.	The MTD Familiarization Course includes a course on MD-1 Power Cart. (9) personnel from the Ground Powered Shop are attending training technical course off the station. Personnel completing MTD will be checked out in the Ground Powered Shop by M.S.I.	50%	5

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	2 INDEX
15.	Squadron Flying Schedule	Determine the most desirable flying schedule for the accomplishment of Wing missions and necessary maintenance on the B-52.	The 93d Bombardment Wing has found that the B-47, KC-97 10 day cycle is the most advantageous for B-52 aircraft.	60%	6
16.	Assignment of Aircraft	Determine how aircraft will be assigned to the squadrons.	Aircraft should be assigned to TAC Squadrons in rotation upon receipt. However, the aircraft will be flown by the 75th first, then the 69th then the 70th.	100%	10
17.	Aircraft washing	Determine docks to be used and schedule for washing of aircraft.	Docks 8504 and 8521 will be designated as wash racks. All three TAC Squadrons will use these docks. No wash schedule has been prepared to date.	20%	2
18.	Refueling	Determining means of refueling B-52 aircraft.	Aircraft will be refueled by single point pit refueling where possible. They will be brought to a static ramp load immediately upon landing from missions. Applicable T.O.'s on refueling will be followed to the letter with necessary maintenance instructions published to supplement subject T.O.'s. In addition to the above, each refueling pit will be marked for exact parking of aircraft and calibrating charts for fuel dip sticks will be made up for each individual pit. The problem is being forwarded to OES for assistance in determining fuel loading curves.	50%	5
19.	Parking Plan	Action completed (8 Feb 56 Report. Line 6 42d Bomb Wing Progress Report.)		100%	10
20.	K-System In-Flight Maintenance Kits.	Action completed (8 Feb 56 Report. Line 34, 42d Bomb Wing Progress Report.)		100%	10
21.	Ammo Loading	Determine if B-36 type Ammo Loader can be used for B-52 Loading.	Action will be taken upon receipt of aircraft.	0	0
22.	Aisle Stand Covers	Establish a requirement for EMS Fabric Shop to make necessary covers.	Action will be taken upon receipt of aircraft.	0	0

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
23.	60 Ft Cables for MD-3 Power Cable Units	Determine Quantity required and necessary adapters.	Authorization is one per refueling hydrant. To be included in Supply Squadron's UAL.	10%	1
24.	Boresight K Equipment	Action completed (8 Feb 1956 Report	Line 33, 42d Bomb Wing Progress Report.)	100%	10
25.	Safety Guards for exposed switches and panels in aircraft.	Forward requirement to F.M.S.	Action will be taken on receipt of Aircraft.	0	0
26.	Painting of Main Selector Switches & Guard on Fuel Panel.	Set up procedures to assure painting of those items upon receipt of aircraft.	Action will be taken upon receipt of aircraft.	0	0
27.	Initiators and Thrusters for Ejector Seats	Determine Stand-by level.	Standby level undetermined at this time.	0	0
28.	Drag Chutes	Action Completed (8 Feb 1956 Report.	Line 39, 42d Bomb Wing Progress Report)	100%	10
29.	Painting of Aircraft in Accordance with ASC Directives.	Action Completed (8 Feb 1956 Report.	Line 40, 42d Bomb Wing Progress Report)	100%	10
30.	Jet Noises	Determine the medical equipment requirements for protection of personnel against the excessive noise generated by B-52 engines.	a. 8th AF is assuming responsibility to procure sufficient Clarke ear-muffs of the necessary types. b. Program of Audiometer testing continues with 255 Base lines established to date. c. Noise indoctrination lectures are scheduled for Base Ground Training Program in April. d. New supply of ear defenders arrived 3 Mar 1956. All personnel will be fitted by 15 April and Audiograms accomplished or scheduled. e. Loring Air Force Base was represented at the 15th	25%	2

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
			Air Force Surgeon's Conference at Castle Air Force Base by Colonel J.G. Langford, Division Surgeon, and Lt J. C. Vilforth, Sanitation and Industrial Hygiene Engineer. The main topics concerned B-52 noise problems and medical aspects of B-52 conversion.		
31.	Maintenance Personnel	Action Completed (5 Jan 1956 Report, Line 23, 42d Bomb Wing Progress Report)		100%	10
32.	B-52 Technical Schools	Determine personnel by name and AFSC to attend scheduled technical schools. This action is closely coordinated with Personnel Section.	On a recent staff visit to 8th AF by personnel of this headquarters 8th AF was advised of the number of personnel presently assigned to Loring who meet this criteria for Technical Schools. It was pointed out that the number of personnel who meet this criteria is far below the number of projected quotas to Technical Schools. 8th AF has agreed to fill these quotas, from other sources within the command. It is further pointed out that many quotas as projected in SAC and 8th AF Programing Plans have not arrived as scheduled. Consequently, training in these areas will be deficient. These are MD-3 and ARC-34.	80%	8
33.	Motor Vehicle Allocation and Utilization	Determine and forward motor vehicle requirements to the motor vehicle Utilization Panel.	Authorized equipment vs. assigned is 93%. An additional requirement will exist for a smaller crew bus. This requirement is being analysed prior to submission to the Motor Vehicle Utilization Panel.	86%	8
34.	In-Flight Lunches	Action completed (8 Feb 1956 Report, Line 5, 42d Bomb Wing Progress Report)		100%	10
35.	Technical Representatives	Action completed (8 Feb 1956 Report, Line 20, 42d Bomb Wing Progress Report)		100%	10
36.	Publications Procurement	Procure all applicable publications for B-52 aircraft.	PRT's are being processed as they are received, and T.O. file being screened against 1B-52A-01.	60%	6
37.	Instructional Visits to B-52 Units.	Prepare a schedule of visits to B-52 bases for key maintenance and supply personnel and require a written report of each visit, with copies of any material secured from the base visited.	Visits are in the process. Three groups have gone and three additional are to attend.	90%	9

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	F-2 INDEX
38.	M.T.D.	Determine the training the B-52 MTD will furnish to the Wing. Make plans for utilizing the MTD. Coordinate with the Director of Operations.	The Mechanical MTD is operating and the quality of instruction is considered excellent. This item will be carried as 50% until arrival of the electronics section.	50%	4
39.	Mobility Plan	Prepare a revised wing mobility plan for B-52 aircraft.	The 93d Bombardment Wing Mobility Plan has been received and is being reviewed. The plan has not been approved by SAC and at the present time is only an interim measure.	0	2
		END OF MATERIEL REPORT			
		REPORT OF DIRECTOR OF OPERATIONS (Reference to Line Numbers will pertain to of 42d Bomb Wing Progress Report)		Operations	Section
40.	Instructional Visits to B-52 Units.	Action completed (9Mar 1956 Report) Line #21		100%	
41.	Wing Flying and Maintenance	Action completed (9 Mar 1956 Report) Line #13		100%	12
42.	Instructions for Controlling B-52 Transition Operations.	Action completed (9 Mar 1956 Report) Line #9		100%	12
43.	Professional Instructor Pilots.	Action completed (9 Mar 1956 Report) Line #20		100%	12
44.	Instructor Pilots	Action completed (9 Mar 1956 Report) Line #14		100%	12
45.	Field Check-out of Pilots.	Action completed (9 Mar 1956 Report) Line #12		100%	12
46.	Field Check-out for B-52 Crews.	Action completed (9 Mar 1956 Report) Line #26		100%	12

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	LINE #
47.	Selection of Standardization Crews.	Select the Standardization Board Crews for the Wing	Four Standardization Board Crews have been selected from the five crews designated as instructor crew.	80%	8
48.	Crew Line up Procedures.	Action completed (9 Mar 1956 Report) Line # 16		100%	16
49.	Personal Equipment Requirments for B-52	Action completed (8 Feb 1956 Report) Line # 46		100%	46
50.	T-1A Automatic Parachute Release.	Action completed (8 Feb 1956 Report) Line # 47		100%	47
51.	Over Water Equipment	Action completed (8 Feb 1956 Report) Line # 48		100%	48
52.	Equip B-52 for Extra Crew Members	Investigate the need for B-52 extra crew positions, and submit requirements for safety belts, oxygen outlets, and interphone facilities to the D/Materiel when deemed necessary.	Information received indicates the B-52 aircraft to be delivered this Wing will be equipped with two (2) extra crews member positions.	80%	4
53.	Traffic Pattern	Action completed (9 Mar 1956 Report) Line # 27		100%	27
54.	GCA Approach	Action completed (9 Mar 1956 Report) Line # 58		100%	58
54a.	Navigation Aids	Monitor the installation of a terminal VOR navigational aid at Loring AFB.	Let down procedures have been forwarded to higher headquarters for publication. Line # 1, 42d Air Base Group, Operations Section, Progress Report.	90%	1
55.	VFR Control.	Action completed (9 Mar 1956 Report) Line # 18		100%	18
56.	Weather Minimums	Action completed (9 Mar 1956 Report) Line # 11		100%	11
57.	Instrument Take-Offs	Action completed (9 Mar 1956 Report) Line # 15		100%	15

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND FINDING	PERCENT COMPLETE	T-2 LINE
58.	Airborne Radar Instrument Let-down Procedures	Establish and test fly airborne Radar instruments let-down procedures.	Airborne radar instrument let-down procedures will be the same as the Jet penetration and GCA plus or minus the Presque Isle VOR and the Loring TVOR. At the present time the proposed let-downs are not published. As soon as these let-downs are approved airborne let-down procedures will be established and published.	0	2
59.	Taxi Procedures	Action completed (9 Mar 1956 Report)	Line # 24	100%	23
60.	KC-97 Emergency Standby	Action completed (9 Mar 1956 Report)	Line # 27	100%	27
61.	In-Flight Refueling	Action completed (9 Mar 1956 Report)	Line # 29	100%	29
62.	Paced Aircraft	Action completed (9 Mar 1956 Report)	Line # 31 8th AF advises SAC has deleted this Requirement for T-33 Aircraft	100%	31
63.	Support Aircraft	Action completed (8 Feb 1956 Report)	Line # 32	100%	32
64.	Alternate and Emergency Fields	Make a study of fields to use as alternate and emergency fields. Make charts for incorporation in Pilot's Check List showing the distance of such fields best altitude to fly, time enroute and length of runway. Investigate possibility of positioning specialized equipment at primary alternates.	A study of possible alternate and emergency landing fields for use in B-52 operations from this base is being conducted. Charts for the fields selected cannot be prepared until the performance data on the "C" and "D" model B-52s are received. Estimated completion date is 1 May 1956.	25%	33
65.	Study of Weather and Emergency Evacuation Plans.	Study current weather and emergency evacuation plans to insure that they are workable with B-52 Aircraft.	The current Weather Evacuation Base is adequate for B-52 Aircraft. Eighth AF has been advised that the current emergency evacuation base is inadequate.	25%	34
66.	Thunderstorm Penetration Plan.	Action completed (8 Feb 1956 Report)	Line # 41	100%	41

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
67.	SAC Tactical Doctrine	Request SAC Tactical Doctrine for B-52 Aircraft.	The recent staff visit to the 93d Bomb Wing reveals that SACM 55-5 is inadequate for B-52 operations and that SAC is to publish a Tactical Doctrine for the B-52. The 93d Bomb Wing is presently using a proposed B-52 Tactical Doctrine that was submitted by the 15th AF to SAC and was rejected. 8AF will be queried as to when a B-52 Tactical Doctrine will be published by SAC.	0	0
68.	Indoctrination of Intelligence Officers in B-52 Mission Planning.	Action completed (8 Feb 1956 Report) Line #3		100%	10
69.	Disposition of EWF Target Material.	Action completed (8 Feb 1956 Report) Line #1		100%	10
70.	Preparation of Crew Target-Study Folders.	Prepare fifty 8AF Crew Target Study Folders for observers use.	The Wing has 45 target study folders in current use, and will compile additional folders commensurate with the number of crews assigned.	90%	9
71.	Maps and Charts	Action completed (8 Feb 1956 Report) Line # 31		100%	10
72.	Personal Data Cards	Interview newly assigned crew personnel and obtain needed personal data cards.	At the present time data cards are complete on 60% of the combat crew members of this base who are scheduled for the B-52 program. It is believed the Air Rescue Group of Stead AFB has the data on 30% of the remaining 40% and a message has been dispatched requesting copies of the Personal Data Cards. Combat crew personnel assigned from other organizations will be interviewed upon arrival at this station.	60%	6
73.	Target Material	Select all possible target material (domestic) for use in the B-52 program. Coordinate with Intelligence.	Material has been requisitioned from 8AF to include 100 series TCC and Mosaics. Fifty percent of this requisition has been received at this date. Target folders will be expanded on a continuing basis.	75%	7

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
74.	Target Rotation	Establish local policy for target rotation during B-52 training phase to insure that our observers receive broad experience on all types of targets.	All targets will be screened, and suitable targets specified, either being direct or offset targets. Direct radar runs will be emphasized during training phase to develop the observers skill in target identification. A local directive covering RBS target and site rotation will be published prior to 15 April 1956.	60%	6
75.	Procurement of Radar Scope Photography of Domestic RBS Sites.	Action completed (8 Feb 1956 Report) Line # 2		100%	10
76.	Ammunition and Bombs	Determine the types of ammunition and bombs peculiar to the requirements of the B-52 operations and take action to get disposition instructions on surplus stocks now on hand.	The wing is awaiting word from higher headquarters on the type of tactical bomb to be used. 50 cal. ammunition will be used and 54,000 rounds is presently on this station. Surplus stocks will be disposed of, in accordance with supply directives when the requirements under the B-36 program has ceased.	50%	5
77.	Training Bombs	Take action, to provide, D/Materiel with forecast of requirements for training bombs and procure 60 copies of bombing tables for each type of bomb.	The recent staff visit to Castle AFB indicates that all the B-52 aircraft to be delivered to this Wing, will have a U-2 release installed. This precludes drops of normal practice bombs until a modification can be made on either the bombs or the U-2 release.	0	0
78.	Bombing Ranges	Study the possible bombing ranges available for ZI coverage for B-52 operations.	Information received from 8AF indicates no special consideration is required of Bombing ranges for B-52 operation. This headquarters is in possession of current information on all ZI Bombing ranges.	100%	10
79.	In-Flight Maintenance	Action completed (8Feb 1956 Report) Line # 32		100%	10
80.	Forms	Action completed (8 Feb 1956 Report) Line # 7		100%	10

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
81.	Training Charts	Action completed (8 Feb 1956 Report) Line #54		100%	10
82.	Charts to Reflect Status of all Crew Members	Design charts to reflect daily SAC 51-19 status of all crew members in bomb and air refueling squadrons. Keep this chart up to date, commencing with the arrival of the first B-52. Use it to insure that crew members on all B-52 sorties are composed in strict compliance with SACR 51-19.	AF Form 1320 is being used to chart SACR 51-19 requirements and accomplishments. As individual crew members report to Loring AFB, these charts will be posted up to date.	90%	9
83.	Crew Boards	Action completed. (8 Feb 1956 Report) Line # 50		100%	10
84.	Design Control Room & Charts	Action completed. (8 Feb 1956 Report) Line # 49		100%	10
85.	Control Room	Obtain ground type UHF Radio Equipment. Rewrite and bring up-to-date Control Room SOPs. (B-52)	A ground type UHF radio console is programmed for the Control Room to replace the airborne equipment presently in use. A 50 foot antenna is to be installed but work cannot commence until the ground has thawed sufficiently to permit installation.	20%	2
86.	Altitude Indoctrination	Schedule all programmed B-52 crew members through altitude indoctrination course.	Priority is being given crew members scheduled for the B-52 program. Quotas have been received through May 1956 which will satisfy combat Crew requirement.	85%	8
87.	Dash One Manuals & Hand Books	Procure adequate numbers of Dash One Manuals and Hand Books.	Air pickup of 350 copies of the 1B-52 B-1 has been made. The 1B-52C-1 hand books will be available some time in April 1956 and 8AF will notify this headquarters when the pickup can be made.	0	0
88.	Landing Weights	Action completed (8 Feb 1956 Report) Line # 43		100%	10
89.	Instructions on Fuel Panel, Weights and Balances	Action completed (8 Feb 1956 Report) Line #44		100%	10

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
90.	Fuel Reserve	Action completed (8 Feb 1956 Report)	Line # 42	100%	10
91.	Ramp Position for Guns	Action completed (8 Feb 1956 Report)	Line # 56	100%	10
92.	Check for Fired Cartridges.	Action completed (8 Feb 1956 Report)	Line # 57	100%	10
93.	Bomb Commanders & Survival Course.	Establish a plan to send all crew personnel to BC School, Basic and Survival Training prior to departure for B-52 Training.	Due to the change in reporting date of the first seven crews to Castle AFB, 12 personnel reported without accomplishing survival training, and 1 without completing the BC Course. These personnel will be scheduled for this training upon their return to this station.	75%	7
94.	Wing Special Weapons	Obtain early orientation and training of Wing Special Weapons Instructors in B-52 bomb bay systems and techniques.	One special weapons instructor from this wing visited Castle AFB for an orientation on B-52 Special Weapons Operation. An SAF message received by this Hqs indicates action is being taken to obtain a course of instruction for B-52 Special Weapons Instructors.	25%	2
95.	Special Weapons Refresher Course.	Revise the present BC refresher course to substitute B-52 Bomb Bay Systems and techniques in place of the same for B-36.	A B-52 Special Weapons Refresher Course is being developed and will be presented alternately with the B-36 course upon arrival of B-52 crews. The B-36 course will be dropped entirely when the B-36 crews are phased out.	50%	5
96.	Aircraft Bombing System Ring-out Team. (Monitored by Special Weapons)	Insure that A&E Special Weapons Personnel receive adequate training in B-52 ring-out and that courses outlined in SACM 27-2 be utilized.	Personnel have been programmed to attend schools and courses outlined in SACM 27-2. Quotas and reporting dates have been received.	60%	6
97.	Operation of Training Aids.	Report periodically on the status of procurements and/or operation of the following training aids.	The following action has been or will be taken.	50%	5
		a. Radar system ultrasonic trainer.	a. Conversion date of the present trainer to MA-6 is unknown.	0	0

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
			a-1. The present K-3A trainer on this base will be modified to physically resemble the MA-6 trainer until an MA-6 System Trainer is received. Estimated date of modification completion is 1 May 1956.		
		b. Radar system mock-up	b. The A&E Shops are to have a radar system mock-up for limited use in March. The MTD is to have one also. Date of availability is 1 May 1956.	50%	5
		c. Periscopic sextant mock-up	c. Present UAL does not authorize a periscopic sextant mock-up. A request for authorization has been submitted.	0	0
		d. E-10 Computer (Training Aid	Action completed (8 Feb 1956 report) Line # 39	100%	10
		e. Maps for high speed navigation and station circle stamps for use by B-52 crews.	e. Maps and charts are available on this station. The 42d Bomb Wing Liaison Officer at Castle AFB will be instructed to obtain a design of the station circle stamp being used by the 93d Bomb Wing and the stamp will be locally manufactured.	50%	5
98.	Observer Ground Training.	Action completed (8 Feb 1956 Report)	Line 40	100%	10
99.	Block Training Program	Set up Block Training Program in incorporate all training directives, to include all ground training for both, crew and non-crew members.	Block training is not required of combat crew members until combat ready. The annual requirements for all non-aircrew personnel included in the Block Training remains the same as specified in SACR 50-24, Supplement 1. These are associated training to maintain requirements and include general military proficiency. The applicable supplement to SACR 50-24 which gives the proficiency requirements for B-52 combat crew members is not yet available.	10%	1

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
100.	M.T.D.	Determine the amount of training that the B-52 MTD will furnish to the Wing and plan for maximum utilization.	Mechanical MTD for B-52 aircraft started on 13 Feb 1956. The Electrical MTD is scheduled to arrive in April. Training capability and planned utilization have been completed. This item has been reported as 50% complete until arrival of the Electrical MTD.	50%	5
101.	Training	Monitor the delivery of Synthetic Trainers	C-11 link trainer now operational. No further information. Line #8. Reference to Line Numbers will pertain to 42d Air Base Group Progress Report. (Training Section)		
		Monitor the establishment of classrooms required for training.	Sufficient general purpose classrooms are available at the present time. This area is 100% complete.	100%	10
		Monitor establishment of space requirements for the MTD.	The MTD presently has enough room to house their Mechanical and Electronics Detachment.	100%	10
		Schedule and Monitor any/all required training.	No training requirements have been proposed.		
		END OF OPERATIONS REPORT			
102.	Communications	Monitor the administrative telephone system to assure adequate communications are provided.	Reference to Line Numbers will pertain to 42d Air Base Group Progress Report (Communications Section) Situation so critical that no more new telephones can be installed without disrupting the system. Equipment for 1000 line expansion is on hand and we are awaiting an AMC installation team. Tentative completion date, 15 June 1956.	10%	1
		Monitor the Outside Cable Plant project to assure cable distribution to aircraft stub and nose dock areas is accomplished at earliest possible date.	Initiated engineering study to determine type telephone and signaling device necessary and acceptable for operation. Consideration must be given to wing clearance, noise level, and winter snow removal operations. Will require weather proof box for each phone, also AC current for signaling device. Middletown AMA is doing preliminary engineering.	0	0

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	SUBJECT	NECESSARY ACTION	DEVELOPMENT AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
		Monitor the Maintenance Expeditor Radio System (Mobile)	Equipment on hand, awaiting assignment of vehicles for installation.	50%	5
103.	Funds	Insure that fund requirements for conversion of the 42d Bomb Wing are included in financial plan, and that funds made available in accordance witherwith are allotted to support scheduled build up.	Funding of training requirements for B-52 conversion - 100%. Inclusion of supplies and material in 1957 financial plan - 100%. Funding requirements listed in above mentioned plan - 0%.	66-2/3%	7
104.	Public Relations Office of Information.	Prepare in coordination with Headquarters 45AD and Hqs, 42d Bomb Wing news releases concerning this plan.	A series of talks with the Community Services Council on the problem of jet noise has been given. More talks are projected for the month of April before the Chambers of Commerce, Rotary, Lions, etc. Films are being used on conjunction with the speeches. A press conference for the arrival of the first B-52 has been arranged. Plans will probably have to be shelved because of the delivery slippage. Hometowners on crew members are going out regularly as the new crews arrive. An information bulletin on Loring AFB activities and facilities is being maintained at the 4017th Combat Crew Training at Castle AFB.		
		REPORT OF DIRECTOR PERSONNEL (Reference Line Numbers will pertain to Personnel Section 42d Air Base Group Progress Report)			
105.	Personnel	Monitor the assignment of personnel in sufficient numbers and skill to provide for equitable manning within the 42d Bomb Wing.	a. Number of personnel assigned to 42d Bomb Wing as initial maintenance package; (P=Projected, A=Arrived) 301X0 P-9, A-7; 301X1 P-3, A-3; 301X3 P-6, A-5; 321X0E P-10, A-10; 323X0C P-8, A-3; 421X2 P-16, A-12; 422X1 B-10, A-5; 423X0 P-19, A-11; 431X1 P-18, A-14; 432X0 P-11, A-11; 472X0 P-11, A-8; 534X0 B-4, A-3; total projected is 125, total arrived is 92.	73.6%	7

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	SUBJECT	NECESSARY ACTION	DEVELOPMENT AND PROBLEMS	PERCENT COMPLETE	W-2 INDEX
			One Major, AFSC 1245, is being retained at Castle AFB to undergo B-52 Flight Simulator Training. This officer will be OIC of the B-52 Simulator located at Loring. In addition, spaces have been requested for two Captains AFSC 1234B, to attend the Simulator Course at Castle AFB for a period of approximately three weeks, beginning in May 1956. This will fulfill 75% of the officer manning of the B-52 Flight Simulator. 8thAF has advised this Headquarters that the six electrical technicians (airmen) required for the operation of the B-52 Flight Simulator will be made available from Castle AFB lists. These personnel have not, as yet, been made available to this command.	50%	5
106.	Manning of B-52 T.O. or UMDs.	Project assignment of presently assigned personnel in duties authorized by B-52 T/O and UMDs. This must include personnel input of "HARD CORE" type, plus retrained assigned personnel. Requisition personnel shortages sufficiently early to insure procurement when needed as determined by overall timing of the 42d Bomb Wing conversion.	Projection of presently assigned personnel against B-52 UMDs has been made. Projections as indicated below were made against the current 30 aircraft UMD. The 45 aircraft UMD (B-52) which becomes effective 15 April 1956, will change all projection percentages. New projections are currently being made against advanced copies of the new UMD. a. Officer Manning: $\frac{\text{\%Body Manned}}{126}$ $\frac{\text{\%TRS}}{77}$ Overages in body manning are due to continued B-36 operation under B-52 manning document. The shortage in manning in required specialities is caused primarily because pilots 1234A cannot be credited against authorization for pilots 1245. Information indicates that authority is forthcoming on reporting pilots 1234B as effectively	35%	3

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
			MANNED IN PILOT 1245 authorizations. Another large factor creating the shortage in required specialties is caused by a body shortage in authorized ECM officers. They are programmed and are arriving as required to support crew training schedules. b. Airmen Manning: (1) Direct Support skills: %Body Manned 95.9 — %MIRS 43.8 (2) Indirect Support skills: %Body Manned 107.2 — %MIRS 63.8 Again, the ineffective overages in body manning are due to retention of B-36 skills to support continued B-36 operation under the B-52 UMD. Shortages of manning in required specialties will be alleviated progressively with arrival of initial input cadre (125), Hardcore, (39), and return of airmen being trained in the maintenance package.		
107.	Staff Crews	Select staff personnel to meet established quota of 6 staff crews with minimum disruption of wing mission and in consideration of staff positions to be filled by these personnel.	Action completed (8 Feb 1956 Report) Line 2.	100%	10
108.	Instructor Crews	Monitor to insure assignment of B-52 Instructor Crew to be provided by SAC as of 1 May 1956.	SAC Professional Instructor Team #1 is programmed to arrive 1 May 1956. Reporting date has been confirmed by Hqs. SAC. Assignment of this team will be coordinated to insure maximum utilization. Estimated date of completion is 1 May 1956.	0	0

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	W-2 INDEX
109.	Experimental Crews	Provide 2 crews composed of average B-36 personnel directly into B-52 school without prior training in the B-47.	Action completed (8 Feb 1956 Report) Line 4	100%	10
110.	42d Bomb Wing Combat Crews	Determine composition of required number of crews of Select or Lead caliber from assigned B-36 crews. Send members of these crews to appropriate training time phased to insure arrival at B-52 school as complete crews.	Action completed (8 Feb 1956 Report) Line 5	100%	10
111.	SAC Resource Crews	Monitor assignment of B-52 combat crews trained from SAC resources.	First increment of combat crews trained from SAC resources will start arriving 27 April 1956. Names of all crews, programmed have been received with exception of 8 B-47 crews to be furnished by 15th AF. 3 of these unnamed crews are programmed for crew training at Castle AFB on 22 May 1956. Remaining 5 crews are programmed for crew training at Castle on 22 June 1956. Crew assignments will be coordinated with the phase-out of B-36 crews to insure maintenance of an EWP capability. Estimated date of completion is October 1956.	0	0
112.	Gunners	Provide 64 gunners to man all crews of the 42d Bombardment Wing.	A change in the program has been made to reduce the total training quota at Lowry AFB to 60 gunners for the 42d Bomb Wing. This action was necessary due to lack of equipment within Technical Training Air Force to meet original training schedule. Action has been completed on the selection of all gunners required to meet each class quota for the total program. Due to an initial shortage of gunners, program requirements were met by assigned B-36 gunners, boom operators with former "F" gunnery experience, and radio operators recommended for cross-training.	100%	10

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	SUBJECT	NECESSARY ACTION	DEVELOPMENT AND PROBLEMS	PERCENT COMPLETE	4-2 INDEX
113.	Familiarization and Indoctrination Course	Develop time-phased program for attendance of personnel of this wing. Submit to 8th AF for coordination with 15th AF, and arrange course schedule.	Action completed (8 Feb 1956 Report) Line 8.	100%	10
		a. Monitor the movement of personnel to the B-52 indoctrination school in accordance with established directives. (Reference Line 3, Personnel Section 42d ABG Progress Report)	To Indoctrination Course, Castle AFB, Calif. Number scheduled - 170, Number sent - 60.	35.3%	3
114.	Technical Training Maintenance Package	Screen all assigned and input maintenance personnel to determine priority and sequence in filling training quotas in the following: Jet engine Mechanic AC electrical Repairman Aircraft Mechanic B-52 AC Hydraulic Repairman Pneumatic Power Cart Mechanical Accessories & Equip Repairmen	All personnel presently assigned this wing have been screened to determine their eligibility for training against total programmed training quotas. Predominantly, airmen who meet entrance prerequisites for training are career-airmen and supervisors. Careful attention is given to priority and sequence in filling training quotas due to a shortage of eligible airmen and the need to retain a minimum number at all times for operation and maintenance of remaining B-36 aircraft. Following indicates progress made in maintenance training package.	42%	4
		Structural Repair of High Perf Aircraft A-3A FSC Mechanic (B-52) Turret Systems Technician (RO52,A-3A) A-3A Radar Technician (B-52) A-3A Turret Drive System & Computer Technician (B-52) Communications System Installation, B-52 Capsule Equipment & Systems Indoctrination Capsule Removal and Installation Special Radio Maintenance Technician K-3A and A-14 Autopilot Tie-in Installation A-14 Autopilot and N-1 Compass	Total programmed quotas 639 Total quotas filled to date 270 Quotas levied 45th AD 192 Quotas filled 45th AD 192 Quotas levied other commands 78 Quotas filled other commands 78		

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	SUBJECT	NECESSARY ACTION	DEVELOPMENT AND PROBLEMS	PERCENT COMPLETE	V-J INDEX
115.	Surplus Personnel	Breakout and identify personnel rendered surplus to the Wing who are not authorized to be trained to meet wing requirements, and request disposition guidance from higher headquarters.	Identification has been made of all crew members who will become surplus through 1 July 1946. Disposition has been requested from higher headquarters for those available through May 1946. Individual preference questionnaires are being prepared for remaining surpluses and will be forwarded for disposition by 15 April 1946. Estimated date of completion is 1 May 1946.	40%	4

END OF PERSONNEL REPORT

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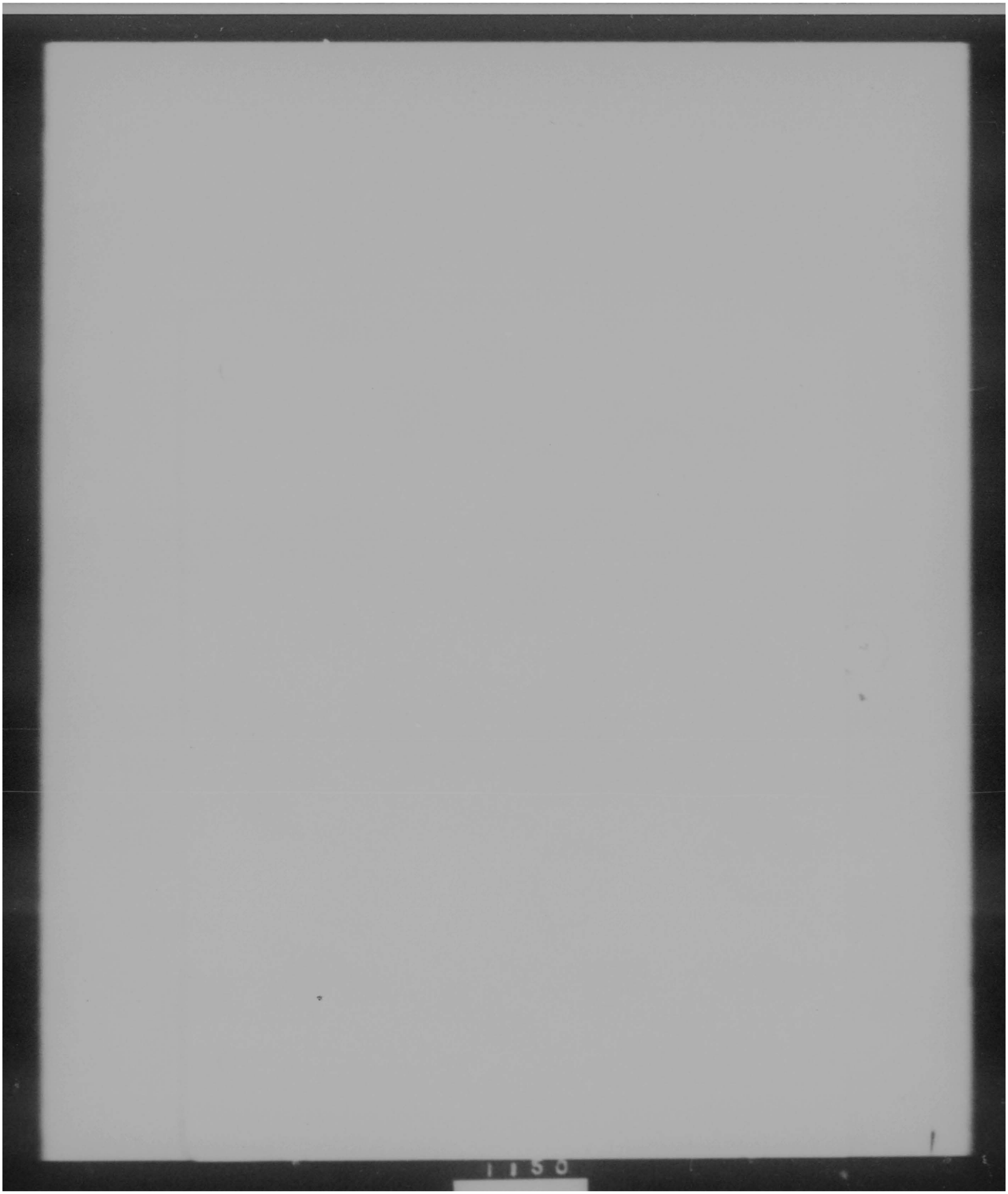

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LORING AIR FORCE BASE

TRAVEL GUIDE

AIR FORCE PERSONNEL

Read, heed, and get there
SAFELY

LORING AFB
OFFICE of SAFETY

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TRIP PREPARATION

Is Your Car Ready to Make the Trip?

1. Have the front end and steering been checked and adjusted properly?
   These are two of your most important safety features.
2. Have your brakes been checked recently? Are they properly adjusted?
   They are very essential in vehicle control.
3. Are your tires in good condition? Do they have good treads and are
   they free of cracks?
   You know what slick, cracked tires can cause.
4. Are your lights in good shape and properly adjusted?
   You have to see to drive safely.
5. Do your w[illegible]
   Poor visibility has killed many people.
6. How is your battery? Are the plates in all cells covered with liquid?
   It is essential for other safety features to function properly.
7. When was your cooling system checked last?
   Let's not invite any highway breakdowns.
8. Check your horn, too. It's still in style and very important.
   An ounce of prevention is worth a pound of cure.
9. WINTER DRIVING. The following is some of the things for you to do to improve your winter driving habits.
10. ACCEPT YOUR RESPONSIBILITY. Accept your responsibility to do all in your power to drive without accident. Don't blame the weatherman for an accident. Be prepared to meet the situation.
11. GET THE "FEEL" OF THE ROAD. Try brakes occasionally while driving slowly and away from traffic. Find out just how slippery the road is and adjust your speed to road and weather conditions. Remember, you can't stop on an icy dime.

115-3

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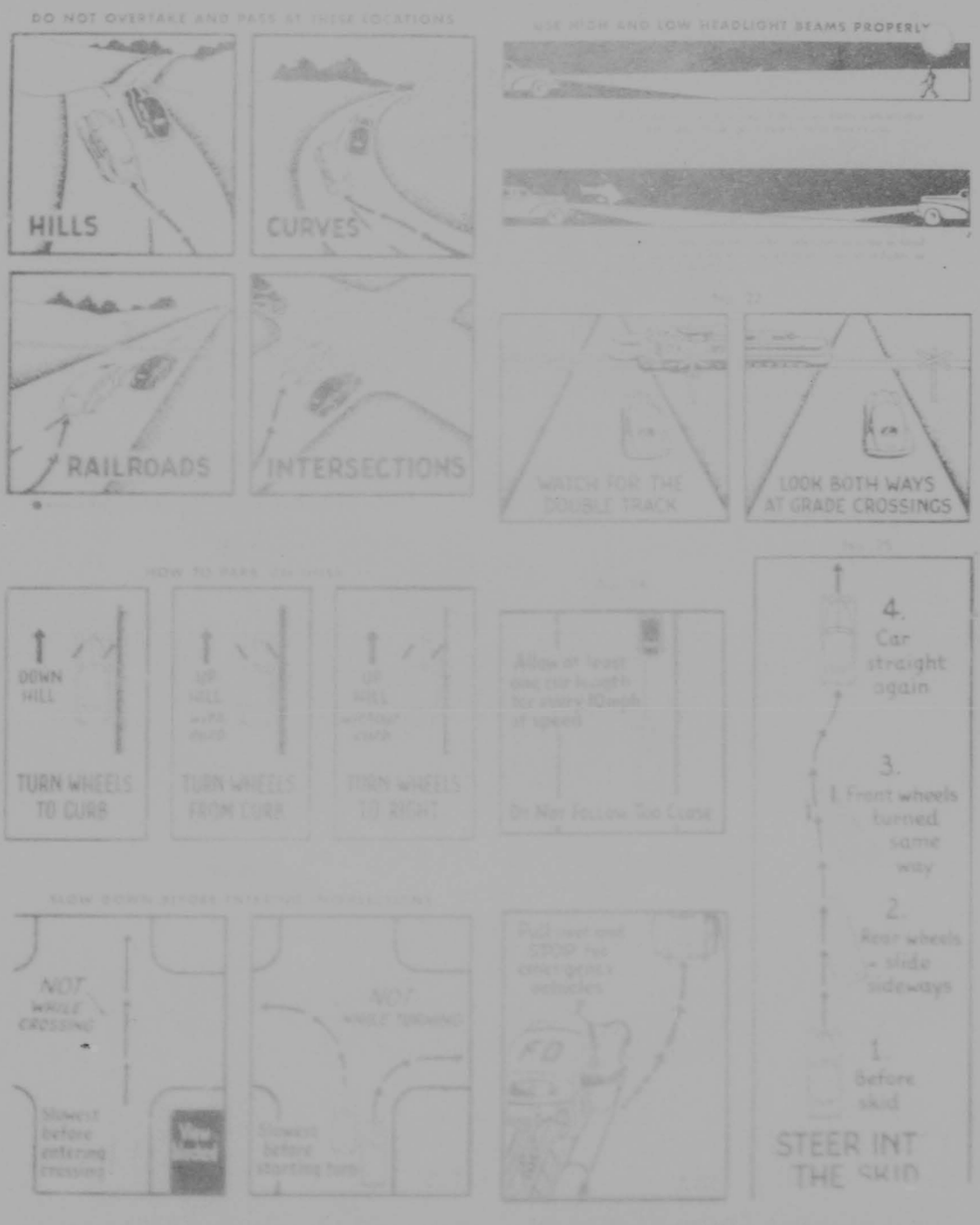

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12. KEEP THE WINDSHIELD CLEAR. Keep the windshield clear of snow and ice, fog and frost. Be sure headlights, windshield wiper blades and defrosters are in top condition. Ice have to see danger to avoid it.

13. USE TIRE CHAINS AND GOOD TIRES. Don't rely on worn-smooth tires. Use tire chains on snow and ice. They cut stopping distances about half, give 4 to 7 times more starting and climbing traction ability. But even with the help of chains, slower [illegible] speeds are a "must" on snow and ice.

14. PUMP YOUR BRAKES. Pump your brakes to slow down or stop. Jamming them on can lock the wheels and throw you into a dangerous skid. A little skidding can carry you a [illegible].

15. FOLLOW AT A SAFE DISTANCE. Keep well back of the vehicle ahead--give yourself room to stop. Remember, without tire chains, it takes 3 to 12 times as far to stop on snow and ice as on dry concrete.

PREPARE YOURSELF FOR THE TRIP

The following suggestions should be carefully considered before you leave:

1. Have you carefully planned your trip, allowing for any trouble you might encounter?

2. Have you planned your rest [illegible] to eliminate your becoming fatigued? Make it at least [illegible].

3. How many miles do you plan to cover each day? We suggest 450 miles a day as a maximum.

4. Don't forget to take into consideration your speed laws in your planning. Running afoul of [illegible] can't [illegible] any trip.

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I'M-YOUR-WITNESS-DEAR-I SAW IT GET IN YOUR WAY

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5. Take your map and mark your route before you start. Then you can consult this map during each rest stop to keep abreast with how you're doing.

6. Plan for a good night's sleep each night. Try to leave your troubles behind. You need a clear head so you can concentrate on your driving.

7. Don't drink and drive. If you have to have one for the road, make it coffee!

8. Remember the State Highway Patrolman is your friend, is there to help you, and is anxious to be of service!

HERE'S THIS BUSINESS OF DRIVING TO STAY ALIVE!

Approximately 90% of the highway fatalities are caused by violations of some traffic law on the part of one or both drivers. Such things as:

Speeding

Driving Under the Influence

Passing on the Wrong Side

Cutting in Line of Traffic

Passing on Hilltops and Blind Curves

Passing at Railroad Crossings and at Intersections

Increasing Speed When Another Car Had Signaled Its Intention to Pass

Failing to Give Way to the Car Passing

Driving in the Wrong Lane

Straddling the Center Line

Failing to Depress Headlights When Approaching Traffic

All of these are traffic violations.

TOO MANY DRIVERS ARE NOT ACCEPTING THEIR RESPONSIBILITIES!

IT IS THE MAN BEHIND THE WHEEL WHO IS PERSONALLY RESPONSIBLE

FOR EVERYTHING HIS CAR DOES.

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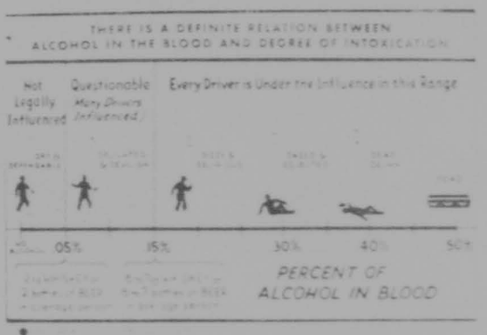
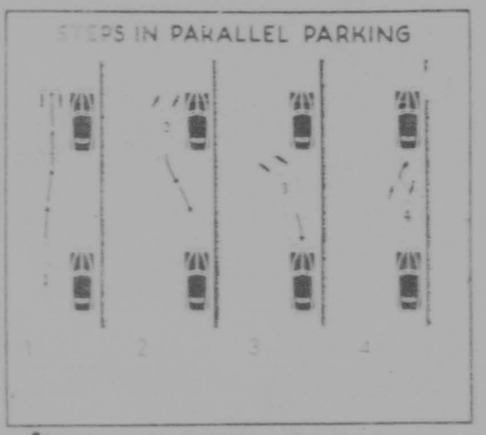
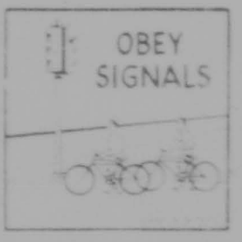
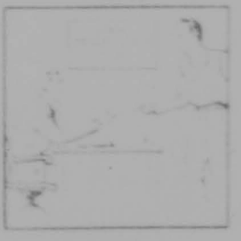




PROTECT YOURSELF
NOTIFY POLICE IMMEDIATELY AFTER ACCIDENT
THEN SUBMIT WRITTEN REPORT





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A car only does what it is made to do. It has every safety feature except a brain. It cannot think for itself. It must depend upon the human brain for its action and on this trip this means YOU. If you don't let your machine down, it will not do you harm. Check the above list again. THEY ARE KILLERS!

COURTESY CAN BUY A LOT OF SAFETY!

"DRIVE BOTH CARS"

"Drive Both Cars" means that an alert driver tries to figure out what the other fellow may do and acts accordingly. Among other things:

He's ready to stop for the fellow who runs through on the YELLOW.

He lets the reckless passer get into line, even though tempted to squeeze him.

He watches for the fellow who may pull out of a parking space or driveway without looking.

If he possibly can, he stays out of the way of the approaching driver who's trying to re-enter his own lane.

He shrugs his shoulder and lets the road hog have his way. Competing with him is too expensive and deadly.

He keeps pedestrians, especially children, always in mind.

DRIVE YOUR CAR, DON'T LET IT DRIVE YOU!

If you find some unsafe highway, some unsafe condition, some motoring hazard on your trip, be a buddy, drop a letter or postcard to Director of Safety, Loring Air Force Base, Maine so your fellow airman can be briefed.

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DRIVERS' TEN COMMANDMENTS

1 THE GOOD DRIVER KEEPETH HIS CAR IN SAFE CONDITION.

2 HE DRIVETH ONLY WHEN SOBER, AND NEVER TO GREAT WEARINESS.

3 HIS MIND DOTH NOT WANDER, FOR SAFE DRIVING KEEPETH A MAN BUSY.

4 HE KEEPETH ALWAYS TO THE SPEED WHICH GIVETH PERFECT CONTROL.

5 HE PASSETH INTERSECTIONS AND GRADE CROSSINGS WITH CARE.

6 TO CHILDREN AND PEDESTRIANS HE GIVETH THOUGHT, FOR OVER THEM HE HATH THE POWER OF LIFE OR DEATH.

7 HE OBEYETH THE LAW OF THE LAND, KNOWING OBEDIENCE MAY INCREASE HIS YEARS.

8 FOR THE HAZARDS OF DRIVING IN THE NIGHT, HE MAKETH ALLOWANCE.

9 THOUGH HIS SOUL BE TRIED, THE GOOD DRIVER KNOWETH AND REMEMBERETH THAT COURTESY IS FIRST LAW OF SELF PRESERVATION.

10 WHEN HE GOETH ON FOOT, THE GOOD DRIVER REMEMBERETH THE GOLDEN RULE.

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BASIC HIGHWAY RULES

SIGNALING

1. Give clear warning well in advance of your intention to cause any interference with the normal flow of traffic (by hand, mechanical device and positioning car).

2. Observe and take warning from the signals and movements of others.

3. Observe and obey the authorized signs and automatic signals provided to guide and control traffic.

PASSING PARALLEL

1. Drive on the right side of the roadway.

2. Pass to the right of approaching cars.

3. Generally, pass to the left when overtaking.

4. Give way to those trying to overtake and pass you.

5. Overtake and pass others only when the view ahead is clear and you have ample, clear roadway for the passing maneuver.

PROPER TURNING

1. A car making a left turn must start such turn from the center lane or left side of its half of the roadway.

2. Any car making a right turn must start such turn from the curb lane or right side of its half of the roadway.

3. Any car making a left turn must yield the right of way to all cars moving in the opposite direction which might be blocked or hindered by the turn.

PARKING ON OR ADJACENT TO HIGHWAYS

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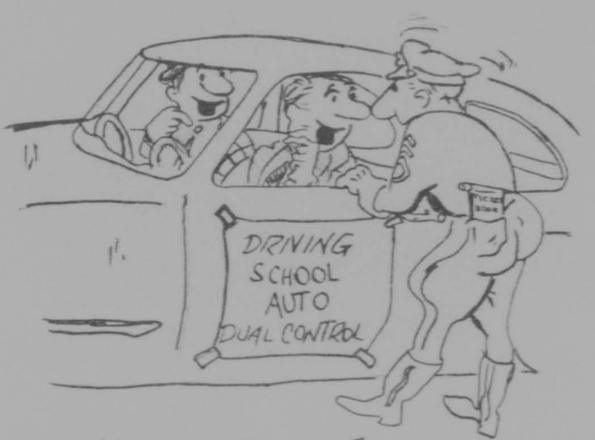

HE'S THE DRIVER!

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1. A car must be parked off the traveled portion of the highway where it will not interfere with the normal flow of traffic or costruct the view of other drivers. The Uniform Traffic Code specifies at least twelve feet from center line.

MAINE SPEED LIMIT 45 MPH

TURNPIKE 60 MPH AND AS POSTED

These posted speed limits are lower than those set by the National Uniform Traffic Code. These limits hold true in most other states; however, we advise you to watch for speed limits of other states as you travel through the country. Don't run afoul with the law while you're on this trip.

Many people drive with the impression that speed limits are posted for the other fellow. Many people are involved in accidents every year because they didn't read and heed these signs. These signs are posted for your protection; let them do their job. Many people are killed every year by disobeying what traffic signs asked them to do. It is the attitude that these signs were posted for the other fellow. Hundreds of people die every year thinking, "Accidents happen to the other fellow".

ALWAYS BE RIGHT

"Traffic laws are on YOUR side. Whose side are YOU on?" In almost all traffic accidents, one or more traffic laws are violated by motorists or pedestrian, or both. Don't ignore traffic laws. They can and will save your life.

Make it a rule to keep a safe margin between cars. This is especially important in winter when stopping distances may be shortened by rain or ice.

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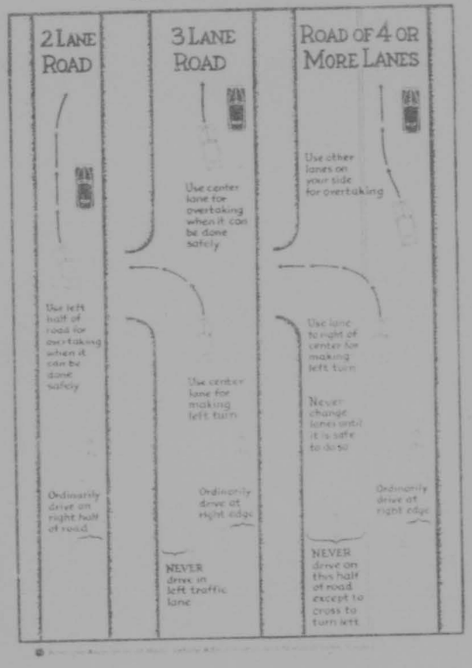
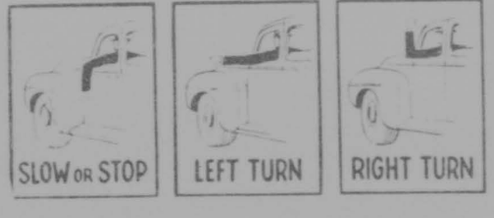
No. 1

DRIVE IN PROPER LANE



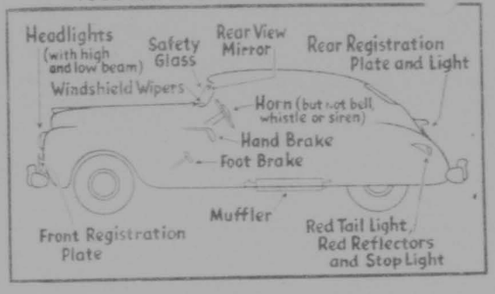
No. 2

ARM SIGNALS FOR STOPS AND TURNS



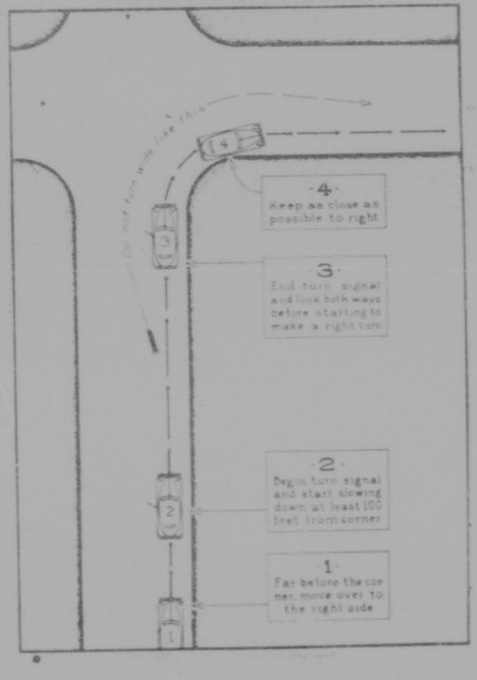
No. 3

YOUR CAR MUST HAVE THIS EQUIPMENT



No. 4

HOW TO MAKE A RIGHT TURN



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Vacations are fun but every year people kill themselves and others when they try to cover too much ground in a day and fall asleep at the wheel. Stop immediately for the night when you feel drowsiness overcoming you. Sleeping drivers don't often walk away from resulting wrecks.

DON'T DRIVE WHEN TIRED - REST AND LIVE

HEED TRAFFIC LAWS

ACCIDENT RESPONSIBILITY

Fixing blame for an accident involves not only the right of way, but another fundamentally legal principle - the doctrine of the last chance.

WHO HAD THE LAST CLEAR CHANCE TO AVOID THE ACCIDENT?

As the driver of an automobile, you are obligated to do what you can to protect another driver even from his own mistakes. No matter how foolish or illegal his action may be, you have no right to let his actions result in an accident if you have the last clear chance to prevent it.

A car must be so driven and controlled as to enable the driver to avoid the normal actions and average mistakes of other drivers and pedestrians.

A driver must have his driver's license and automobile registration with him at all times while driving.

Follow your highway rules and help traffic move along in a safe, orderly manner.

A MISGUIDED CAR CAN BE A DEADLY WEAPON!

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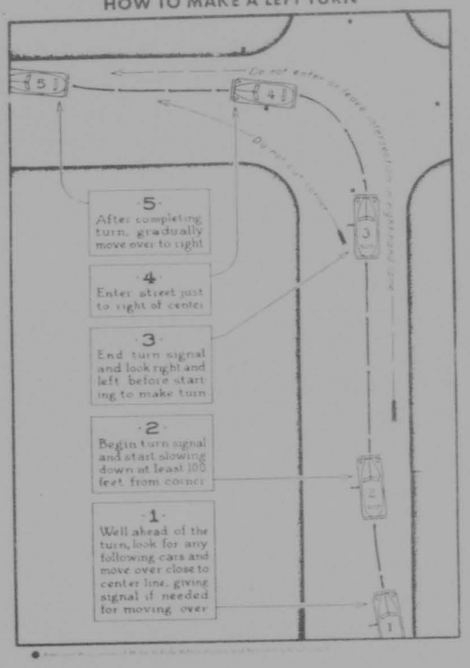
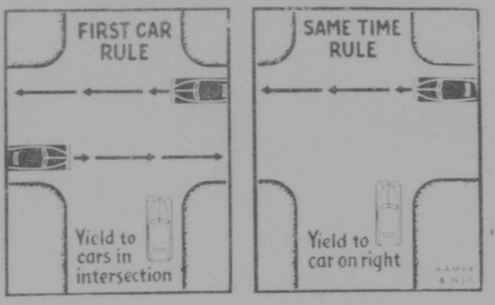
No. 5

HOW TO MAKE A LEFT TURN



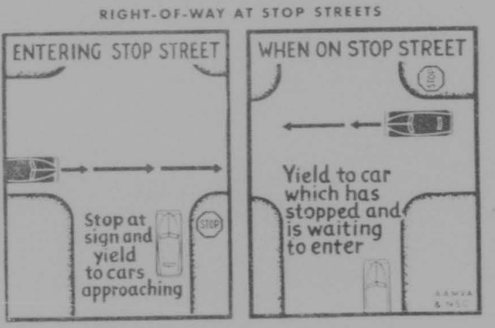
No. 6

RIGHT-OF-WAY AT INTERSECTIONS



No. 8

RIGHT-OF-WAY AT STOP STREETS



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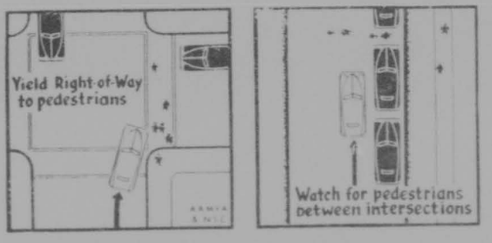
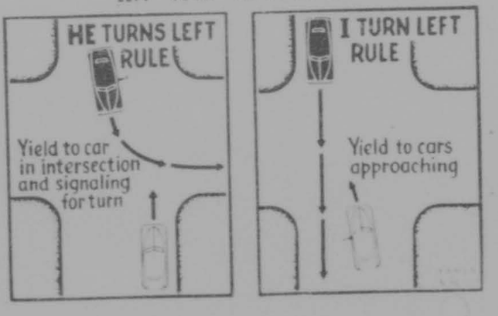


No. 9

LEFT TURN RIGHT-OF-WAY



No. 10

SPEED LIMITS SET BY STATE LAW

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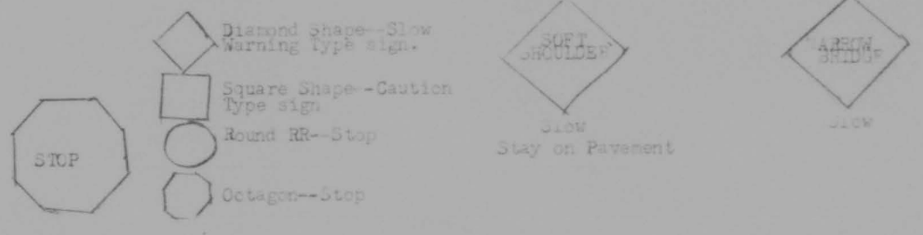

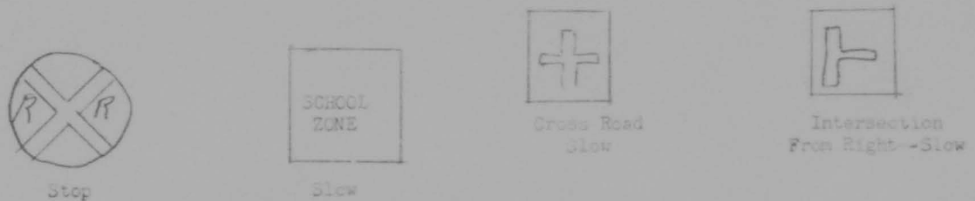

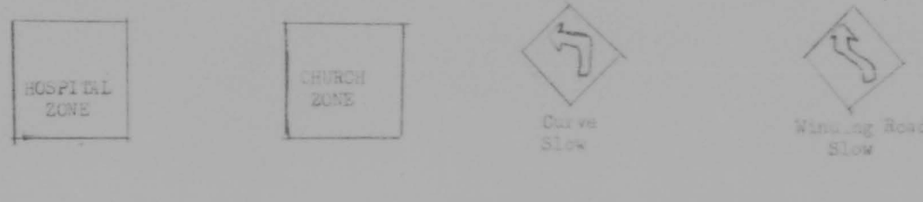

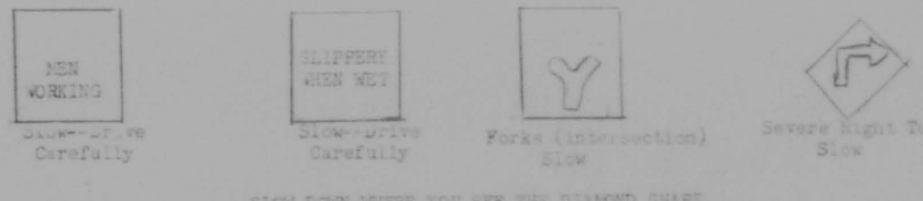

SLOW DOWN WHERE YOU SEE THE DIAMOND SHAPE

SIGNS, THEY MEAN DANGER

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JUST ONE - I'M DRIVING!

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RELENSER

Good drivers voluntarily observe traffic rules.

When you practice this kind of self-enforcement, you're practicing what you stand for- Democracy in Driving. It's for certain the drivers who resent traffic rules are the ones who need them most.

Safe driving is serious business. It calls for alertness, concentration and steadiness. Your motoring pleasures, the welfare of others and your safety is up to you. GOOD DRIVING IS A FINE ART. BE A REAL ARTIST! Enjoy the satisfaction and personal pride that comes with being an EXPERT DRIVER.

SAFE TRAFFIC LAWS

a. School Bus: When approaching a school bus from either direction which has stopped to receive or discharge passengers, stop vehicle before reaching bus and do not proceed until bus resumes motion.

b. Night Driving: State law requires motorists to dim lights Five Hundred (500) feet from approaching vehicle.

c. No Passing Zone: No vehicle shall pass another within Four Hundred (400) feet from a curve or crest of hill.

d. Accidents: Those accidents which involve property damage, or any personal injury or death, must be reported to local police authorities or the state police by the quickest means of communication. If USAF Military Personnel receive disabling injuries in a private motor vehicle accident they should notify their squadron commander.

e. Rubbish Disposal: Up to $50.00 fine for throwing bottles, waste material, or any substance likely to cause fires within highway right-of-way.

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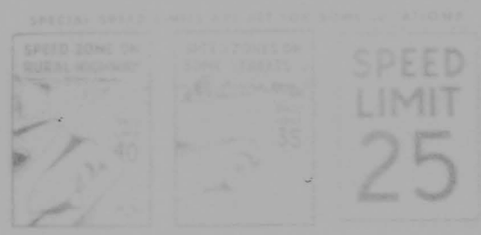

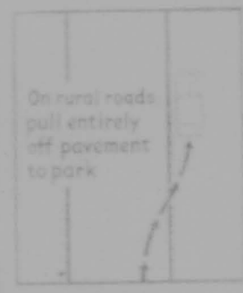

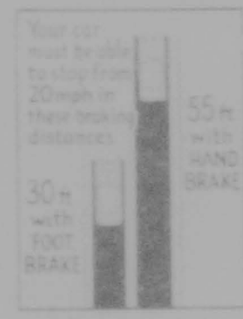

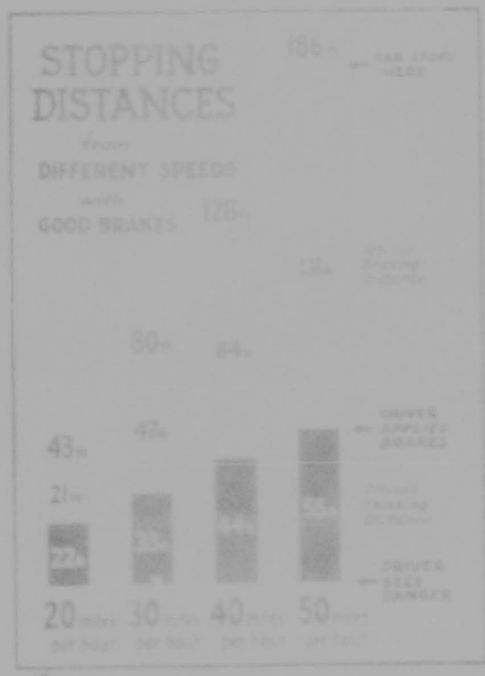

DRIVE SLOWER AT NIGHT

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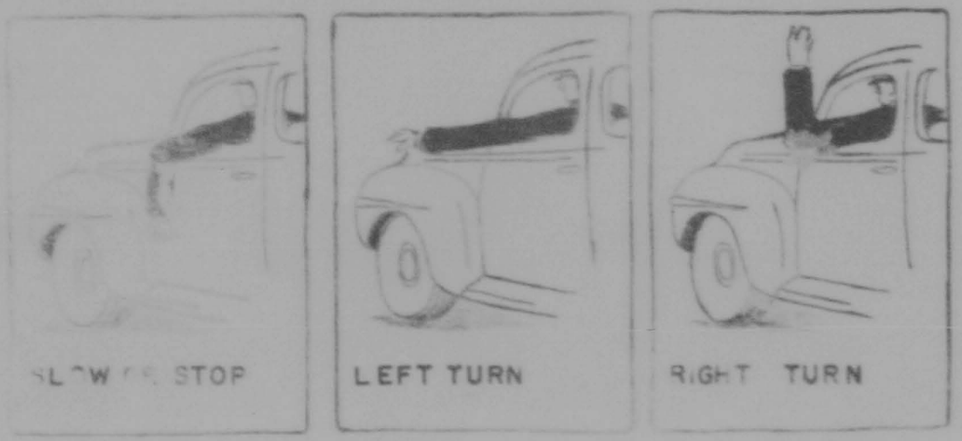

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DRIVING DIFFERENT ON SUPER HIGHWAYS

MOTORISTS MUST LEARN DRIVING ALL OVER AGAIN IF THEY ARE TO COPE SUCCESSFULLY WITH TRAFFIC ON THE NEW, HIGH-SPEED SUPER HIGHWAYS AND EXPRESSWAYS.

IT HAS BEEN POINTED OUT THAT THE SUPERBLY-ENGINEERED ARTERIES LET US BREEZE THROUGH MANY CITIES WITHOUT THE BATTLING OF NUMEROUS TRAFFIC LIGHTS.

CIVIL ACCIDENT RECORDS INDICATE THAT EXPRESSWAYS HAVE REDUCED THE NUMBER OF MINOR ACCIDENTS. HOWEVER, WHEN AN ACCIDENT DOES OCCUR, IT IS LIKELY TO BE A MAJOR ONE INVOLVING SEVERAL VEHICLES IN WHICH DRIVERS AND PASSENGERS ARE KILLED OR SERIOUSLY INJURED. ACCORDINGLY HERE ARE A FEW "TIPS" OF DEFENSIVE DRIVING FOR MOTORISTS:

1. ADJUST YOUR DRIVING HABITS TO HIGH-SPEED TRAVEL. IT TAKES LONGER TO STOP, PASS OR CHANGE DIRECTION.
2. DRIVE SMOOTHLY AT A STEADY SPEED. KEEP PACE WITH THE TRAFFIC.
3. PICK YOUR LANE AND STAY IN IT, WEAVING IS DANGEROUS.
4. LEAVE PLENTY OF ROOM BETWEEN YOU AND THE CAR AHEAD.
5. LOOK FAR AHEAD FOR SIGNS OF TROUBLE. A HIGH SPEEDS, IT TAKES LONGER TO SLOW DOWN OR STOP.
6. IF SOMETHING GOES WRONG WITH YOUR CAR, GET COMPLETELY OFF THE ROAD BEFORE YOU STOP.
7. PREPARE WELL IN ADVANCE TO RUN OFF THE EXPRESSWAY. MAKE SURE YOU ARE IN THE CORRECT TURN-OFF LANE, AND SIGNAL YOUR INTENTIONS. SLOW DOWN BEFORE STARTING YOUR TURN.

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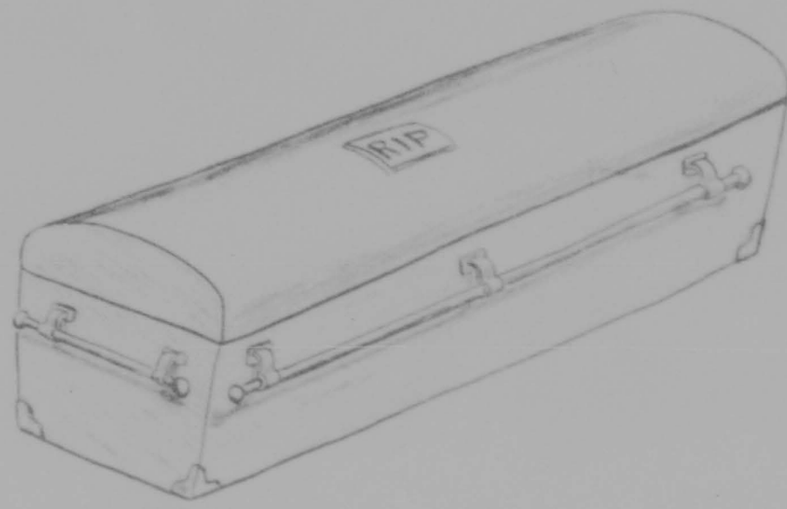

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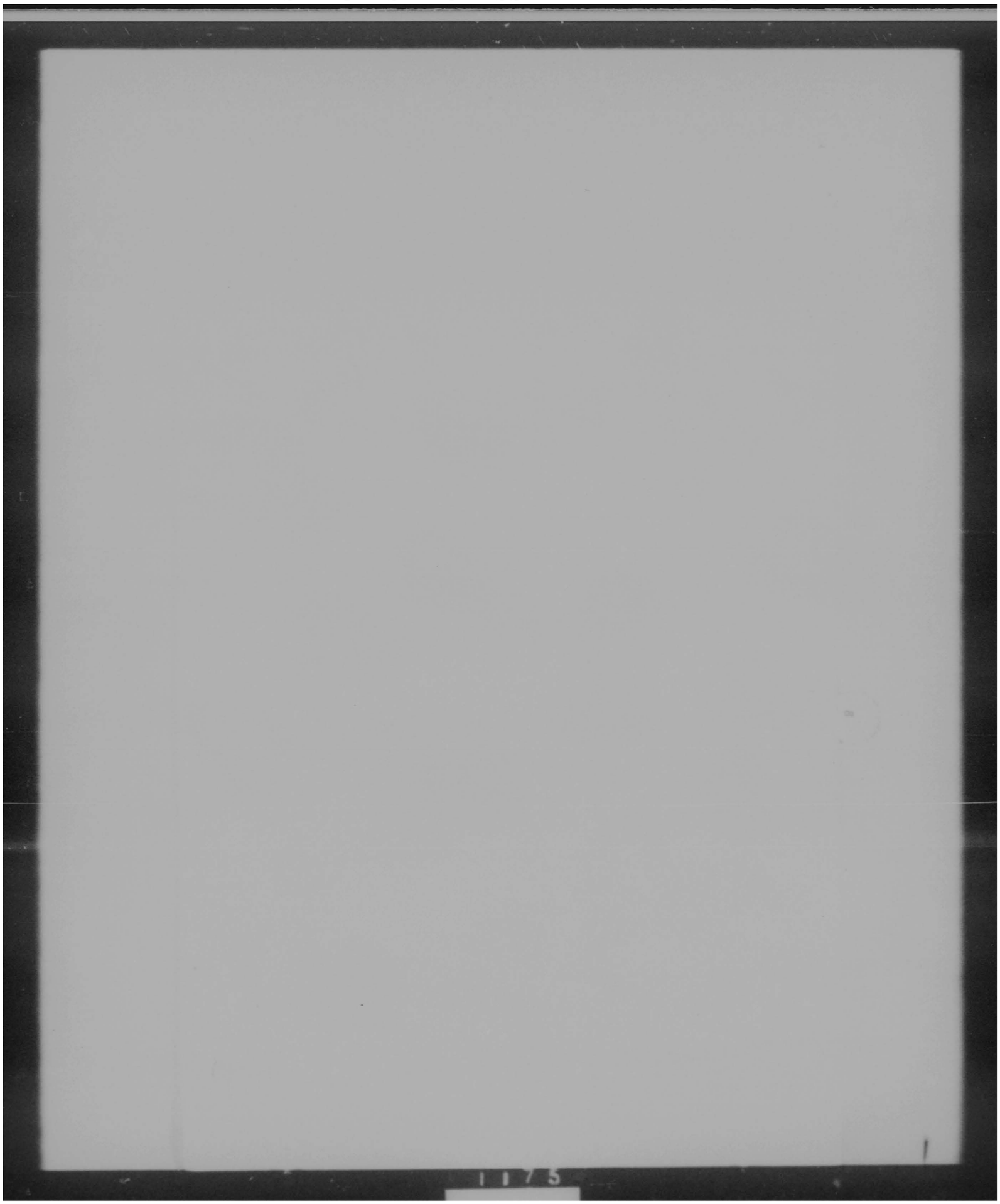

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

ADO

23 March 1956

SUBJECT: Amendment Number One to 45th Air Division Operations Order 20-56

TO: See Distribution

1. Attached pages 7a, 8, 9, 10 and 10a will replace pages 8, 9, and 10 of Appendix I, Annex A, 45th Air Division Operations Order 20-56, dated 7 March 1956.

2. Page 7, of cited Appendix will be retained in the Operations Order with the deletion of paragraph 11.

3. Amended pages to be destroyed in accordance with AF Regulation 205-1, as amended.

BY ORDER OF THE COMMANDER:

[illegible]
JOSEPH R. JACOBY
Major, USAF
Adjutant

When incls are withdrawn or not attached, the classification of this letter will be cancelled.

Incl.
Amend #1, 45AD OPORD 20-56

DISTRIBUTION:

42 BW	15
42 ABGp	15
71st AREFS	
Advon Team	15
42 AD	5

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1. LANDING, TAXIING AND PARKING PLAN

a. Landing for all Aircraft:

(1) Aircraft Commanders will insure when within radio reception (50 NM) of "Upkeep Control" (311mc) an aircraft status report is reported in "Brevity Code". With the status report and the aircraft tactical call sign, the refueling hydrant position and hardstand assignments can be expedited.

b. Taxiing for all Aircraft:

(1) Landing to the north, the exit from the runway will be from the dog leg "A". At this position, a "Follow-me" vehicle will escort the aircraft over taxiway "E" to taxi aprons 1 or 2 for refueling.

(2) Landing to the south, the exit from the runway will be from taxiway "B". At this point the "Follow-me" vehicle will escort the aircraft over taxiway "D" to taxi aprons 1 or 2 for refueling.

c. Parking Area for Passenger Aircraft on the Hardstands are: (1) 59, (2) 57, (3) 55, (4) 53, (5) 52.

(1) After engines have stopped the Aircraft Commander will insure passenger baggage (by passenger) are loaded on the waiting 1½ ton truck. When the baggage has been

AMEND #1
APP 1, ANN A
USAD OFORD 20-56
6#2049
23 MAR 56

7a

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loaded the passengers will board the bus and both vehicles will depart to Dock 28. Here at Dock 28 the passenger will complete the custom inspection and the 71st Advon Team will process the passengers and assign quarters for the officers, non-commissioned officers and airmen.

(2) After the passengers with baggage have been off-loaded and refueling completed air crews will taxi the aircraft to the assigned hardstand, escorted by the "Follow-me" vehicle. A bus will be standing by for the crew and baggage, to transport them to Dock 28. Here custom inspection will be completed and the 71st Air Refueling Squadron Advon Team will process the air crews and assign quarters for officers, non-commissioned officers and airmen.

d. To Parking Area for Cargo-carrying Aircraft on Hardstands are: (1) 42, (2) 42, (3) 44, (4) 45, (5) 46.

(1) After refueling has been completed the cargo aircraft commander will taxi the aircraft, escorted by the "Follow-me" vehicle, to the assigned hardstand.

(2) At the hardstand a bus will be standing by to transport the air crew and baggage to Dock 28. Here the custom inspection will be completed, and the 71st Air Refueling Squadron Advon Team will process and assign quarters for officers,

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#20049
23 MAR 56

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non-commissioned officers and airmen.

e. Personnel of the 71st Air Refueling Squadron will board bus and be driven to the assigned billets. Under no circumstance will the bus driver deviate from the established route. These drivers have orders not to accept any orders except from their immediate superior at Dock 28.

f. Dependents of the 71st Air Refueling Squadron will assemble at THE SERVICE CLUB. After airmen and officers have been assigned billets, non-commissioned officers and airmen can walk to THE SERVICE CLUB. Officers will go directly to their assigned rooms and immediately board the transportation and depart Bldg. 2502 to meet their dependents.

g. THE AIR CREW REPORTING TO CUSTOM INSPECTION WILL BE GIVEN FIRST CONSIDERATION. The 42d Bombardment Wing and the 42d Air Base Group requirements remain the same except where modified herein.

(1) Custom Inspection and housing assignments will be made in Dock 28.

(2) The Motor Pool will consist of 12 buses and nine(9) 1½ ton trucks at Dock 28. Motor vehicle control will be in Dock 28. Three (3) buses will be assigned to the cargo unload crews for cargo off-loading to Dock 42.

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23 MAR 56

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(3) Passengers will be off-loaded at the refueling hydrant, and air crews at the hardstands assigned.

LANDING SCHEDULE
for
[illegible]1ST AIR REFUELING SQUADRON
26 MARCH 1956

	TAKE OFF	CREW	TYPE	ACFT		
1.	0015	HATFIELD - GOTTNER	(C)	197	MIDNIGHT	13
2.	0030	VADEN	(P)	217	"	31
3.	0045	DAVIS	(C)	212	"	26
4.	0100	NANCE	(P)	198	"	12
5.	0115	WATKINS	(C)	201	"	15
6.	0200	GUTTING - MILHOLLAND	(C)	203	"	17
7.	0215	MC DADE	(P)	214	"	28
8.	0230	DAY	(C)	200	"	14
9.	0245	JOHNSTON	(P)	213	"	27
10.	0300	TUCKER	(P)	210	"	24

28 MARCH 1956

1.	0015	JETTER/LAST'S CREW	(C)	199	MIDNIGHT	13
2.	0030	WHARTON	(C)	202	"	16
3.	0045	KNAPP	(C)	215	"	29
4.	0100	HALLETT	(C)	206	"	20
5.	0115	EVERETT	(C)	211	"	25
6.	0200	CRUMBLISS	(C)	205	"	19
7.	0215	CARROLL	(C)	216	"	30
8.	0230	HAESECKE (ENROUTE KIT)	(C)	207	"	21
9.	0245	HILL (ENROUTE TEAM)	(P)	204	"	18
10.	0300	JONES (ENROUTE KIT)	(C)	208	"	22

AMEND # 1
APP 1, ANN A
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b. 42nd Bomb Wing Aircraft: (C)

(1) After landing to the north or to the south, the aircraft turn-off from the runway will be via taxiway "C". Here the Engineering Section's "Follow-me" vehicle will escort the aircraft to the hardstand assigned by the Maintenance Control.

c. Transit Aircraft: (C)

(1) After landing to the north or to the south, the aircraft turn-off from the runway will be via taxiway "C". Here Base "Follow-me" vehicle will escort the aircraft to the assigned hardstand.

AMEND # 1
APP I, ANN A
45AD OPORD 20-56
#2049
23 MAR 56

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PROGRAM [illegible] REPORT [illegible] FY 51 DATE 31 Mar 56 Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	ST	CONTR AWD	CONST START	% COMP	EST	USAF	ACC ON 200
C236-311	COMM, GCOM, REC BLDG. #1A	SF	14,500	373	4	7/4	7/4	98	2/6		
C238-311	COMM, GCOM, TRAN BLDG. #1A	SF	18,500	987	4	7/4	7/4	98	2/6		

Incl 12

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PROGRAM STATUS REPORT MCP FY 53 DATE 31 Mar 56 BASE Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	ST	CONTR AWD	CONST START	% COMP	BCD EST	BCD USAF	ACC ON 290
A416-400	PAD, A/C, WARMUP, HOLD, HV	SY	57,000	430	4	4/5	6/5	34	12/6		
C967-400	LIGHT, AFLD, TAXIWAY	FT	8,300	99	4	8/3	8/3	88	11/5		

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PROGRAM STATUS REPORT MCP FY 55 DATE 31 Mar 56 BASE Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	ST	CONTR AWD	CONST START	% COMP	BOD EST	BOD USAF	ACC ON 290
A312-330	HARDSTAND, CALIB, HV, A/C	SY	15,900	207	4	4/5	5/5	11	12/6		
A412-400	PAD, A/C, BLAST, HV	SY	10,000	29	4	4/5	9/5	100	12/5	11/5	3/6
A618-222	RUNWAY, PRIMARY EXT, HV (2100ft)	SY	70,000	1,322	4	4/5	5/5	92	12/5	11/5	3/6
A656-800	STBL, SHLDR, TAXIWAY	SY	124,000	492	4	4/5	5/5	99	11/5	11/5	3/6
A718-230	TAXIWAY, PRIMARY, HEAVY	SY	19,670	323	4	4/5	6/5	45	12/6	11/5	
B323-3005	HYDRANT, FUELING, STD, MODIF	EA	6	193	4	5/5	7/5	95	12/5		
B394-340	PIPELINE, L/FUEL, 8 INCH	FT	13,100	133	4	5/5	7/5	95	12/5		
B464-100	PUMP, LIQUID FUEL	EA	1	10.5	4	5/5	9/5	95	12/5		
B530-000	PUMP, STATION	SF	289	4.8	4	5/5	9/5	95	12/5		
C614-000	GCA FIXED (TURNTABLE)	EA	1	10	4	10/5	10/5	90	11/5		
C965-400	LIGHTING, RUNWAY, HI-INT	FT	2,100	31	4	4/5	7/5	79	7/6	7/6	
C967-400	LIGHT, AFLD, TAXIWAY	FT	3,328	47	4	4/5	9/5	39	12/6		
C850-000	TACAN FACILITY	EA	1	7	3						
E317-300	HANGAR, NOSE/WG, M/P, STD (ARS)	SF	46,860	718	4	12/4	5/5	95	11/5		
E317-300	HANGAR, NOSE/WG, M/P, STD (9 EA)	SF	211,590	3,618	4	12/4	5/5	95	9/6		
E677-100	SHOP, MAINT, ORGNL, N/S (ARS)	SF	5,760	60	4	2/5	5/5	98	11/5		3/6
J000-000	UTILITIES (11 HANGARS)	LS		716	4	3/5	5/5	98	11/5		
J210-000	FIRE PROTECTION SYSTEM	LS		27.5	4		6/5	95			
J310-000	HEATING FACILITIES	LS		524	4	6/5	7/5	50	9/6		
J647-000	ROAD (ARS)	MI	0.2	10	4	2/5	5/5	96	11/5		
K315-700	LAND EASE R/W TCN	AC	3	3	3						
K317-400	LAND OWN FEE PURCH TCN	AC	.25	1	3						
N754-100	SUP & ISSUE, ORGN, BLDG, N/S (ARS)	SF	5,760	60	4	2/5	5/5	99	11/5		3/6
N852-311	WHSE, BULK, BASE #1 (ARS)	SF	40,000	266	4	4/5	6/5	97	12/5		3/6

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56			31 Mar 56				Loring AFB, Maine				
1	2	3	4	5	6	7	8	9	10	11	12
FACILITY CODE	FACILITY DESCRIPTION	UNIT	TOTAL	CAT	GP	CONST	CONST COMPL	% COMP	C.O.F.	DEMOL	DATE DEMOL
A618-0005	RUNWAY, PRIMARY	SY	33,334	430	4	4/4	9/55	99	10/5		3/6
B131-112	BULK AVGAS TANK, N/S UG	BL	1,190	33	3	1/6		1	8/6		
B135-000	BULK STORAGE, JET FUEL	BL	25,000	100	3	12/5		4	8/6		
B227-000	FILL STAND, TRUCK	EA	1	3	3						
C654-000	ILAS HARDSTAND	LS		33	2						
C656-000	ILAS MIDDLE MARKER	LS		17	2						
C658-000	ILAS OUTER MARKER	LS		234	2						
E317-3005	HANGAR, NOSE/WG, M/P, STD	SF	226,160	960	3	2/6		2	11/6		
G311-0005	DORMITORY, AIRMAN(STORM WINDOWS)	LS		185	3	9/5			1/56		
J562-600	PARK, VEHICLE, ADM, PVD	SY	13,750	108	3	4/6		5	9/6		
J254-000	GARBAGE INCINERATOR	EA	1	130	3	2/6		1	12/5		
K746-000	LAND, FEE, PURCHASE	AC	5	42	1	3/6			3/6		
K668-000	LAND, EASEMENT, RIGHT/WAY	AC	10	8	1	3/6			3/6		
P273-330	CHAPEL, BASE #3 (300) SE	SF	6,988	206	3	12/5		3	2/7		
P275-320	CHAPEL, ED. WING, BLDG #2	SF	3,375	85	3	12/5			9/6		
P317-330	CLUB, NCO, BLDG #3	SF	14,330	257	3	12/5		5	12/6		
P673-400	RCTN, FIELD HOUSE, BLDG	SF	33,600	592	3	1/6		5	4/7		
R743-330	POST OFFICE, CENTRAL #3	SF	3,800	102	3	12/5		5	12/6		
R836-340	SCTY, GUARD HOUSE #4	SF	4,100	90	3	12/5		5	11/6		
S212-0001	AUTO MAINT. SHOP, BASE	SF	9,600	167	3	1/6		3	11/6		

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PROGRAM STATUS REPORT NO. FY 57 DATE 31 May 56 Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	FY	CONTR'T AWD	CONST START	% COMP	FY		CY 200
									DEC	JUNE	
41-131	STORAGE, BASE AVFUEL	BL	110,000	380	3						
14-457	OPERATIONS, SQUADRON	SF	15,404	267	2						
17-232A	FLIGHT SIMULATOR TWO.	SF	4,744	477	3						
17-712-	TARGET INTEL. TRAINING	SF	9,000	216	2						
21-426R	AUTO STORAGE, HEATED	SF	14,400	193	3						
21-427	AUTO STORAGE, OPEN	SY	13,000	104	3						
12-123	HYDRANT FUELING SYSTEM	EA	6	60	3						
61-241	HQS. BASE UNIT, A/POLICE	SF	2,112	58	2						
71-431	GARAGE, FAM, HSG. AIRMEN	UN	160	180	3						
71-432	GRGE, F/MSG, OFFICERS	UN	76	85	3						
74-275A	COMMISSARY STORE	SF	9,052	195	3						
74-388A	EXCHANGE, SALES STORE	SF	13,340	267	3						
74-544	LIBRARY, NON-TECHNICAL	SF	5,991	109	3						
74-618A	OPEN MESS, OFFICERS	SF	9,500	222	3						

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HQ 45TH AIR MAN Subject: 42d Air Base Group Judge Advocate Function
Unit Manning Document

PLM (9 MAR 1956) 1st IND

HEADQUARTERS EIGHTH AIR FORCE, Westover AFB, Massachusetts 22 MAR 1956

TO: Commander, 45th Air Division, Loring Air Force Base, Limestone, Maine

The requested changes are approved and will be reflected in the next edition of Unit Manning Documents and current copies will be posted accordingly.

BY ORDER OF THE COMMANDER:

1 INCL /s/t/ Lt. KNOTLOCK
No Change Major, USAF
Assistant Adjutant

Exhibit 1

1196

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XOXY

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

MAR 9 MAR 1956

SUBJECT: 42nd Air Base Group Judge Advocate Function Unit Manning Document Change Request

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

1. Attached is AF Form 374, "Unit Manning Document Worksheet", in duplicate, requesting reallocation of one (1) civilian position, AFSC 70252, Stenographic Specialist, to AFSC 70272, Court Reporter, in Function Code AF000 (Judge Advocate), 42d Air Base Group Headquarters Squadron.

2. The requested reallocation is based on and justified by the following three conditions:

a. A Civilian classification audit revealed that the incumbent of the 70252 Stenographic Specialist position has and is accomplishing duties of a court reporter to the extent that reclassification and upgrading action is indicated.

b. The past and current workload in court reporting has been such that two (2) authorized and occupied reporter positions (1 S-458, 70272, and 1 T/Sgt, 70272) have been inadequate. The overload has been sufficient to result in the situation outlined in paragraph a. above.

c. The incumbent of the T/Sgt, 0272, Stenographic Technician space (Court Reporter) is being transferred PCS this month. Due to known shortages and no projected input of military personnel in this career field, it is anticipated that the vacancy being created will not be filled in the near future.

FOR THE COMMANDER:

1 Incl
a/s

JOSEPH H. JACOBY
Major, USAF
Adjutant

[illegible]

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Hq 45th ADiv, MAN Subject: Unit Manning Document Change

DPLMD (14 Dec 55) 2d Ind 5 MAR 1956

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Nebraska

TO: Commander, Eighth Air Force, Westover Air Force Base, Mass

1. This headquarters is unable to favorably consider the request for the following reasons:

a. Funds and civilian authorizations are not available.

b. It is contrary to the policy of this headquarters to authorize civilian positions to compensate for shortages in manning of authorized military positions.

BY ORDER OF THE COMMANDER IN CHIEF:

1 Incl
n/c

J. D. WHITE
Colonel, USAF
Deputy Chief, MWC Division
Directorate of Plans

DLM (14 Dec 55) 3rd Ind

HEADQUARTERS EIGHTH AIR FORCE, Westover AFB, Massachusetts 9 MAR 1956

TO: Commander, 45th Air Division, Loring Air Force Base, Limestone, Maine

1 INCL
n/c

Exhibit 2

1-192

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KODAK SAFETY FILM

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C O P Y

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

16 FEB 1956

MAN

SUBJECT: 42d Air Base Group Finance Function Unit Manning Document Change Request

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

1. Attached is AF Form 374, "Unit Manning Document Worksheet", in duplicate, requesting authorization of one (1) additional [illegible] civilian position, AFSC 6713C, Finance Specialist, in Function Code 22000 (Finance), 42d Air Base Group Headquarters Squadron.

2. This request is based on a permanent increase in workload in the Finance function imposed by the SAC directed transfer of responsibility for consolidation of commercial invoices and related documents for the Purchasing and Contracting function. The added workload assumed on 7 February 1956, established a minimum requirement for one (1) additional position.

3. The previous procedure for paying commercial vouchers by the Finance function included the receipt from the Purchasing and Contracting function of completely audited and processed purchase orders, receiving reports, and dealers invoices for each account payable. The new procedures entail the following additional workload:

a. Preparation of suspense file for each vendor engaged in business with the 45th Air Division.

b. Receive, review, and suspense copies of purchase orders from Purchasing and Contracting.

c. Obtain receiving reports from base supply, audit, and file in suspense file.

d. Receive invoices from vendors, audit and reconcile with purchase orders and receiving reports if all data checks.

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C O P Y

HQ 45TH ADIV MAN Subject: 420d Air Base Group Finance Function Unit Manning Document Change Request Cont'd

e. Follow up with Base Supply for Receiving reports not received prior to arrival of vendors invoice.

f. Follow up with vendor via mail or telephone regarding invoice discrepancies.

g. Request change orders from Purchasing and Contracting as necessary to reconcile receiving reports and invoices.

h. Prepare and process vouchers for payment after complete reconcillation of purchase order, receiving reports and dealers invoice.

FOR THE COMMANDER:

1 Incl
A/S

JOSEPH F. JACOBY
Major, USAF
Adjutant

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UNIT MANNING DOCUMENT WORKSHEET

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SECRET

HISTORY

OF

45TH AIR DIVISION

RSI Cont No
S 17224

SECRET

1203

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HEADQUARTERS
45th Air Division (SAC)
Loring Air Force Base, Maine

ISC-H 8 JUN 1956

SUBJECT: (Unclassified) History of the 45th Air Division (SAC) (SECRET) for the month of April 1956 (RCS: AU-D5)

TO: Commander
Eighth Air Force
Westover Air Force Base
Chicopee Falls, Massachusetts
ATTN: Command Historian

1. Transmitted herewith is the (Unclassified) History of the 45th Air Division (SAC) (SECRET) for the month of April 1956 (RCS: AU-D5).

2. When inclosure one (1) is withdrawn or not attached, the classification of this correspondence will be changed to unclassified.

FOR THE COMMANDER:

Richard L Kelly 3/c USAF
For JOSEPH H. JACOBY
Major, USAF
Adjutant

1 Incl
Hist Rept
45AD (quad)

RSI Cont No
S 17334

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(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 APRIL - - - 30 APRIL 1956

Prepared for the Historical Section of
the Information Services Office, 42d
Air Base Group, by Major Peter O. E. Bekker
(Historical Officer) and Technical Sergeant
Donald F. Gilbride on 21 April 1956.

(Eighth Air Force, Strategic Air Command)

W K Martin

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CHRONOLOGY

8 April - Loring firemen were called upon to render assistance to the town of Grand Falls, New Brunswick, Canada.

10 April - On this date General Martin, 45th Air Division Commander returned to Loring from Castle AFB, California where the General underwent training in the B-52.

14 April - The Premiere of the film "Assignment Aroostook" took place in the Base Theatre.

19 April - Loring was visited by the Omaha Charter of Commerce. The group of 33 included the Governor of Nebraska and Monsgr. Wegner, Head of Boys Town.

30 April - As of this date strength was 679 officers and 4250 airmen.

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F O R E W O R D

This report contains the History of the 45th Air Division (SAC) from the period 1 April 1956 to 30 April 1956. The origin and organization of this air division are recounted along with important activities - - mission and mission implementation, operations and training, supply, maintenance, personnel and facilities - - being emphasized for the reporting period.

The information contained herein, relative to the History of the 45th Air Division at Loring Air Force Base, Maine, a unit of the Eighth Air Force (SAC) , covers activities of the 42d Air Base Group and assigned squadrons, the 4034th USAF Hospital and division headquarters. It is related to previous monthly histories of this air division since activation.

The present report was supervised by Major Peter O. E. Bekker, USAF, Historical Officer (Information Services Staff Officer), and written by Technical Sergeant Donald F. Gilbride, AF 11176258, Historian.

Like other previous reports, this history is subject to revision, and additional information or suggested corrections will be welcomed.

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ORGANIZATION, ADMINISTRATION AND ...

Brief Unit History

The 48th Air Division Headquarters was activated at Loring AFB, Maine, on 8 October 1954 and was assigned to the Eighth AF.[1] Division Headquarters was set up just seven days after the base had been re-named "Loring" in honor of Maj. Charles J. Loring, Jr. a Maine jet hero of the Korean War.[2] Original name of the base was "Limestone".[3]

Before the division came into being, the 42d Heavy Bomb Wing was top base echelon. The 42d Wing was activated at "Limestone" (see above) in February 1953,[4] along with a support organization, the 42d Air Base Group.[5] On 8 October '54, this wing and air base group were assigned as units of the division.[6] The 403th USAF Hospital became the third main unit of the division in March '54.[7]

The 48th administers its three units--wing, air base group & hospital--with respect to the over-all mission.[8] Facts point out

1. SAC GO 69, 8 Oct 54 (Sec I).
2. DAF GO 34, 15 Sep 54 (para 6).
3. Named after Limestone village, 7 mi. from base.
4. DAF Ltr, 322 (AFCMO 410h), 24 Mar 53. See also effective date. SAC GO 10, 26 Feb 53. Actually, the wing was "re-activated". WW II parent--42d Bomb Group (AAF)--was inactivated after Japan's surrender in 1946 (Hq 5th AF GO 69, 29 Apr 46 [pursuant to WD Ltr, AG 322 (OB-I-E-M, 26 Mar 46)]).
5. Also "re-activated", WW II parent--42d Service Group (AAF)--disbanded in Belgium, 1945 [Ltr, Hq IX AF Service Command, 22 May 45 (pursuant to WD Ltr, AG 322 OB-I-AFRPG-M, 4 Apr 45)].
6. SAC GO 68, 8 Oct 54.
7. Ibid., activated by SAC GO 17, 15 Mar 54.
8. Outlined in 8th AF Reg 23-13, 15 Nov 54, as amended.

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that though Loring has been a "single-wing" type station, an air division headquarters was established, primarily, to provide staging support under the EWP. As a designated provisional task force in SAC,[9] Loring AFB and the 45th Air Division has a "geographical responsibility" to service SAC overseas flights.

Original construction of Loring began in the winter of 1946-47. During the initial construction period--up to the winter of 1952-53--the base was garrisoned by a small group of AF personnel.[10] In February '53, the base came under the jurisdiction of SAC.[11] At this time the construction program went into high gear. Hangars, docks, an extension to the runway, barracks--many important base facilities were initiated.

The first B-36 aircraft arrived the last of March '53, just a few weeks after the wing was activated. In April '53, the wing launched its first training missions. By October '53, not quite nine months after the wing was activated, B-36 crews were flying more than 1,000 hours a month.[12]

When division headquarters was activated, changes were made in key personnel.[13] Brig. Gen. Bertram C. Harrison, USAF,

---

9. SAC GO 40, 31 May 55.
10. When first assigned, Jun 50, group was designated "Base detachment". Later, re-designated 4215th Base Service Sqdn, then, 4215th Air Base Sqdn (latter discontinued per SAC GO 10 when the 42d Bomb Wing was activated, Feb 53).
11. SAC GO 18, 21 Apr 53.
12. Inscribed on plaque awarded WCO by Convair, 5 Dec 53.
13. Officers' Roster (RCS: SAF-P1).

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who had commanded the wing (then Colonel), was named division CG and Col. Jerome Carter, USAF, became wing commander. On 18 June 1955, Brig. Gen. (then Colonel) William K. Martin, USAF, took command of the air division from Gen. Harrison.[14] Col. Jackson W. Lewis, USAF, had been air base group commander since 24 September 1953.

Division headquarters contained, since activated, three directorates: personnel, materiel and operations. Responsible to these directorates are the respective wing and air base group directorates.[15] These directorates are known in each headquarters as the "coordinating staff".

In the wing and air base group headquarters were added the "personnel-specialist staffs".[16] These agencies in wing headquarters consist of comptroller directorate, adjutant, air inspector, squadron headquarters, and office of safety; in air base group headquarters, comptroller directorate, manpower and organization branch, staff judge advocate, base chaplain, information services, adjutant, squadron headquarters, office of safety and munitions branch.[17] Not all these agencies were activated originally. For instance, the offices of safety in wing

14. Hq 45AD GO 10, 18 Jun 55.
15. See Exhibit #1, Organ. Chart, 45th Air Div.
16. Ibid.
17. Ref SAC Man 20-1, Dec 54.

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and air base group headquarters came into effect in April '55.[18] Another example: base operations--air base group coordinating staff--was activated early last year.[19]

Originally, there were activated seven squadrons and a medical group (see below) in the wing:[20] headquarters, periodic maintenance, field maintenance, A & E maintenance, and the 69th, 70th and 75th heavy bomb squadrons. The eighth wing squadron--an air refueling unit--was activated in February '55.[21]

The air base group, of course, was originally assigned to the wing.[22] At the time of activation, air base group had seven squadrons:[23] headquarters, air police, installations, operations, supply, motor vehicle and food service. When division headquarters was activated, air base group headquarters received equal status, i.e., lateral communication, with wing headquarters.[24]

There were attached to air base group headquarters seven special units which render support to the division.[25] They were the 1974th AACS (MATS), 2-7 Weather Detachment (MATS),

18. Est. 1 Apr 55 per SAC directive (8th AF Msg, OS 18c, 8 Mar 55). New OS took the place of old wing flying safety and air base group ground safety functions. Now flying and ground safety are combined in each OS.
19. Ref 45AD Unit Hist Rept, 1-31 Jan 55 (RCS: AD-D5).
20. SAC GO 10, 25 Feb 53.
21. SAC GO 79, 8 Dec 54.
22. SAC GO 10, 25 Feb 53.
23. Ibid.
24. SAC GO 69, 8 Oct 54 (Sec I).
25. See Exhibit #1.

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23 March 1956 from 4017th Combat Crew Training Squadron (CCTS) would require a re-check in the aircraft. This would hinder the training of instructor crews, as they would be required to give re-checks to the early graduates instead of fully utilizing their time for Combat Crew Training Missions (CCTM). Also, the delayed delivery date may adversely affect the projected date for combat readiness of the 42d Bombardment Wing.[38]

VISITS

The Armed Forces Commitee of the Omaha Chamber of Commerce visited Loring Air Force Base on 19 April 1956. The group, consisting of thirty-five (35) members of the Omaha Chamber of Commerce, included Governor Victor Anderson and Monseigneur Wagner of Boystown, Nebraska.[39]

Eighth Air Force Commander, Major General Walter C. Sweeney, USAF, arrived at Loring on 13 April and inspected the base and facilities with General Martin. General Sweeney remained overnight and attended the premiere, "Assignment in Arcostock."[40]

37. Loring AFB Publication "Limelite", dtd 13 Apr. 56.
38. Conversion Progress Report No.8.
39. Interview by author with 42d AEG ISO, 10 May 56.
40. Ibid.

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ADMINISTRATIVE FUNCTIONS AND PROCEDURES:

At the 3 April Staff Meeting for Staff Members of the 42d Air Base Group the winners of the squadron competition in the United Fund Drive were announced, first place was won by the 42d Motor Vehicle Squadron. All personnel were commended by Colonel Jackson N. Lewis, USAF, Base Commander, for their cooperation in making the drive successful. The base total was 30,500 dollars. Also discussed were Base clean-up details, the Welcome Wagon services in the housing areas made available by the local merchants, and the Open House scheduled to take place on 18, 19, and 20 May at Loring.[41]

The 12 April meeting discussed SAC approval of the new NCO Club modifications, and began arrangements to appoint a Project Officer to reward the reciting team in Air Base Group who won the quarterly re-enlistment campaign. Other matters taken up were the arrival of five (5) combat crews in May, excess property, rehabilitation training, and the appointment of Major Pearson, Judge Advocate, to represent the USAF interests with a civilian attorney, at a hearing in Augusta, Maine, on the subject; Limestone tax assessment on Airway Company.[42]

BUDGET AND ACCOUNTING:

A Budget Review Panel Meeting was held in April during which the Fourth Quarter Operating Financial Plan was presented, discussed and approved. Lt. Col Fields, Chief Budget and Accounting Division Headquarters Eighth Air Force, made a staff visit to this headquarters during April.

41. Minutes Base Staff Meeting, dtd 5 Apr. 56.
42. Minutes Base Staff Meeting, Dtd 5 Apr. 56.

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A problem arose when this installation became aware of Paragraph 26A, change 1, to SAC Programming Plan 27-55 which states that TFA would not be authorized in any circumstances as regards to B-52 Conversion TDY. Upon request from this installation Headquarters Eighth Air Force requested Headquarters SAC to amend this subject Programming Plan to give local commanders authority to authorize TFA when a specific case warrants, with the cost to be borne by locally available funds. Headquarters SAC in reply, gave Headquarters Eighth Air Force authority to authorize TFA in only extremely unique cases which would indicate TFA as being reasonable and appropiate with this authority not to be delegated to the individual bases. Headquarters Eighth Air Force, in message CC-89285 dated 17 April 1956 stated that approval of such cases must be on a "before the fact basis."[43]

BASE FINANCE OFFICE:

The gross disbursements made for April were $2,786,818.43 and there were 8,408 checks written.

The Commercial Accounts section processed 1,170 commercial vouchers, 106 discounts taken totaling 781.84, no discounts were lost, and 6,884 military personnel were paid by the finance office during April. Civilian personnel in the number of 620 were paid in April. Overall effectiveness was 81 percent.[44]

STATISTICAL SERVICES OFFICE:

Statistical Services processed 488 Reports Control Symbol (RCS)

43. Interviews by T/Sgt Silbride with 1/Lt. Arnold Sheiber, Budget Division.
44. Interview by T/Sgt Silbride with Maj. C.O. Harden, Finance Officer.

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Reports, nine (9) were late. An agreement was made between the Base Adjutant and Statistical Services reflecting the following changes;[45]

a. All correspondence pertaining to RCS reports will no longer be fanfolded, but forwarded direct to the Statistical Services Office.

b. Statistical Services were given a block of message numbers and all RCS reports will go direct to Base Communications which will save time.

c. Special Orders will be put in Statistical Services distribution immediately after reproduction.

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45. Interview by T/Sgt Gilbride with Capt. C.J. Colightly, Stat. Ser. Officer.

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LOCAL COMMUNITY RELATIONS:

Loring Air Force Base firemen crossed the Canadian border on 8 April to assist the town of Grand Falls, New Brunswick control a fire which destroyed seven (7) business establishments. The call for assistance was received at 1:15 A.M. on 8 April and the base fire department dispatched a tanker and two (2) 500 gallon pump trucks, which arrived at Grand Falls at 1:45 A. M. During the three (3) hour period that Loring firemen took part in quelling the fire, more than 9000 gallons of water was pumped and the base firemen also helped with the equipment from other fire departments of surrounding towns. Loss of property exceeded 50,000 dollars and took the life of a twelve (12) year old Grand Falls boy.

SOURCE: Interview by T/Sgt Philbrick with Sgt. Bravely, Base Fire Dept., 13 Apr. 46

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CHAPTER II

PERSONNEL PROBLEMS AND POLICIES

STRENGTH:

The strength of Loring Air Force Base increased slightly in April. The total of 5167 airmen and officers on 30 April was an increase of 136 over 1 April. However, this was still 838 less than authorized strength.[1] Below is a report of strength by units.

STRENGTH REPORT - 30 April 1956

Unit	Officers Asgd	Airmen Asgd
Hq 46 ADVID	10	6
42d HBW	466	2063
42d Tac Hosp	32	137
4034th USAF Hosp	17	8
42d ABGp.	101	1921
	626	4160

PERSONNEL CHANGES:

Lieutenant Colonel William W. Pannis, USAF, was relieved as Deputy Base Commander of the 42d Air Base Group and reassigned to Headquarters 8th Air Division (SAC), APO 117, on 11 April 1956. Lieutenant Colonel Fred C. Simpson, USAF, was appointed as Deputy Base Commander and Lt. Col. William C. Carter, USAF, was appointed Base Director of Personnel.[2]

MANNING:

Officer body manning remained fairly stable during April, however, the effective manning did not reflect a true picture because of the continued B-36 operation imposing overage requirements not reflected in manning documents for B-52 aircraft. Headquarters 45th Air Division

1. Daily Strength Rept, LAFB Stat Ser Off, 30 Apr 56.
2. Interview by author with Airman McClure, Off Rec Sect, 42d ABGp.

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had no change during April, remaining 90 percent body manned and 90 percent manned in required specialties (MIRS).

The 42d Bomb Wing decreased 14.2 percent in officer body manning but increased 8.6 percent in MIRS. The wing was112 percent body manned and 81.8 percent were MIRS.

The 42d Air Base Group was 100.08 percent body manned and 86.89 percent were MIRS. This was an increase of 7.65 percent in body manning and 2.09 percent MIRS.

Airmen manning in Headquarters 45th Air Division showed a decrease of 14 percent from March. Body manning and manned in required skills both dropped from 100 percent to 86 percent in April.

The 42d Bomb Wing airmen were 77.04 percent body manned in direct support skills and only 40.2 percent were in required skills. Although airmen effective manning was improving, continued emphasis was placed on the On-The-Job-Training program. Upgrading and cross-training actions had proven to be the most valuable source of supplementing the heavy loss through separations and reassignments.

The 42d Air Base Group was 104 percent body manned and 76.2 percent were in required skills.[3]

3. Monthly Analysis, 45AD D/Pers, April 56.

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MORALE WELFARE AND DISCIPLINE:

The new Whispering Pines Service Club on Loring Air Force Base held the tryouts for the Air Force "Tops In Blue" contest on 22 April. An audience of 400 airmen received the tryouts enthusiastically and the winners went on to Plattsburg Air Force Base, New York.

The Service Club attendance for the month was 29,000, an average of almost a thousand per day. An estimated 900 personnel utilized the wood and automotive hobby shops, and classes in amateur photography for beginners increased to approximately 180 personnel and dependents. The Loring Doodey Birds, base model aircraft club held two meetings in April and held a model airplane meet on 14 April.

The base Glee Club held four (4) meetings in April and had a membership of thirty voices. At the April 30 meeting plans were made to present a performance at the base theatre in May.[1]

Information in regard to legal activities and AWOL rate were as follows:

a. There were eight (8) Summary Courts-Martials and eight (8) Special Courts-Martials during April.

b. There were twenty-four (24) Article 15's reviewed by the Office of the Staff Judge Advocate.

c. Fourteen (14) airmen were confined at hard labor during the month of April.

d. One (1) airman was Dishonorably Discharged from the service, a formation was held on 8 April and the man drummed from the area.

1. Interview with 1st. Lt. Riccardi, Glee Club Leader, 15 April.

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INCIDENTS:

Traffic Accidents (Military & Civilian):	
On-Base	9
Off-Base	4
Traffic Violations (Military & Civilian):	
On-Base	44
Off-Base	29
Serious Crimes	3
Drunk and Disorderly	1
Article 15's	24
Reports of theft	18

2. Figgers & Fax, Command Notebook, Apr 59.

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CHAPTER III

OPERATIONS AND TRAINING

DIVISION OPERATIONS:

The 48th Air Division Operations concentrated on the conversion program of the 42d Heavy Bombardment Wing throughout April. It was determined necessary to consolidate the reports made by the 42d Bomb Wing and the 42d Air Base Group in order to eliminate duplication of effort and to insure positive co-ordination and communications between both activities.[1]

The Director of Operations, Deputy Director of Operations and the Radar Observer for the division attended the B-52 Mobile Training Detachment course on the station. On 25 April the Deputy Director of Operations conducted the Division Safety Commitee Meeting.[2]

Major problems areas that were beyond the capability of Division Operations to correct or show appreciable accomplishment without the assistance of higher headquarters were:[3]

a. The lack of a suitable practice bomb which would prevent the accomplishment of the required releases under SAC Regulation 50-43.

b. Lack of information on the type of tactical weapon used in B-52 aircraft prevented the final preparation of lesson plans for the Special Weapons Refresher Course.

c. Concerted action was recommended to obtain an MA-6 trainer

1. B-52 Conversion Report, dtd 7 May 56.
2. Intvw by T/Sgt Gilbride with Capt Eddy, OIC MTD, & Min Div Safety Meet.
3. B-52 Conversion Report.

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as soon as possible. The alternate solution of changing the K-3A trainer to physically resemble the MA-6 trainer was not considered adequate. 350 copies of the 1B-52C-1 Technical Order were received and this permitted the completion of plans which had been delayed because of the lack of Performance Data on the B-52.[4] The required Standardization Board crews were selected, three (3) were in training with the 4017th Combat Crew Training Squadron and one (1) would enter training in June 1956.

There was no approved SAC Tactical Doctrine for B-52 operation and this deficiecy was brought to the attention of higher headquarters. The current Weather Evacuation Base was considered adequate for B-52 aircraft and the Emergency Evacuation Base assigned in April was also considered to be adequate, however, this base had not been surveyed to date.[5] Other projects under the supervision of division operations for the conversion of the 42d Bomb Wing were:

1. A chart designed and published which will reflect the daily SAC 51-19 status of all crew members in Bomb and Air Refueling Squadrons.
2. Maps and charts were available on the station and station circle stamps were requisitioned.
3. The training capability and planned utilization of the B-52 MTD was completed with the arrival of the electronics portion on 14 April. Utilization of the mechanical MTD was 374 hours.
4. The C-11 link trainer was operational, however, no further information was available on additional trainers.

Base Flight:

Base Flight aircraft flew 374:10 hours during April and received two (2) additional C-45 aircraft. Two (2) missions were staged through Base

4. B-52 Conversion Progress Rept.
5. IBID.

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Flight. Missions were nicknamed " SEA DEVIL " and " DEVIL FISH ", there were no delays incurred due to airdrome conditions. Air traffic arriving and departing the station during April were as Listed below:[6]

a. Domestic Arrivals - 192
b. Domestic Departures - 202
c. Foreign Arrivals - 29
d. Foreign Departures - 25
e. Round Robin Flights - 169
f. Local Flights - 122
g. VIP Arrivals - 63

Communications:

An estimated 75 percent of the Non-crew member personnel viewed a two (2) hour series of personal affairs and fire protection lectures over Loring Air Force Base's AFL-TV, utilizing 0000 training hours.[7] Approximately thirty (30) aircrew personnel completed 50-24 Block Training, utilizing 924 training hours. The training flight C-8 trainer was out of commission for major repairs and complete overhaul, and assistance was requested from the depot. The P-3 trainer was utilized for 128 hours, the C-11B trainer for 100:30 hours, and the T-2 trainer was utilized for 48 hours. This low utilization of the T-2 was caused by the conversion program of the 42d Bomb Wing.

The Base Survival School gave a series of lectures to the 42d Air Refueling Squadron and on 5 April twenty (20) crew members participated in a two (2) day survival exercise, to Loring's Butterfield Lake. This same exercise, comprised of 11 KC-97 crew members, was held on 19 April.[8]

6. Intervw by T/Sgt Gilbride With Capt Gilles, Base Ops.
7. Intervw by T/Sgt Gilbride with Lt Pennington, Base Training Flight Off.
8. Intervw by A/3c Morrison with Capt Linne, Base Survival School.

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CHAPTER IV

MATERIEL

Materiel Activities:

The Materiel Section was visited by the following Technical Representatives and Inspectors during April:

a. Mr. Arthur Carbary, spares representative from Boeing Aircraft visited Loring Air Force Base on 4 and 5 April to assist Base Supply with Boeing parts.

b. The Air Research Corporation assigned Mr. Karl Harris to Loring Air Force Base as the permanent Technical Representative for MA-1A Air Carts, Air Research equipment on B-52 aircraft, and the aircraft heaters.

c. Mr. W. E. Llewellyn of the Disposal Division, Middletown Air Materiel Area, arrived on the station on 18 April and remained for three (3) days to conduct the semi-annual inspection of the base disposal function.

d. Colonel Cornell and Captain Johnson, Middletown Area Assistance Officers, visited Loring on 3 and 4 April for the purpose of co-ordinating requirements for recovering KC-97 control surfaces and providing possible assistance for erecting the Luris maintenance platforms. It was agreed that the 42d Air Refueling Squadron would fly the tankers to Middletown, have the control surfaces replaced and return the aircraft to Loring as fast as the depot could provide serviceable control surfaces.

The depot had two (2) major problems concerning this project. One (1) was the difficulties they had experienced in obtaining an extra two (2) or three (3) sets of surfaces to start their production line. They requested that Loring Air Force Base contact Eighth Air Force to request Warner-Robins and Oklahoma City Air Materiel Areas to provide the necessary surfaces. This information was forwarded to Eighth Air Force for approval . The other item was the team's concern over the amount of maintenance necessary to perform on the KC-97 aircraft after landing at Middletown. The visitors were assured, and a message sent to Middletown, that Loring would provide all necessary maintenance support to clear in-flight discrepancies between Loring and Middletown. It was further agreed that Loring supply such items

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as engine changes and other such maintenance that may become essential.

The visitors inspected a dock where one (1) of the Duris platforms was positioned, ready for erection. Colonel Cornell agreed that a definite problem existed manpower and/or money-wise, to complete this project. Upon his return to Middletown he agreed to look into the possibility of obtaining the funds to erect the stands through contractual means.[1]

Base Supply:

During April, a total of 22,700 line items were processed by Base Supply. A total of 20,990 line items were assigned in April, this was a decrease over March due to the fact that AFSD 5641000, B-52 spare table, was almost completed to date.

The Supply effectiveness for Category A, which includes AF Classes 01-05, 11 and 16, was 80 percent effective in April. This figure was based on a total of 5390 line items requested, compared to 2432 line items issued, minus 143 line items cancelled. The effectiveness for Category B, which includes all other AF classes plus technical classes such as Ordnance, Engineer, Chemical and Signal, was 83 percent effective. This computation was based on a total of 1725 line items requested compared to 1384 line items issued, minus 56 line items cancelled. The reason for the decrease in the supply effectiveness for both categories was primarily due to the non-recurring request for items, thus not maintaining proper control levels.

The B-52 conversion program figures revealed a total of 700 line items received to date on the Z account and was 69 percent complete. The Non-Z account was 61 percent complete, considering a total of 1310 line items received. The Table II Support for 15 aircraft on AFSD 5641000 was 91 percent complete on 30 April.[2]

1. Hist Rept of 46AD Materiel, 30 April 56.

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The following activities occurred within Base Supply during April:

a. On 17 April two (2) engineer inspectors arrived from Schenectady General Depot for the purpose of inspecting snow removal equipment and engineer processes at this station.

b. A new system was devised between Local Purchase and Purchasing and Contracting to expedite handling of all VOP parts.

c. The fuel oil and gasoline contracts for the period 1 May through 1 November 1956 were received which totaled 2,800,000 gallons.

d. All forms for the supply mechanization program were received. This base will send 7 representatives to SAC Headquarters on or about 20 May for familiarization on this program.

e. Base Supply is taking necessary action to ship spare parts peculiar to the B-29 aircraft to Lockborne Air Force Base, Ohio. Word has been received that 3 C-119 aircraft are being received from Lincoln Air Force Base, Nebraska, thus, action is being taken to receive spare parts with these aircraft.

f. An inventory of the Commissary Officer's Account was completed on 30 April 1956 in accordance with current regulations.

g. Value of Cash and Charge Sales for the period totaled $92,483.79. This is a drop from the record high of $97,300.38 set during the month of March 1956, and is the second high month in sales. As a comparison, the average monthly sales during the same period

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2. Monthly report of Base Supply activities, dtd 30 April 56.
3. IBID.

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during 1968 was $70,963.61. This represents a 37% gain.

h. A total of 875,165 pounds of salvage and scrap were received by this office.

i. Property was issued to base Activities in the amount of 26,002 pounds.

j. Property was sold on Invitation for Bid, in accordance with Section D, Volume XIII, AF Manual 67-1, in the amount of 26,002 pounds.

k. In the month of April, the Clothing Sales Store made 1382 individual sales to Officer and Airmen, totaling $6,864.83. Category 21, Initial Allowance, totaled $10.00. Category 23, Health and Appearance, totaled $710.90. Category 61, Burial of Deceased, totaled $4.60. There were no Category 68.

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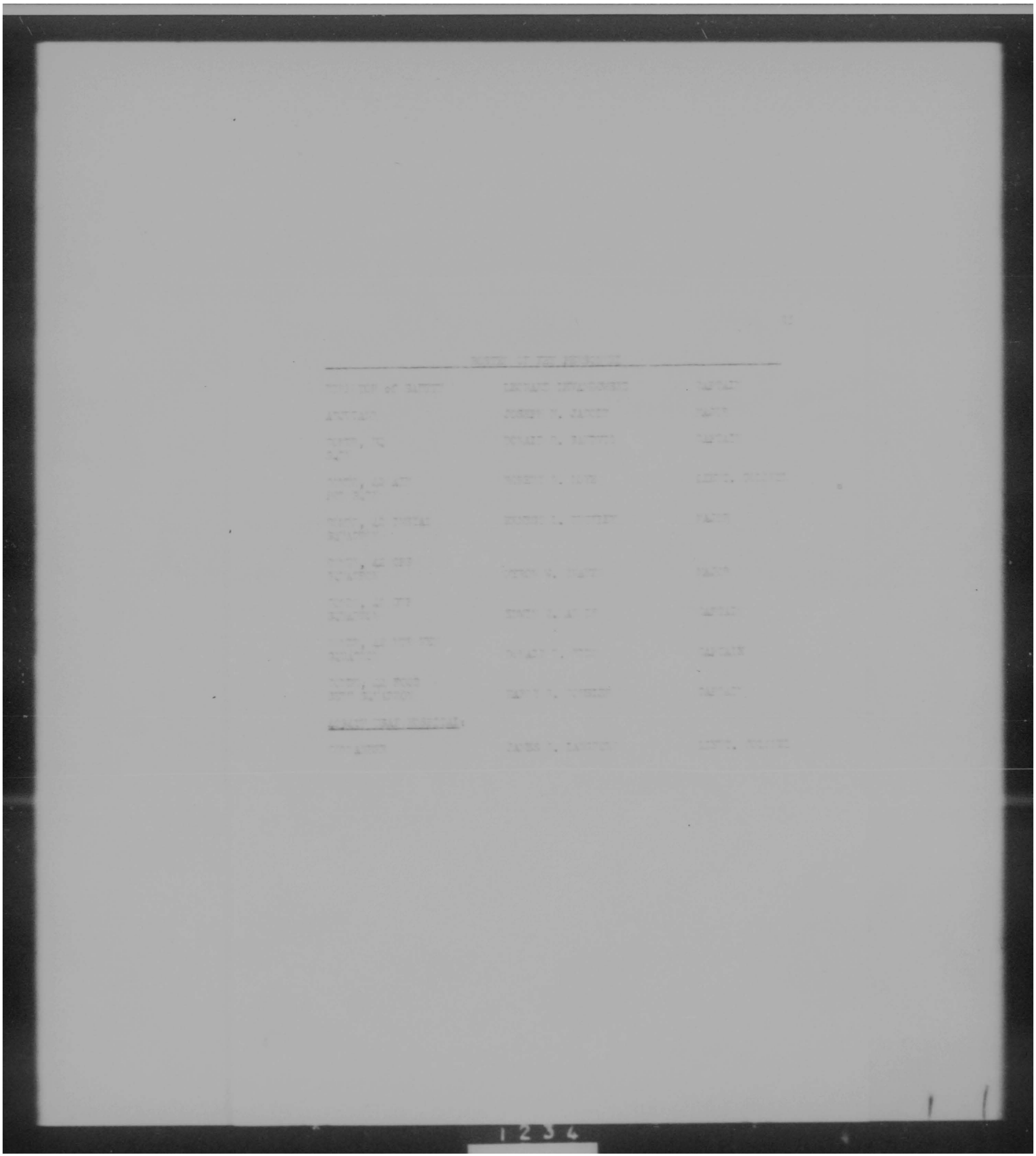

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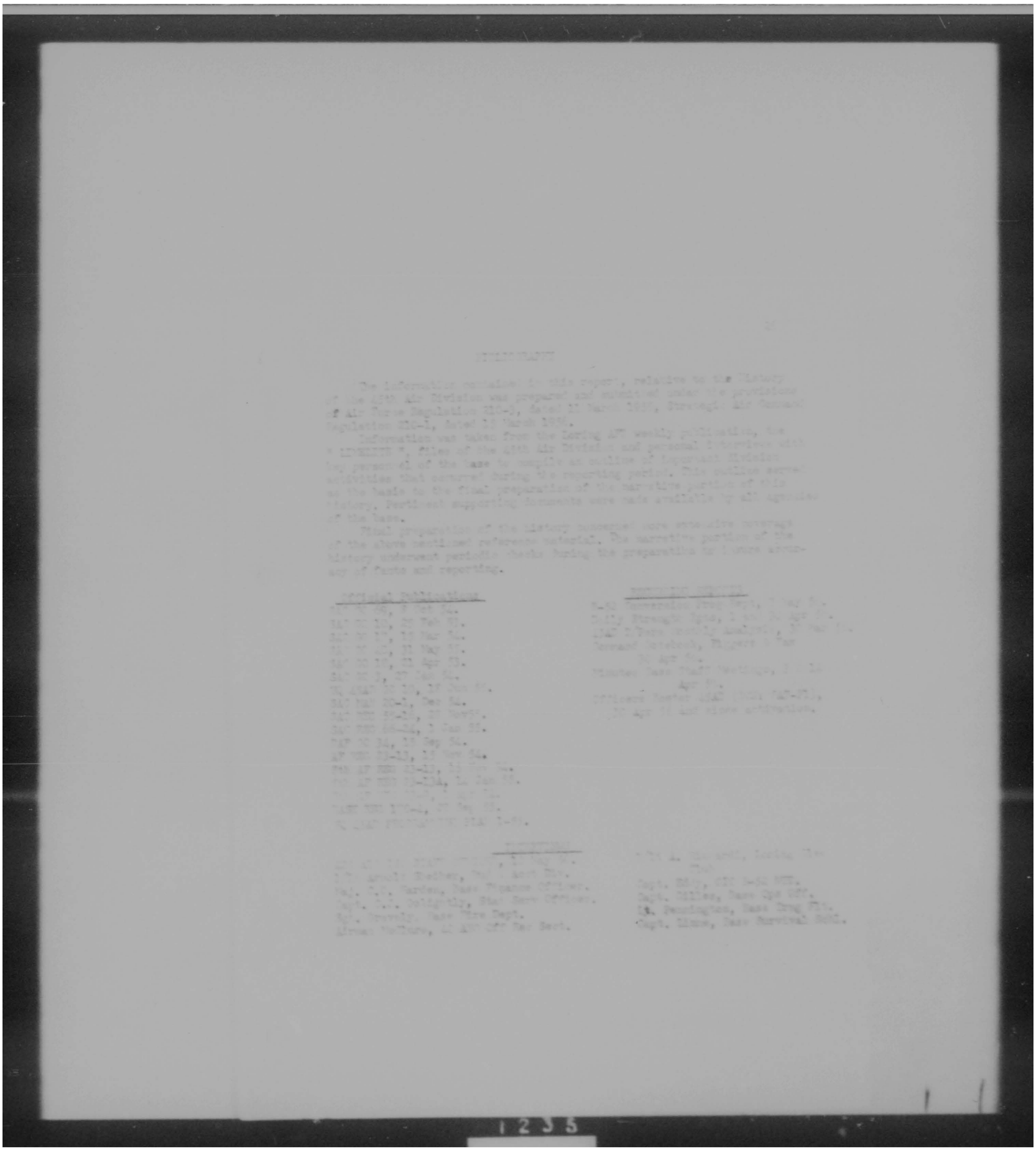

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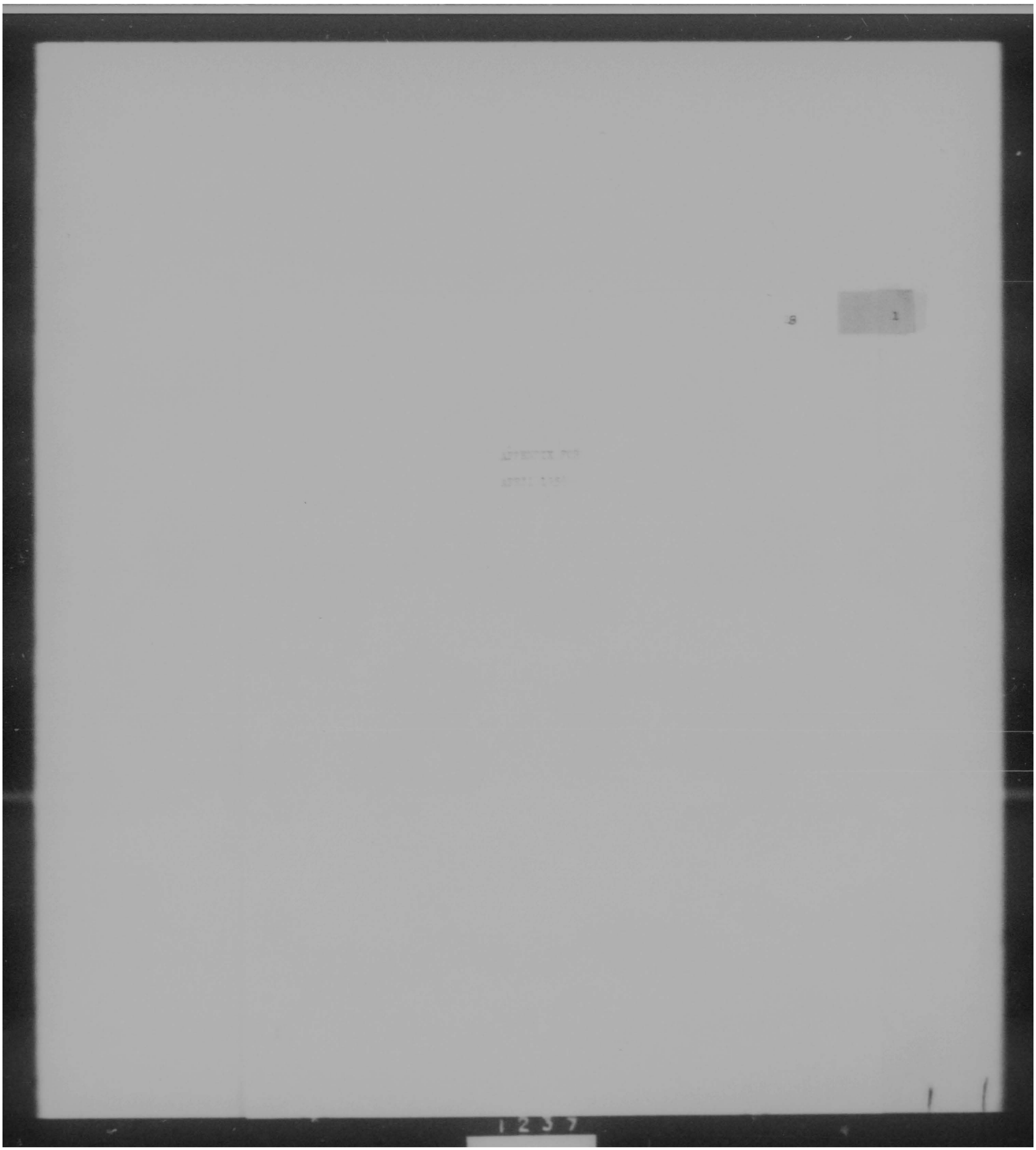

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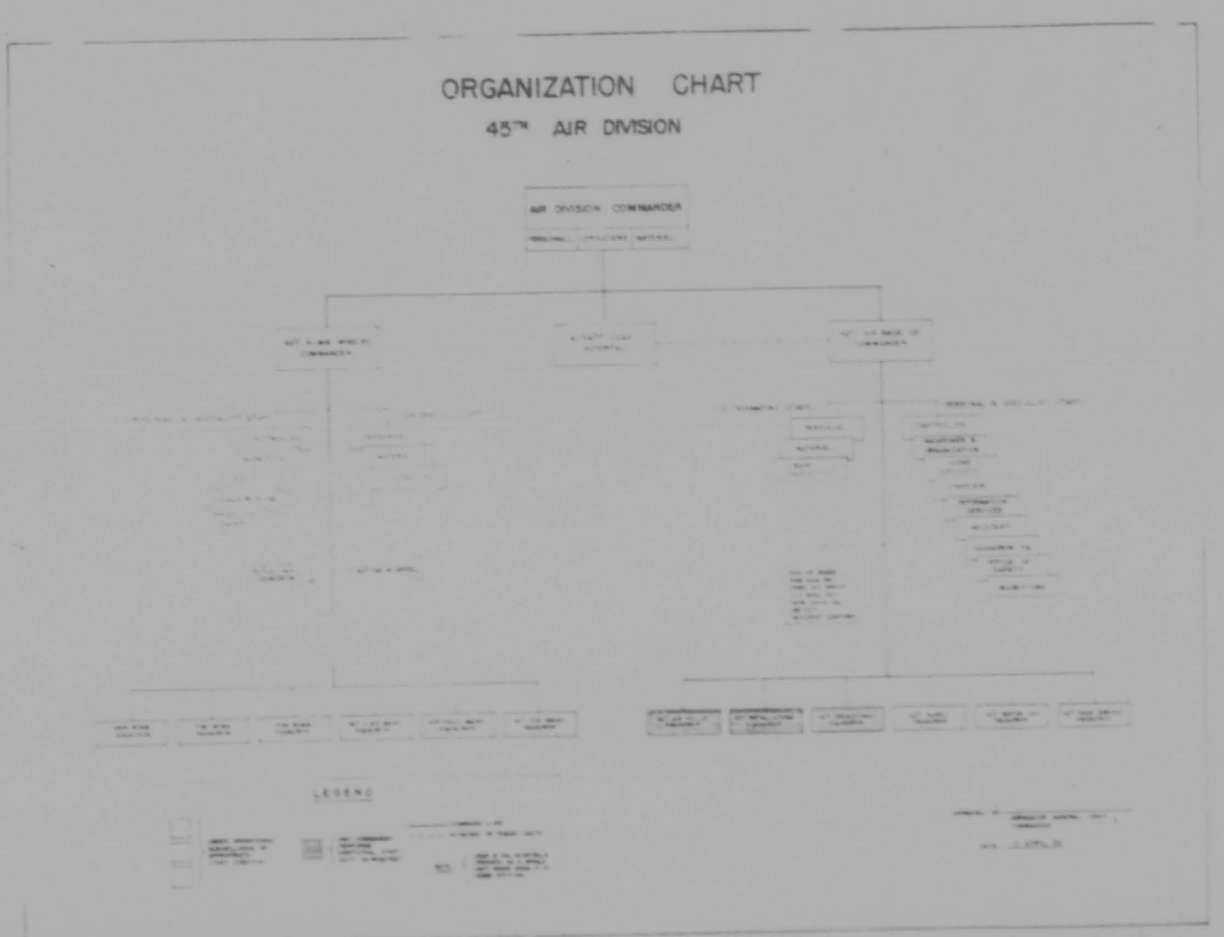
ORGANIZATION CHART

45TH AIR DIVISION



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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE: 1 April 1956

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PRD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PRD
HQ 45TH AIR DIVISION	10	10	0	7	7	6	0	4
HQ 42D BOMB WING	48	48	0	30	122	150	0	132
69TH BOMB SQUADRON	63	98	0	57	166	185	0	138
70TH BOMB SQUADRON	63	104	0	71	166	179	0	145
75TH BOMB SQUADRON	63	101	0	57	166	186	0	137
42D FIELD MAINT SQUADRON	8	9	0	9	702	615	0	466
42D PER MAINT SQUADRON	5	5	0	4	278	158	0	133
42D A & E MAINT SQUADRON	12	8	0	7	277	424	0	343
42D AIR REFUELING SQUADRON	100	95	0	84	224	196	0	166
TOTAL	372	478	0	326	2108	2099	0	1664
42D TACTICAL HOSPITAL	36	32	0	26	137	137	0	130
6534TH USAF HOSPITAL	16	17	0	17	19	8	1	8
TOTAL	52	49	0	43	156	145	1	138
HQ 42D AIR BASE GROUP	56	57	1	46	258	384	6	344
42D OPNS SQUADRON	11	9	0	6	181	197	13	173
42D SUPPLY SQUADRON	18	15	0	11	346	330	0	290
42D MOTOR VEHICLE SQUADRON	6	6	0	5	210	245	0	210
42D AIR POLICE SQUADRON	10	8	0	6	342	291	0	261
42D FOOD SERVICE SQUADRON	4	1	0	1	266	226	0	212
42D INSTLS SQUADRON	6	5	3	7	261	244	60	290
514TH AIR FORCE BAND	1	0	0	0	19	14	0	14
TOTAL	112	101	4	82	1863	1921	79	1807
BASE GRAND TOTAL	536	628	4	451	4127	4165	80	3609

OFFICER NAME, GRADE (Typed): WILLIS A. HOLLAND, 2nd LT. USAF

SIGNATURE (Officer):

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE 30 Apr. 56

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PFD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PFD
HQ 45TH AIR DIVISION	10	9	0	8	7	6	0	4
HQ 42D BOMB WING	52	51	0	34-	149	178	1	160
69TH BOMB SQUADRON	87	119	0	63	229	187	0	147
70TH BOMB SQUADRON	87	104	0	62	229	183	0	146
75TH BOMB SQUADRON	87	119	0	63	229	187	0	147
42D FIELD MAINT SQUADRON	8	9	0	7	842	649	0	480
42D PER MAINT SQUADRON	4	4	0	3	373	156	1	124
42D A & E MAINT SQUADRON	11	8	0	8	319	455	0	389
42D AIR REFUEL HQ SQUADRON	99	101	0	81	270	208	0	159
TOTAL	445	524	0	329	2597	2209	2	1756
42D TACTICAL HOSPITAL	36	31	0	26	134	133	0	132
6834TH USAF HOSPITAL	16	17	0	16	19	8	2	9
TOTAL	52	48	0	42	153	141	2	141
HQ 42D AIR BASE GROUP	58	66	0	46	276	354	2	314
42D OPRS SQUADRON	8	8	0	6	161	185	13	169
42D SUPPLY SQUADRON	17	13	0	10	343	332	0	298
42D MOTOR VEHICLE SQUADRON	5	3	0	2	207	252	0	240
42D AIR POLICE SQUADRON	10	8	0	7	340	282	0	242
42D FOOD SERVICE SQUADRON	3	3	0	3	207	217	0	200
42D INSTLS SQUADRON	6	6	0	5	259	263	1	247
524TH AIR FORCE BAND	1	0	0	0	19	15	0	12
TOTAL	108	107	0	79	1812	1900	16	1722
BASE GRAND TOTAL	605	679	0	450	4562	4250	20	3619

OFFICER NAME, GRADE (Typed): WILLIS A. MULLAN, 2nd Lt. USAF

SIGNATURE (Officer):

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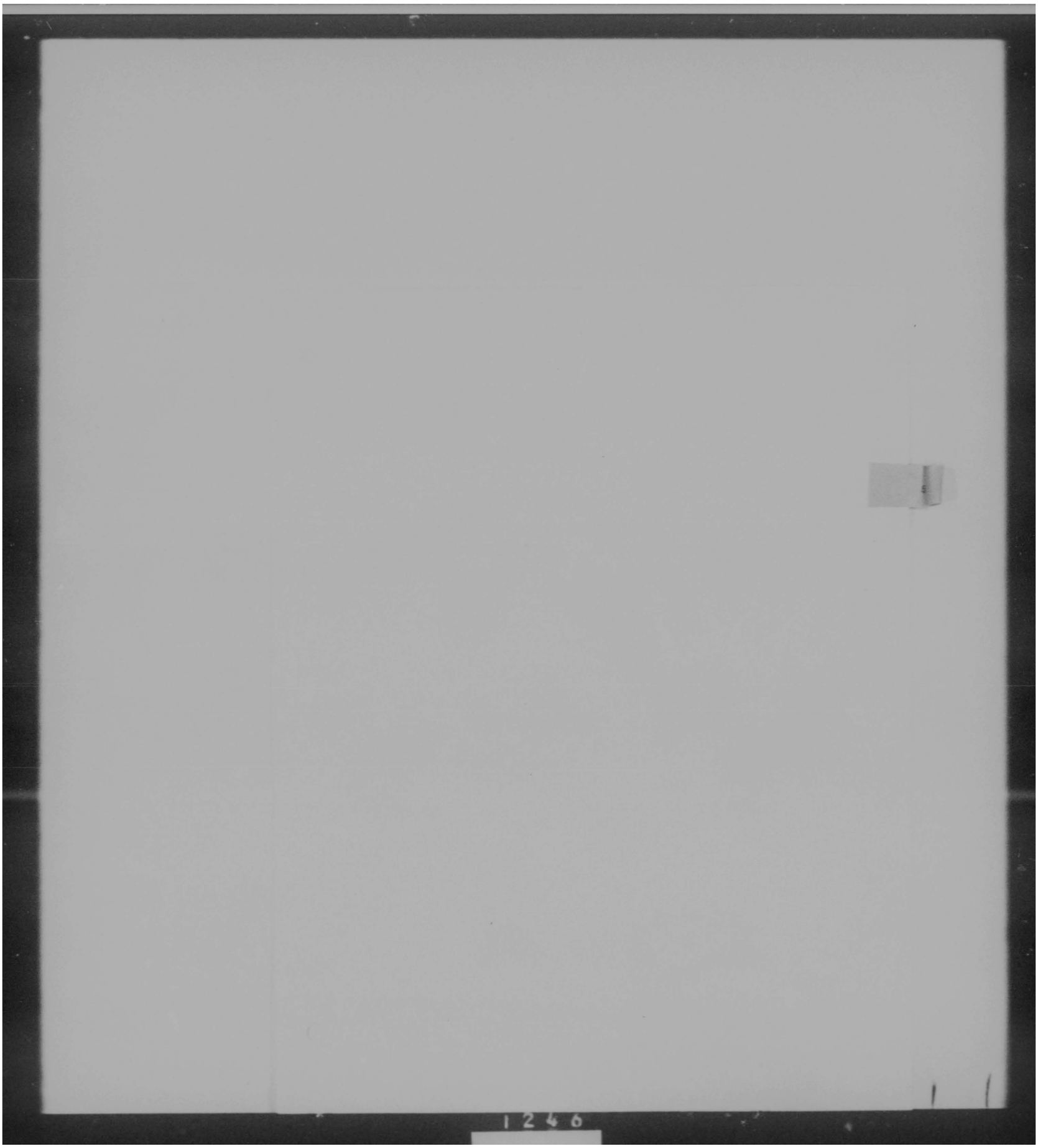

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42D SUPPLY SQUADRON
42D AIR BASE GROUP (SAC)
LORING AIR FORCE BASE, MAINE

42SS1 11 May 1956

SUBJECT: Monthly Report of Base Supply Activities

1. During April, a total of 22,760 line items were processed by Base Supply. A total of 20,990 line items were assigned during April. This is a decrease over the previous month due to the fact that AFSD 56A1000, B-52 spare table, has been almost completed to date.

2. The Supply effectiveness for category A, which includes AF Classes 01-05, 11 and 16, was 80% effective during April. This figure is based on a total of 5390 line items requested compared to 2432 line items issued, minus 143 line items cancelled. The effectiveness for Category B, which includes all other AF classes plus technical classes such as Ordnance, Engineer, Chemical and Signal, was 83% effective during the month. This computation is based on a total of 1725 line items requested compared to 1364 line items issued, minus 56 line items cancelled. The reason for the decrease in the supply effectiveness for both categories is primarily due to the non-recurring request for items, thus not maintaining proper control levels.

3. The B-52 conversion program is progressing satisfactorily. The latest figures for the Z account reveals a total of 700 line items received to date which gives an overall picture of 66% complete. The Non-Z account is 61% complete to date considering a total of 1310 line items received.

4. The Table II Support for 15 Aircraft on AFSD 56A1000 is 91% complete to date.

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5. Base Regulation number 67-6 dated 9 April 1956 entitled Control of Critical Local Purchase Items, has been approved and distribution has been made on subject regulation. Another base regulation was submitted by Base Supply during April which was number 5-6 entitled Technical Publications. The date of this regulation was 20 March 1956.

6. On 17 April 1956, two engineer inspectors arrived from Schenectady General Depot for the purpose of inspecting snow removal equipment and engineer excesses at this station.

7. A new system was devised between Local Purchase and Purchasing and Contracting during the month to expedite handling of all VDF parts.

8. A request for extension for the cardex mechanization program was refused by SAC Headquarters, therefore, implementation of this program will be initiated as previously scheduled - 1 June 1956.

9. Mr. Murphy, a representative from OOAMA, has arrived on base to assist on supply problems being encountered on parts for the B-52 aircraft. He will be acting as a liason man between depot and this base to provide supply assistance.

10. The annual supply inspection by Middletown Air Material Area was completed this month by two representatives. A written report will be prepared by the representatives upon their return to Middletown and this base will be advised of supply problems detected by the inspectors.

11. The fuel oil and gasoline contracts for the period 1 May - 1 November 1956 have been received which totals 2,800000 gallons.

12. All forms for the supply mechanization program have been received.

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This base will send 7 representatives to SAC Headquarters on or about 20 May for familiarization on this program.

13. Base Supply is taking necessary action to ship spare parts peculiar to the B-36 aircraft to Lockbourne Air Force Base. Word has been received that 3 C-119 aircraft are being received from Lincoln Air Force Base, thus, action is being taken to receive spare parts with these aircraft.

14. An inventory of the Commissary Officer's Account was completed on 30 April 1956 in accordance with current regulations.

15. Value of Cash and Charge Sales for the period totaled $92,448.79. This is a drop from the record high of $97,990.36 set during the month of March 1956, and is the second high month in sales.

16. As a comprision, the average monthly sales during the same period during 1955 was $70,903.61. This represents a 28% gain.

17. The following is an outline of the work conducted by this office during the month of April 1956.

a. In accordance with Section 9, Paragraph 4, Volume XIII, AF Manual 67-1, lumber was sold on Retail Sale in the amount of $3.70.

b. A total of 375,165 pounds of salvage and scrap were received by this office.

c. Property was issued to Base Activities in the amount of 26,002 pounds.

d. Eight Hundred and Twenty-Three (823) vouchers were processed during the month.

e. Property was sold on Invitation for Bid, in accordance with Section 9, Volume XIII, AF Manual 67-1, in the amount of $16,582.00.

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c. In the month of April, our Clothing Sales Store made 1352 individual sales to Officers and Airmen, totaling $5,564.83. Category 21, Initial Allowance, totaled $10.00. Category 22, Health and Appearance, totaled $212.00. Category 61, Burial of Deceased, totaled $4.40. There were no Category 69.

g. Personnel assigned to the Clothing Sales Store are: One (1) Officer, three (3) airmen, and one (1) civilian.

EDWIN C. ANTIS
Captain, USAF
Commander

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HEADQUARTERS
42D AIR BASE GROUP (SAC)
Loring Air Force Base
Maine

MEMORANDUM FOR: STAFF MEMBERS 5 April 1956

SUBJECT: Minutes of Staff Meeting held 3 April 1956

1. The meeting was conducted by the Base Commander, Colonel Jackson W. Lewis. Personnel who attended are recorded in the Office of the Air Base Group Adjutant.

2. COLONEL LEWIS:

a. United Fund Drive - Announced the winners of the squadron competition. First place to 42d Motor Vehicle Squadron; second place to 2-7 Weather Detachment. The total collected base-wide was $30,469. Col Lewis commended all personnel for their efforts and cooperation in making the drive the most successful one held on this base.

b. Vehicle Accident - Discussed vehicle accident which occurred at 0300 hours this date and resulted in serious injury to an officer of the 42d ARRFS.

c. Clean-up Campaign - Read message from Commander SAF in reference to policing of command bases. He desires that immediate and continued action be taken to improve the appearance of all bases within SAF. The Commander will inspect each base in the command the latter part of May and will be conducted on a tour of squadron areas by the unit commanders and first sergeants.

d. Assistance Team - Passed on remarks made by the SAF Assistance Team complimenting this base on its dining halls, recreational facilities, etc.

e. AWOLS - There were 14 AWOLS during themonth of March; 10 in ABGp.

f. NCO Advisory Council - Reviewed the minutes of the NCO Advisory Council. The question of lower rates for servicemen will be brought before the officials of the Aroostook Valley Country Clubthis week withrepresentatives from Loring invited. Also, informed staff that GEFAA Association will submit to WCO and ABC Master Sergeants recommended for attendance at NCO Academy.

g. Commissary and BX Prices - Complaints have been received stating that prices in the BX and Commissary are above prices listed in town and vary during the month. Maj Grossman and Capt Crouchexplained price change procedures and regulations pertaining to the operation of these facilities. They stated that although a few sale items may bw found at lower prices in town, the overall price average is lower on-base.

h. Base Clean-up - Colonel Lewis requested that each section devote a few hours on Friday to police their areas of responsibility.

i. Uniform Regulation - Stated that policy on wearing of headgear and overcoat with civilian clothing on or off-base is now optional. The overcoat with uniform is also optional.

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Minutes of Staff Meeting Cont'd

j. Parking Violations - All vehicles parked or driving on seeded areas will be tagged by the Air Police. Personnel were also aivised to review the base regulation regarding care of animals. Stray dogs will be picked up by the Air Police and put in thepound where they must be claimed within three days.

3. LT COLONEL PANNIS:

a. Inspetion - Stated that inspection of Air Base Group facilities will be held on Saturday, 7 April.

4. LT COLONEL CARTER:

a. Inspection of Wherry Area - Commented on the condition of grounds in Wherry Housing. Col Lewis stated that the regulation requiring daily inspection by the OD will be enforced as soon as the snow is lower.

5. MAJOR BEKKER

a. Ushers - Requested that squairon commanders submit to ISO the name of one A/1C who would be used as an usher at showing of "Assignment at Loring".

b. Open House - Informed staff of events scheduled for Open House at Loring on May 18, 19, 20 and 21.

c. Welcome Wagon - Through the cooperation of local merchants, a Welcome Wagon service will soon start in the housing areas.

6. MAJOR SLOTTERBACK:

a. JP-4 Fuel - JP-4 fuel is now available in Pump House No. 3.

b. C-119 Parts - A survey has been completed to determine requirement on this base for C-119 parts.

7. MR. LOEB:

a. Credit Union - Stated that $4,000 is now on loan from the Federal Credit Union. Requested that commanders encourage membership by their personnel.

8. MAJOR BUCKELY:

a. Traffic Court - Requested explanation of procedures in issuing traffic tickets and action taken in traffic court. Lt Col Love, MajorPearson and Major Buckley will discuss this at a later date.

9. MAJOR GROSSMAN:

a. Uniform Regulation - Reminded Squadron Commanders that military personnel must be in uniform to purchase items at the BX. Captain Crouch relayed the same information in regards to the Commissary.

10. MAJOR BIGGS:

a. Church Attendance - Stated that attendance at Easter Sunday Catholic masses was 1,250; Protestant services attendance was 796.

BY ORDER OF THECOMMANDER:

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Minutes of Staff Meeting Con't

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s/t JOSEPH H. JACOBY
Major, USAF
Adjutant

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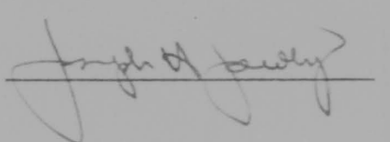

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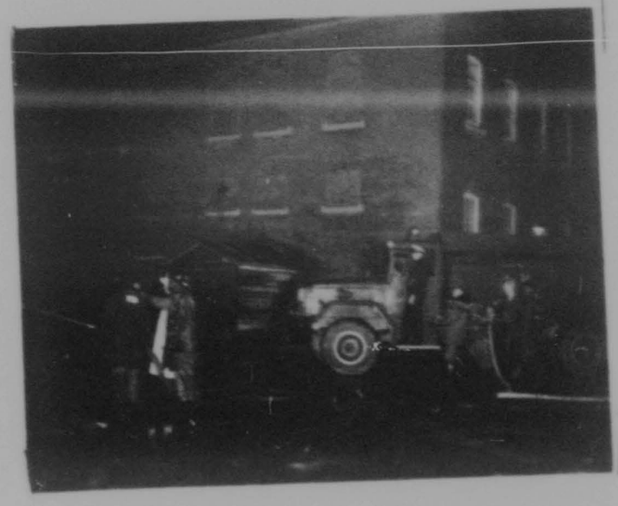

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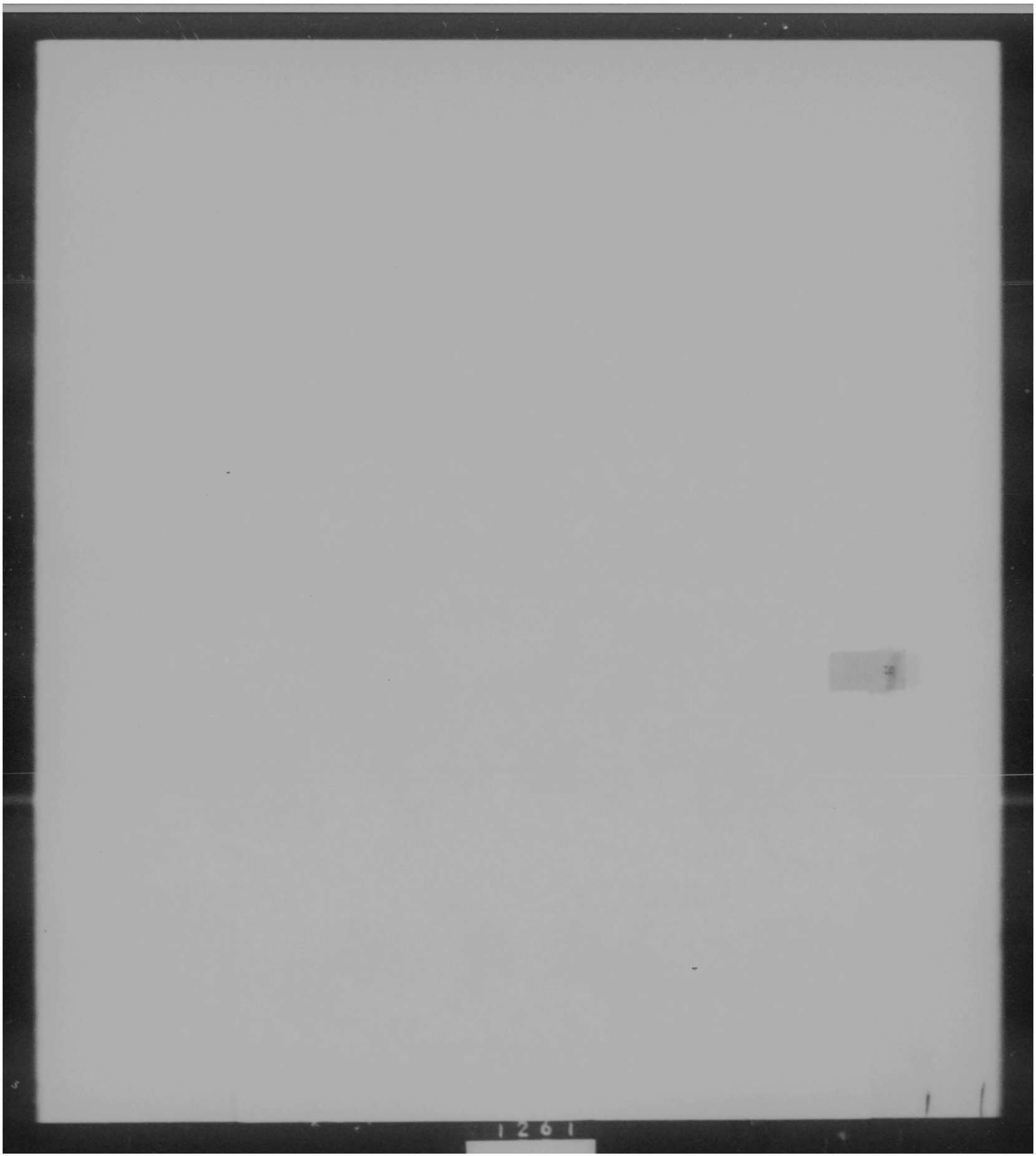

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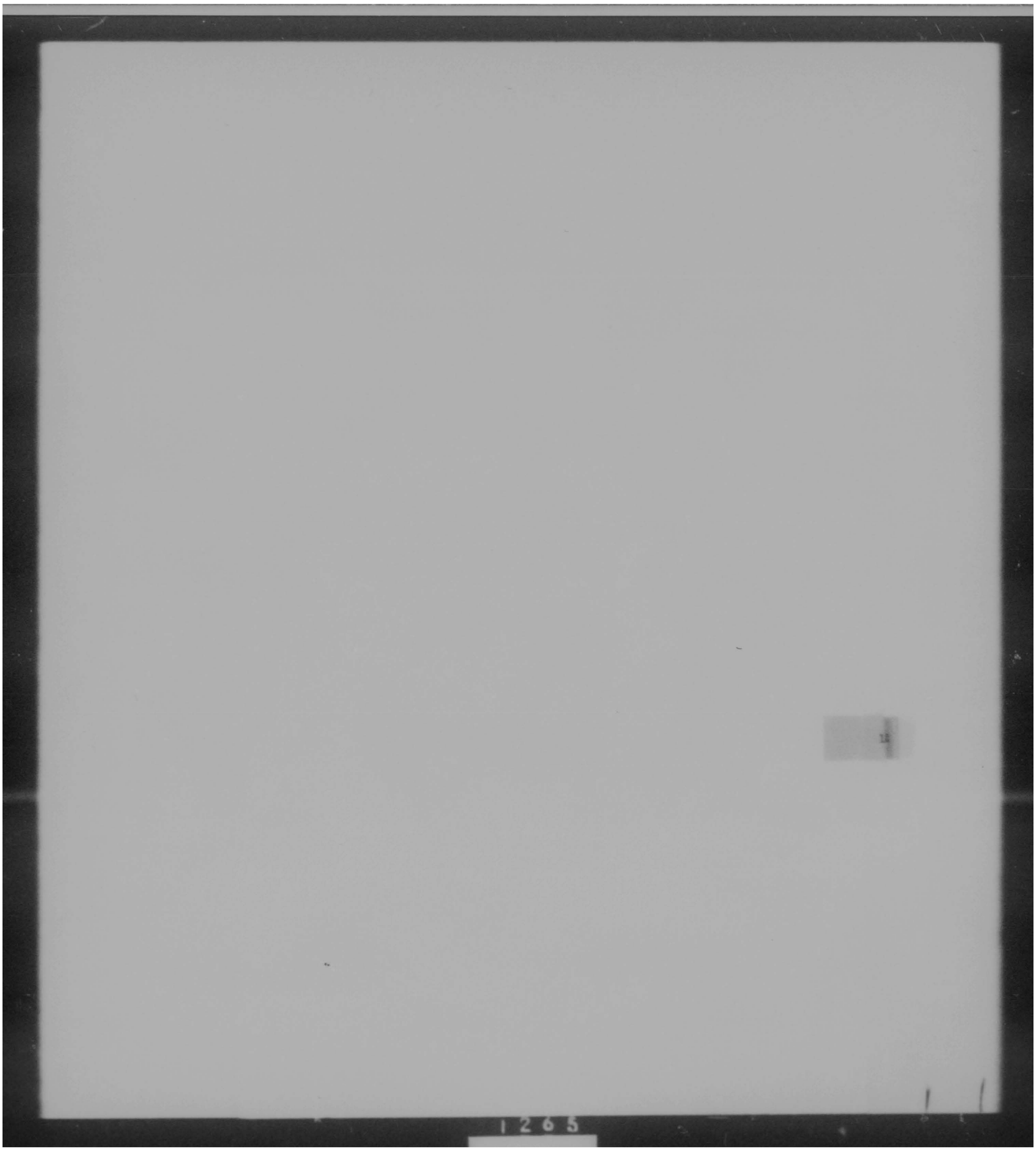

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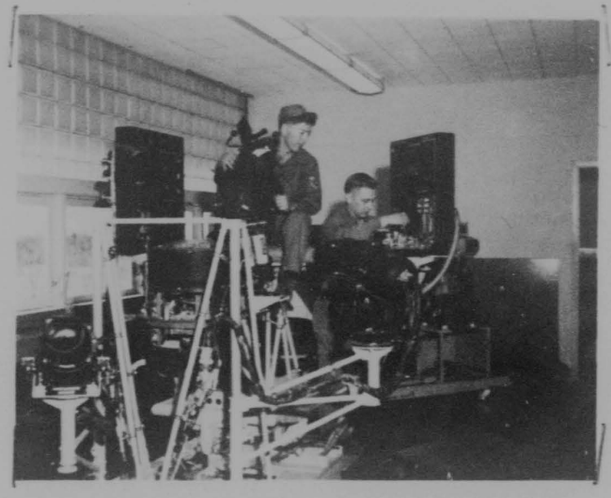

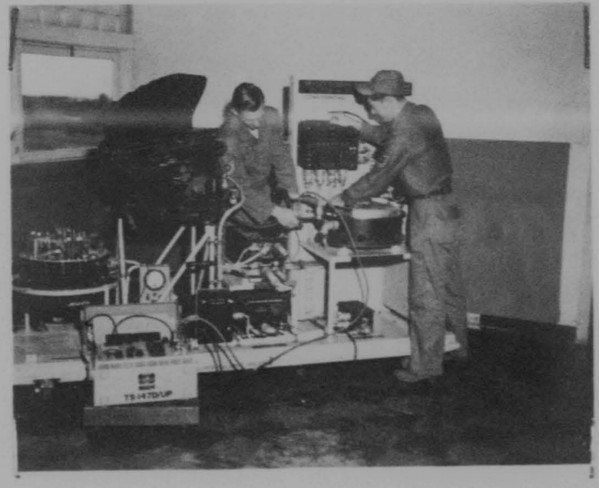

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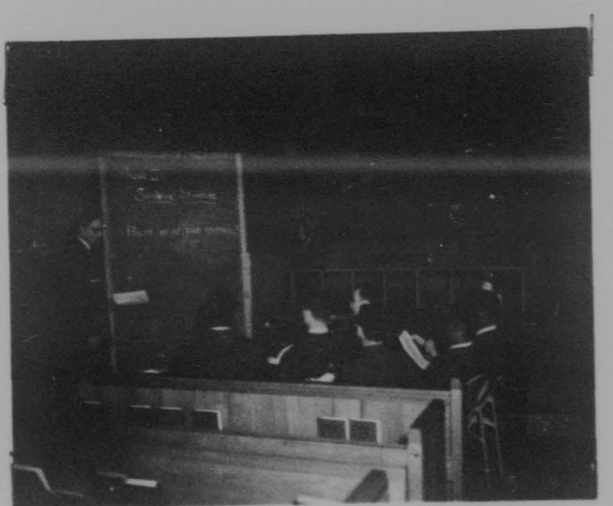

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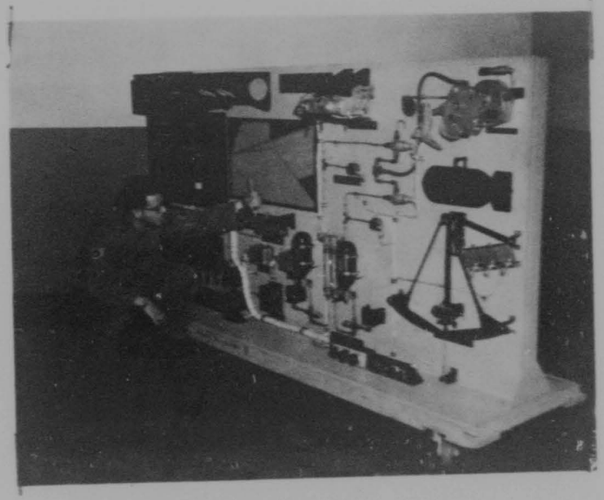

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Office of the Director of Operations
Loring Air Force Base
Maine

ADO 30 April 1956

SUBJECT: Transmittal of Minutes of Division Safety Committee Meeting 25 April 1956.

TO: See Distribution

1. Forwarded are the minutes of the 45th Air Division Safety Committee Meeting conducted 25 April 1956.

2. Request each addressee forward their indorsements of action taken or comments of the attached minutes to arrive in the office of the Director of Safety not later than 10 May 1956. Report by the Director of Safety to arrive at Air Division Operations Office not later than 14 May 1956.

R. T. MATTIMOLY
Major, USAF
Deputy Director of Operations

1 Incl.
As stated

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Office of the Director of Operations
Loring Air Force Base
Maine

ADO 30 April 1956

SUBJECT: Division Safety Committee Meeting, 25 April 1956.

TO: See Distribution

1. The 45th Air Division Safety Committee Meeting convened at 1300 hours, 25 April 1956, in the Air Base Group Conference Room, with the following members present or represented:

Colonel Jackson W. Lewis, 42d Air Base Group Commander
Lt Colonel Robert A. Love, 42d Air Base Group Provost Marshal
Major Richard T. Mattingly, Deputy Director of Operations, 45th Air Div.
Major Francis J. Lyden, 1974th AACS Squadron Commander
Major Ernest L. Buckley, 42d Air Base Group Installation Squadron
Major Elwin Rhodes, 42d Air Base Group Installation Squadron
Captain Clarence Gilles, Jr., 42d Air Base Group Operations
Captain Lawrence R. Cormier, 2nd TAC Hospital, Loring AFB.
Captain James H. Spearman, 42d Bomb Wing, Director of Safety, Recorder
Captain Leonard L. Levandowski, 42d Air Base Group Director of Safety(TDY)
T/Sgt Robert W. Strawther, 42d Air Base Group,(Representative for Captain Levandowski)

2. The following old business was discussed:

a. The Loring LLS: A message from 45th Air Division to the AACS Detachment at Tinker Air Force Base, which quoted 8th Air Force and SAC messages relative to current actions on the SCS-51 and MRN 7 and 8, was read. In summary 8th Air Force and SAC concur in utilizing the SCS-51 sites for the installation of MRN 7 and 8 facilities. However, to accomplish this, an additional $9000 is required. SAC has advised 8th Air Force and Loring that with the concurrence of the AACS activities at Tinker, these monies may be obtained from 1956 M&O Funds. The Commander of the 42d Air Base Group believes that reference to these M&O Funds requires clarification and requested that the Commander 1947th AACS Detachment obtain clarification from his headquarters as it could possibly mean that this $9000 may be allocated before 30 June 1956, if we have accomplished the necessary planning and paper work.

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suggested that they drive around the docks and maintain a 75 foot distance from aircraft and that the drivers be warned about excessive speed on ramp.

(3) Because of the hazard of vehicles driving too close to aircraft while they are being refueled at fuel pit number 6, it was suggested that stop signs be used in this vicinity. It was concluded that two permanent stop signs will be installed on a trial basis to control the flow of traffic.

(4) It was desired that all squadron commanders report incidents of this sort to the Air Installations Officer, giving him the time, location and specific details of the incidents.

f. Modification of Floors of Loria Docks: This matter has not been resolved, due to the fact that the Phase "A" Review has not been held at this time.

g. Unloading of Low Air Aircraft: It was determined that these aircraft will be unloaded in the south end of Dock 8250.

3. New business:

a. Air Traffic Control and Noise Abatement Concerning B-52 Operations: Eighth Air Force indicated concern over noise abatement and has requested a qualified B-52 Pilot be made available for a discussion of Air Traffic Control Procedures and noise abatement as it pertains to B-52 operations over populated areas.

b. Comments Regarding Division Safety Minutes not being Received from Certain Activities: It was reported by the Office of Safety that certain activities had failed to comment on the minutes of previous meetings. Each activity will now send their comments to the Office of Safety monthly. A negative comment may be submitted if this is indicated.

c. Quarterly Base Safety Program: It was suggested that

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assistance could be in the way of with-holding his Class A Pass until he procurred insurance for a personal vehicle. The Provost Marshal is in favor of this type of action and suggested that the matter be considered by all squadron commanders. The Air Base Group Commander cautioned that discretion must be used in this matter since the State of Maine does not have compulsory insurance laws and therefore we cannot prohibit anyone from driving off of the base.

b. Briefing of Government Vehicle Operators: The Commander of the Air Installation Squadron has prepared charts showing a cross section of the construction of the taxiways and parking stubs. These charts are to be distributed to all squadron commanders for use in briefing motor vehicle operators on the need to drive on heavy-duty pavements during the spring months. The charts will graphically present to the drivers the ease which they, through their negligence, can cause many thousands of dollars of damage by operating heavy vehicles along the outer edges of light-duty pavement. It is suggested that squadron commanders obtain these charts and brief their motor vehicle operators as soon as possible, particularly during the spring thaw period.

... The meeting was adjourned at 1120 hours, 25 April 1956.

H. T. MATTINGLY
Major, USAF
Deputy Director of Operations

"A"

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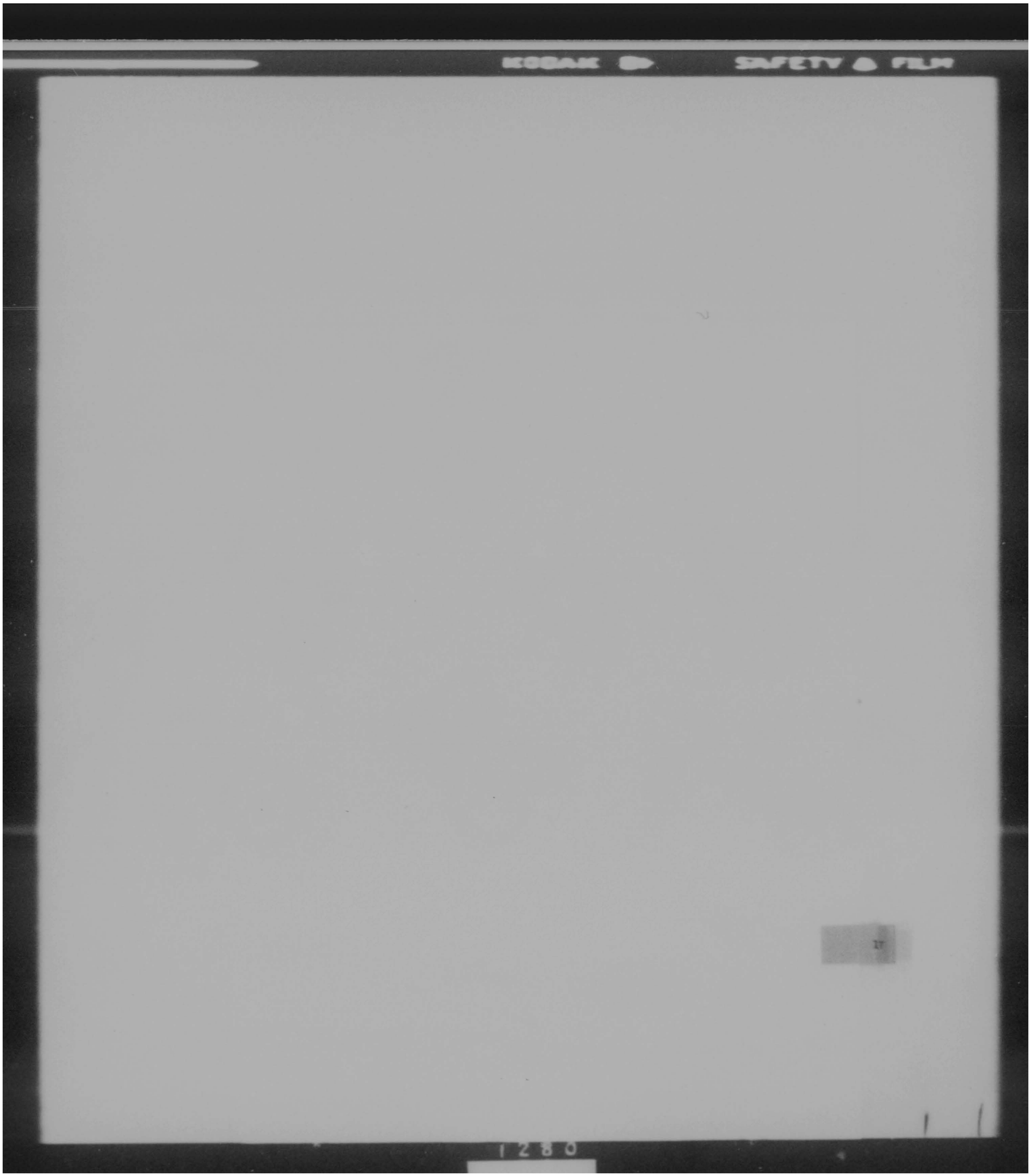

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FLYING SAFETY

	NOV	DEC	JAN	FEB	MAR	APR
PRIMARY AIRCRAFT:						
Hours Flown	1295	1489	1547	1106	1812	1077
Major Accidents	0	0	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	0	0	0	0	0
ADMINISTRATIVE AIRCRAFT:						
Hours Flown	338	260	193	242	345	370
Major Accidents	0	0	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	0	0	0	0	0

SOURCE: WOS & BOS, RCS: 1-AF-A1

FLYING SAFETY

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	NOV	DEC	JAN	FEB	MAR	APR
B-25	103	50	64	50	85	84
C-45	10	48	49	52	58	134
C-47	161	111	65	76	76	73
C-119	35	23	7	33	90	32
H-19	29	28	8	31	36	47
TOTAL	338	260	193	242	345	370

SOURCE: WDMM, RCS: 1-AF-A1

FLYING TIME

		NOV	DEC	JAN	FEB	MAR	APR
69th	Programmed	301	331	337	250	246	0
	Actual	241	285	362	210	273	0
	Hrs/Acft	22	26	37	28	34	0
70th	Programmed	320	314	327	255	176	440
	Actual	274	324	283	277	231	437
	Hrs/Acft	27	32	26	36	29	29
75th	Programmed	343	271	334	168	60	0
	Actual	273	270	316	120	58	0
	Hrs/Acft	25	30	33	16	28	0
B-36	Programmed	964	916	998	673	482	440
	Actual	788	879	961	607	562	437
ARS	Programmed	697	600	664	600	846	604
	Actual	507	610	586	501	1250	640
	Hrs/Acft	20	28	27	23	57	29
TOTAL	Programmed	1561	1516	1662	1273	1328	1044
	Actual	1295	1489	1547	1108	1612	1077

FLYING TIME

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AIRCRAFT COMMISSION STATUS
42D BOMBARDMENT WING (H)

B-36s

	NOV	DEC	JAN	FEB	MAR	APR
Hours on Hand	20688	22116	22767	16819	13411	11008
Hours in Commission	15208	15406	14708	12603	10344	8505
Rate	74	70	65	75	77	77
Hours Out of Commission	5480	6710	8059	4216	3067	2503
Rate	26	30	35	25	23	23
Hours ACCP	186	620	681	491	403	416
Rate	1	3	4	3	3	4
Hours AOCM	4342	3911	3164	1865	2664	582
Rate	21	17	14	11	20	5
Hours Other Time	952	2179	4214	1860	0	1505
Rate	4	10	17	11	0	14
Average Aircraft Possessed	31.6	29.6	30.5	22.7	18.1	15

SOURCE: WDMM, RCS: 1-AF-A1

Page 3

AIRCRAFT COMMISSION STATUS

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AIRCRAFT COMMISSION STATUS

	69th Bm Sq		70th Bm Sq		75th Bm Sq		42d ARS	
	MAR	APR	MAR	APR	MAR	APR	MAR	APR
Hours on Hand	5952	0	5952	11008	1507	0	16368	15840
Hours in Commission	4960	0	4254	8505	1130	0	13421	13464
Rate	83	0	71	77	75	0	82	85
Hours Out of Commission	992	0	1698	2503	377	0	2947	2376
Rate	17	0	29	23	25	0	18	15
Hours AOCP	403	0	0	416	0	0	157	26
Rate	7	0	0	4	0	0	1	0
Hours AOCM	589	0	1698	582	377	0	2790	394
Rate	10	0	29	5	25	0	17	3
Hours Other Time	0	0	0	1505	0	0	0	1956
Rate	0	0	0	14	0	0	0	12
Average Aircraft Possessed	8	0	8	15	2.1	0	22	22

SOURCE: WIMM, RCS: 1-AF-A1

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BASE SUPPLY EFFECTIVENESS

	NOV	DEC	JAN	FEB	MAR	APR
Depot Supply Action	76	58	77	77	73	44
Base Supply Action	85	88	88	93	95	82
Reparable Action	88	95	99	99	99	100
Stock Record Cards	22954	17670	17670	18399	22091	22089
Line Items Processed	14785	15360	21289	20789	24659	22760
Percent Inventory Taken	84	100	20.9	NA	NA	NA
Percent Inventory Error	5	6	3.8	NA	NA	NA
Line Items in LP Store	6555	6555	6550	6550	7000	7100
Line Items Issued LP Store	1535	1480	1724	2270	1917	2188
Pipeline Time - Days						
GSA Store Items	59	82	54	59	82	36
GSA Supplies	43	46	54	32	58	40
Local Purchase	43	40	44	44	32	44
Petty Cash Purchase	36	53	44	17	46	16

SOURCE: BMS, RCS: AF-S1

BASE SUPPLY EFFECTIVENESS

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STATUS OF MOTOR VEHICLES

	NOV	DEC	JAN	FEB	MAR	APR
Vehicle Days Assigned	25200	26691	27063	25317	21141	26760
Days VDP	299	466	720	837	NA	NA
Rate	1.2	1.7	2.7	3.3	NA	NA
Days VDM	839	890	958	1061	NA	NA
Rate	3.3	3.3	3.5	4.2	NA	NA
Total Vehicle Days Lost	1138	1356	1678	1898	2403*	1989*
Rate	4.5	5.0	6.2	7.5	11.4	7.4
Air Division Vehicles Authorized	577	577	577	577	577	577
Air Div & Tenant Veh Assigned	840	861	873	873	893	892

SOURCE: MVS, RCS: SAC-K1 *Total Days VDP & VDM for March & April 1956

STATUS OF MOTOR VEHICLES

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HOUSING STATUS

Authorized Troop Housing
(750 spaces are reserved)

Officer	156
Airman	4059
Civilian	16
	4231

Troop Housing

Occupied	Feb	Mar	Apr
Officer	122	118	118
Airman	3072	3069	3069
Soldier			
548th AAA	286	234	234
Civilian	8	11	11
Total	3488	3432	3432

SOURCE: BMH

Officer Appropriated Housing

	Feb	Mar	Apr
Apts	80	80	80
Apts Occupied			
Officer	43	55	58
Airman	32	19	22

Airman Appropriated Housing

	Feb	Mar	Apr
Apts	160	160	160
Apts Occupied	160	160	160

Personnel Living in Local Area (Includes 548th & 3080th)

	Feb	Mar	Apr
Officer	58	40	46
Airman	373	376	394
Civilian	631	587	515

Officer Wherry Housing

	Feb	Mar	Apr
Apts	510	510	510
Occupied			
Officer	483	460	494
Civilian	15	14	16

Airman Wherry Housing

	Feb	Mar	Apr
Apts	990	990	990
Occupied			
Airman	960	972	975
Civilian	18	18	15

HOUSING STATUS

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INCIDENTS

	NOV	DEC	JAN	FEB	MAR	APR
Traffic Accidents (Military & Civilian):						
On Base	6	15	9	12	9	9
Off Base	6	8	0	3	3	4
Traffic Violations (Military & Civilian):						
On Base	40	41	43	57	34	44
Off Base	25	28	9	22	21	29
Security Violations	0	0	0	0	0	0
Serious Crimes	1	2	2	0	0	3
Drunk and Disorderly	0	0	0	3	0	1
Article 15s	14	23	19	33	36	24
Reports of Theft	0	0	10	31	22	18

SOURCE: BPM, RCS: AF-Y7

INCIDENTS

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COURTS MARTIAL

	FEB	MAR	APR		FEB	MAR	APR
Hq 42d BW	0/0/0	0/0/0	0/0/0	Hq 45th AD	0/0/0	0/0/0	0/0/0
69th Bm Sq	0/0/1	0/0/0	0/0/0	Hq 42d AB Gp	0/1/0	0/4/6	0/0/2
70th Bm Sq	0/0/2	0/0/1	0/0/0	42d Opns Sq	0/1/0	0/0/0	0/0/0
75th Bm Sq	0/0/2	0/1/1	0/0/0	42d Supp Sq	0/0/0	0/2/1	0/0/0
42d PMS	0/0/0	0/0/0	0/0/0	42d Mtr Veh Sq	0/0/0	0/0/0	0/0/2
42d PMS	0/0/1	0/1/3	0/1/2	42d AP Sq	0/2/3	0/0/1	0/4/0
42d A&E Sq	0/0/0	0/2/1	0/0/0	42d PM Sv Sq	0/3/5	0/1/1	0/2/1
42d TAC Hosp	0/0/0	0/1/0	0/0/0	42d Inst Sq	0/0/0	0/0/1	0/0/1
42d ARS	0/0/0	0/0/0	0/0/0	4034th Hosp	0/0/0	0/0/0	0/0/0
				524th Band	0/0/0	0/0/0	0/0/0
TOTAL	0/0/6	0/5/6	0/1/2	TOTAL	0/7/8	0/7/10	0/6/6

SOURCE: JA

General / Special / Summary

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VENEREAL DISEASE

	NOV	DEC	JAN	FEB	MAR	APR
Hq 42d BW	0	0	0	0	0	0
69th Bm Sq	2	1	0	0	0	0
70th Bm Sq	1	0	0	0	1	0
75th Bm Sq	1	2	1	2	1	2
42d PMS	0	1	0	0	0	0
42d PMS	2	0	1	2	0	0
42d A&E Sq	2	0	0	1	1	1
42d TAC Hosp	0	0	0	1	0	0
42d ARS	0	0	1	1	0	0
TOTAL	8	4	3	7	3	3

	NOV	DEC	JAN	FEB	MAR	APR
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	1	1	0	1	1	1
42d Opns Sq	0	0	1	0	0	0
42d Supp Sq	1	0	0	0	1	0
42d Mtr Veh Sq	0	0	0	0	2	3
42d AP Sq	1	0	0	1	0	0
42d Fd Sv Sq	0	2	0	0	0	0
42d Inst Sq	3	0	1	0	0	2
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	6	3	2	2	4	6

SOURCE: MED

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A W O L s

	NOV	DEC	JAN	FEB	MAR	APR		NOV	DEC	JAN	FEB	MAR	APR
Hq 42d BW	0	0	0	0	0	0	Hq 45th AD	0	0	0	0	0	0
69th Bm Sq	0	0	1	2	1	0	Hq 42d AB Gp	1	0	2	1	1	1
70th Bm Sq	0	0	0	0	0	0	42d Opns Sq	0	0	0	0	0	0
75th Bm Sq	1	0	1	1	1	1	42d Supply Sq	0	0	2	0	0	0
42d FMS	0	0	0	0	1	0	42d Mtr Veh Sq	0	0	0	1	0	0
42d FMS	2	1	1	0	0	0	42d AP Sq	1	2	1	3	4	2
42d A&E Sq	0	0	2	1	0	0	42d Fd Sv Sq	0	3	5	2	1	3
42d TAC Hosp	0	0	1	0	0	0	42d Inst Sq	0	0	0	0	4	0
42d ARS	0	0	0	0	0	0	4034th Hosp	0	0	0	0	0	0
							524th Band	0	0	0	0	0	0
TOTAL	3	1	6	4	3	1	TOTAL	2	5	10	7	10	6

SOURCE: BPM

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GOVERNMENT VEHICLE ACCIDENTS

	NOV	DEC	JAN	FEB	MAR	APR
Hq 42d BW	0	0	0	0	0	0
69th Bm Sq	0	0	0	0	0	0
70th Bm Sq	0	0	0	0	0	0
75th Bm Sq	0	0	0	0	0	0
42d PMS	0	0	0	0	0	0
42d FMS	0	0	0	0	0	0
42d A&E Sq	0	0	0	0	0	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

	NOV	DEC	JAN	FEB	MAR	APR
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	0	0	0
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	0	0	0	0	0	0
42d Mtr Veh Sq	1	1	0	0	1	0
42d AP Sq	0	0	0	0	0	0
42d Fd Sv Sq	0	0	0	0	0	0
42d Inst Sq	0	0	0	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	1	1	0	0	1	0

SOURCE: BOS

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MILITARY PERSONNEL INJURIES

	NOV	DEC	JAN	FEB	MAR	APR
Hq 42d Bm Wg	0	0	0	0	0	1
69th Bm Sq	1	1	0	3*	0	0
70th Bm Sq	0	0	1	1	0	0
75th Bm Sq	0	0	0	0	0	0
42d PMS	0	0	1	0	0	1
42d FMS	2	0	0	0	0	0
42d A&E Sq	0	0	0	0	1	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	1	0	1	0	1
TOTAL	3	2	2	5*	1	3

	NOV	DEC	JAN	FEB	MAR	APR
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	2	0	0
42d Cpng Sq	0	0	0	1	0	0
42d Supp Sq	0	0	0	1	0	0
42d Mtr Veh Sq	0	1	0	0	1	0
42d AP Sq	0	1*	0	0	0	0
42d Wd Sv Sq	2**	1	0	0	0	3**
42d Inst Sq	0	0	0	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	2**	3*	0	4	1	3**

SOURCE: BOS

Each * indicates one fatality

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CIVILIAN PERSONNEL INJURIES

	NOV	DEC	JAN	FEB	MAR	APR
Hq 42d Bm Wg	0	0	0	0	0	0
69th Bm Sq	0	0	0	0	0	0
70th Bm Sq	0	0	0	0	0	0
75th Bm Sq	0	0	0	0	0	0
42d PMS	0	0	0	0	0	0
42d PMS	0	0	0	0	0	0
42d A&E Sq	0	0	0	0	0	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

	NOV	DEC	JAN	FEB	MAR	APR
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	0	0	0	0	0
42d Opns Sq	0	0	0	0	0	0
42d Supp Sq	0	0	0	0	0	0
42d Mtr Veh Sq	0	0	0	0	0	0
42d AP Sq	0	0	0	0	0	0
42d Fd Sv Sq	0	0	0	0	0	0
42d Inst Sq	0	0	0	0	0	0
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

SOURCE: BOS

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SEPARATIONS vs REENLISTMENTS

	NOV	DEC	JAN	FEB	MAR	APR
Hq 42d BW	2/0	3/0	7/0	4/0	6/3	3/2
69th Bm Sq	11/0	11/5	7/1	11/2	2/1	2/1
70th Bm Sq	11/1	14/4	11/1	12/0	17/3	1/0
75th Bm Sq	13/1	13/4	10/0	16/0	4/2	3/0
42d PMS	2/1	13/2	6/2	24/1	10/0	10/0
42d PMS	24/4	33/8	21/6	41/6	25/5	23/5
42d A&E Sq	3/1	7/3	2/1	6/4	8/2	10/2
42d TAC Hosp	7/2	6/4	1/0	4/0	7/0	4/0
42d ARS	4/0	2/0	5/1	11/1	11/0	7/1
TOTAL	77/10		70/15		90/16	
		102/30		129/14		63/11

	NOV	DEC	JAN	FEB	MAR	APR
Hq 45th AD	0/0	0/0	0/0	0/0	0/0	0/0
Hq 42d AB Gp	6/3	19/5	5/0	7/1	7/4	2/1
42d Opns Sq	5/2	12/1	9/1	6/1	6/0	8/5
42d Supp Sq	11/2	16/6	8/4	11/2	9/1	14/1
42d Mtr Veh Sq	21/5	11/3	10/1	11/7	13/3	3/2
42d AP Sq	14/3	4/2	8/0	7/3	4/1	7/1
42d Fd Sv Sq	3/1	7/2	4/1	10/2	11/3	9/2
42d Inst Sq	4/2	13/4	7/2	15/6	8/5	7/2
4034th Hosp	0/0	0/0	1/0	0/0	0/0	0/0
524th Band	1/0	1/0	2/0	0/0	1/0	0/0
TOTAL	65/18		54/9		60/17	
		83/23		67/22		50/14

SEPARATIONS / REENLISTMENTS

SOURCE: BPRS

SEPARATIONS vs REENLISTMENTS

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ASSETS

The assets or goods and property owned and operated by Loring Air Force Base are:

Inventories (Controlled by Base Supply)	$ 31,879,307.92
Equipment in Use - UAL	25,506,873.66
Equipment in Use - Other	5,909,602.48
Land & Land Improvements	1,757,417.78
Pavement & Runways	15,781,527.55
Buildings and Structures	47,623,560.40
Utility Plants and Systems	30,858,123.31
Construction in Progress	238,654.30
Accounts Receivable (Money owed to Loring)	53,054.76
Total Assets	$159,608,122.16

SOURCE: BCBA

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BASE OPERATIONS AND MAINTENANCE (458 FUNDS - FY 1956)

Obligations to 30 April 1956

Fuel Oil	$ 509,764	Commercial Communications	$ 101,814
Gasoline	161,896	Commercial Transportation	166,772
Motor & Lub Oil	56,241	FICA	8,568
Supplies Used - LP Store	576,543	Travel	152,606
Equipment	111,615	Laundry & Dry Cleaning	26,659
Cont Maint of Motor Vehicles	24,148	Cont Maint of Real Property	40,532
Cont Maint of Equipment	2,512	Civilian Personnel	1,619,835
Cont Services	19,039	Off-Duty Education Program	2,148
Purchased Utilities	2,412		
		TOTAL	$3,583,104

SOURCE: BCBA

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CONTROLLER - BUDGET & ACCOUNTING DIV

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FINANCE OPERATING DATA

	FEB	MAR	APR
Gross Disbursements	$1,229,652	$2,141,080	$2,756,818
Gross Collections	$ 155,120	$ 725,167	721,224
Personnel Salaries			
Officers	$ 299,082(703)	$ 326,580(717)	325,496(725)
Airmen	$ 562,450(5270)	$ 512,430(5266)	604,140(5829)
Civilians	$ 202,758(664)	$ 247,283(667)	188,865(620)
Total Personnel Salaries	$1,064,290(6637)	$1,086,293(6650)	1,118,501(7174)
Travel & Per Diem Vouchers-No.	751	1478	865
Commercial Vouchers-No.	1096	1192	1170
Commercial Discounts Taken	$ 239	$ 489	$ 752
Mil Pay Records Transferred-No.	96	411	142
No. of Sep Pmts (Excl of Reenl)	254	178	158
Savings Bonds	$ 20,451	$ 19,513	$ 15,752
Treasury Checks Written-No.	5,349	5,771	5,408
Authorized Personnel	27	27	27
Assigned Personnel	25	26	30

SOURCE: BCF

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STRENGTH DATA - AS OF 30 APRIL 1956

	OFF		AMN		CIV	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq 45th AD	10	9	7	6	3	4
Hq 42d BW	52	51	149	178	3	2
69th Bm Sq	87	119	229	187	0	0
70th Bm Sq	87	104	229	183	0	0
75th Bm Sq	87	119	229	187	0	0
42d FMS	4	4	373	156	0	0
42d FMS	8	9	842	649	32	29
42d A/E Sq	11	8	319	455	0	0
42d ARS	99	101	220	208	0	0
42d TAC Hosp	36	31	134	133	0	0
4034th USAF H	16	17	19	8	35	35

	OFF		AMN		CIV	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq 42d AB Gp	58	66	276	354	74	66
42d Opns Sq	8	8	161	185	3	3
42d Supp Sq	17	13	343	332	95	101
42d Mtr Veh Sq	5	3	207	252	37	38
42d AP Sq	10	8	339	282	0	0
42d Fd Sv Sq	3	3	207	217	0	0
42d Inst Sq	6	6	259	263	224	235
524th Band	1	0	19	15	0	0
TOTAL 45th AD	605	679	4561	4250	506	513
TENANT PERS	142	121	1137	1146	88	76
LAFB TOTAL	747	800	5698	5396	594	589

SOURCE: MANPOWER AUTHORIZATIONS
BCSS: SAC P-12 & ASSIGNED STRENGTH
CIV PER: CIVILIAN PERSONNEL ASSIGNED AF FORM-1324

COMPTROLLER - STATISTICAL SERVICES DIV

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MANHOUR UTILIZATION
42D BOMB WING - APRIL 1956

UNIT	Direct	Prod Indirect	Non Prod Indirect	Absent	Loaned	Over Time	Borrowed	Assigned	Avail
Hq 42d BW	0.0	8447.2	1.0	3797.7	0.0	476.9	341.0	11428.0	8448.2
69th Bm Sq	4189.5	4066.5	74.0	6759.0	4.0	255.5	153.5	14684.0	8330.0
70th Bm Sq	9657.5	6576.0	43.0	6974.3	896.5	776.0	4905.8	18461.5	16272.5
75th Bm Sq	29.0	4436.6	63.0	7967.1	5170.5	325.2	0.0	17341.0	4528.6
42d ARS	8485.3	4159.7	126.5	4812.2	301.5	525.5	0.0	17359.7	12771.5
42d A&E Sq	9837.8	29523.5	5332.7	27008.1	1949.8	1224.8	339.7	72087.4	44694.0
42d FMS	22652.6	37699.8	2825.9	4321.81	4662.5	2055.2	6355.5	102648.2	63178.3
42d PMS	8531.6	8193.6	86.3	9444.0	434.5	109.4	1254.5	25326.1	16811.5
42d Opns Sq	3835.5	3165.4	58.5	3128.3	32.0	1412.5	32.0	8775.2	7059.4
Total	67218.8	106268.3	8610.9	113108.8	13451.3	7161.0	13382.0	288111.1	182094.0

SOURCE: BCSS, SAC-U22, Part 3

COMPTROLLER - STATISTICAL SERVICES DIV

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42D AIR BASE GROUP MANAGEMENT CONTROL STATEMENT SUMMARY FEB - APR 56

	Pts Poss	SAC Statement Oct-Dec 55 Upper Quartile SAC %	8th AF %	42d AB Gp Score %	Current Period Feb %	Mar %	Apr %
1. PERSONNEL							
a. MIRS - Officers	30	40	40	20	50	50	60
Airmen	85	40	50	10	10	10	30
b. AWOL Rate	50	100	100	80	50	20	70
c. Reenlistment Rate	50	40	30	30	40	30	30
d. Open Mess - Officers	25	90	100	80	100	50	50
- NCO	25	80	90	80	100	80	50
MATERIEL							
a. Supply Management	240	87	88	73	97	97	79
b. Inst Costs Inod to Maint	60	90	90	90	90	80	100
c. Base Commissary Management	50	55	64	75	80	75	60
d. Base Exchange Management	80	89	90	79	NS	NS	NS
e. Medical-Dental Sup Mgt	40	70	90	50	70	80	85
f. Food Service Management	40	80	80	100	90	90	90

COMPTROLLER - MANAGEMENT ANALYSIS DIV

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42D AIR BASE GROUP MANAGEMENT CONTROL ASSESSMENT SUMMARY FEB - APR 56

	Pts Poss	SAC %	8th AF %	Score %	Current Period Feb %	Mar %	Apr %
		SAC Statement Oct-Dec 55 Upper Quartile					
g. Serviceable Inv Turnover R.		Not Scored			44	20	58
h. Automotive Maintenance		Not Scored			85	40	75
GENERAL							
a. Base Supp Operating Costs:							
(1) Ratio of Personnel	60	90	80	40	30	20	40
(2) Supp Pers Costs	40	90	100	70	70	90	90
(3) Supp Supply Costs	70	100	100	10	10	10	20
(4) Supp Contractual Serv & "Other" Costs	30	80	70	70	100	80	90
b. Flying Safety	70	100	100	100	100	100	100
c. Ground Safety	70	50	65	65	70	100	75
TOTAL	1115	71	67	62	66	59	64

SOURCE: HCMA

CONFIDENTIAL - INFORMATION CONTROL DIV

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LORING AIR FORCE BASE

PERSONAL COPY
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FIGGERS & FAX

PREPARED BY: DIRECTOR OF COMPTROLLER - MANAGEMENT ANALYSIS DIVISION

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base, Maine

ADP 28 March 1956

SUBJECT: Recognition of On-the-Job Training Accomplishments

TO: Commander, 42d Bombardment Wing (H) (SAC), Loring Air Force Base, Maine
Commander, 42d Air Base Group (SAC), Loring Air Force Base, Maine

1. Special recognition and awards amounting to $1200 will be given to the squadrons achieving the highest standards in their conduct of the On-the-Job Training (OJT) program. The Division Commander will award $100 each month to the squadron in the 42d Bombardment Wing and to the squadron in the 42d Air Base Group that produces the maximum results in their OJT Program. The first award will be made in May 1956 for the rating month of April and for 5 months thereafter. In the case of a tie, the award will be divided equally among the squadrons making the highest equal scores in their group. The 4034th USAF Hospital will be considered as part of the 42d Tactical Hospital for the purpose of this competition.

2. Five primary objectives of the On-the-Job Training program are to:

a. Insure that every airman eligible for OJT is reported on Personnel Actions Memorandums (PERAM's) and is participating in the program.

b. Conduct an accelerated training program to prepare the maximum number of airmen for the Air Force Job Knowledge Tests (AFJKT's) and the Airmen Proficiency Tests (AFPT's) in a minimum of time.

c. Insure that each squadron commander maintains a high standard of instruction and adequate supervision of each trainee.

d. Reduce the number of 3 level airmen in the program over 3 months and the number of 5 and 7 level airmen in the program over 5 months.

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e. Maintain accurate records to reflect the progress made in each squadron. This objective, however, is not reflected in the scoring formula in paragraph 3 below because accurate and complete records are essential to the computation of the score.

3. The effectiveness of the OJT program in each squadron can be evaluated to a degree by the following scoring formula:

$$\frac{\frac{A}{B} + \frac{C}{D} + \frac{2E}{C} + \frac{F}{A}}{5} = \text{Score (to third decimal place)}$$

Where:

A is the number of airmen reported on PERAM's as of the last day of the Rating Month.

B is the number of airmen eligible for OJT before the last 5 calendar days of the Rating Month.

C is the number of airmen tested during the Test Period. The term, Test Period, is defined in paragraph 4a below.

D is the number of airmen eligible for testing during the Test Period.

E is the number of airmen passing the AFQAT and the APT during the Test Period.

F is the sum of the number of 3 level airmen in the program less than 4 months and the number of 5 and 7 level airmen in the program less than 6 months as of the last day of the Rating Month.

4. The scoring formula covers a 6 months period consisting of two parts: the Test Period and the Rating Month.

a. The Test Period is the 4 month period that starts on the first day of the fifth month before the Rating Month and ends on the last day of the second month before the Rating Month. The normal 60 day delay in receiving APT results and the three testing cycles each year are two reasons for selecting this 4 month Test Period. The Air Base Group Testing and Classification Branch will publish the data required for the computation of the Factors C, D, and E in the scoring formula.

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ADP, Hqs 45th Ave, Subj: Recognition of On-the-Job Training Accomplishments (cont'd)

(1) Factor C is the sum of the airmen taking the AFJKT and APT each month of the Test Period.

(2) Factor D is the sum of airmen eligible for testing each month of the Test Period. Eligibility for testing is as follows:

(a) For the APT. All airmen who are listed in the Test Roster prepared by the AF Form 7 Section are classified as eligible.

(b) For the AFJKT. An airman is classified as eligible when:

1 He has been in the program over 3 months. The sum of 3 level airmen reported each month of the Test Period in item 14 of 42D ABG Form 333 as being in the program 4, 5, and 6 or more months respectively will be counted. For example, a 3 level airmen in the program for 6 months or more is counted as eligible for three successive months and for each month thereafter until he is tested.

2 He takes the AFJKT but has been in the program less than 3 months.

(3) Factor E is the sum of the airmen passing the AFJKT's and APT's each month of the Test Period. This factor is multiplied by 2 because of high percentage of failures often indicates poor methods of teaching, lack of proper supervision or failure to realize that airmen who fail two tests are normally eliminated from further training.

b. 42D ABG Form 333, OJT Monthly Report, provides data for computing Factors A, B and F for the Rating Month.

(1) Factor A is the sum of the number of airmen reported in line 4 of this form. Line 4 cross checks with the "Totals" under item 14 of this form.

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b. Make recommendations to the Wing and Air Base Group Commanders about the winner of the QIDO award or controversial issues to be resolved before making the award.

c. Check entries on 42D ABG Form 333 against his records to insure accuracy and completeness of information submitted.

d. Return improperly prepared 42D ABG Forms 333 to the Squadron Commanders concerned for correction.

e. Exercise staff supervision over the OJT program in the Wing and Air Base Group and maintain records to reflect the progress made.

3. The Base Personnel Officer will:

a. Publish Headquarters 45th Air Division PERAM's for all OJT personnel actions. Incoming airmen with directed duty assignments will be reported on PERAM's for OJT as of their EDCSA date.

b. Publish separate instructions about submission of requests for PERAM's for upgrading or entering airmen into the OJT program other than incoming airmen with directed duty assignments.

c. Insure that the Air Base Group Testing and Classification Branch:

(1) Conducts testing and maintains records of scores for each AFQT and GCT and of the names of airmen eligible for testing and airmen taking tests.

(2) Publishes in tabular form as of the 5th day of each month, the information specified in paragraph 4a (1), (2) and (3) above.

d. Establish a follow-up system to insure pending action for upgrading or entry into the OJT program are published in PERAM's before the last 5 calendar days of the month.

e. Insure that identical training information recorded on PERAM's is reported on AF Form 7, Airmen Military Record, AF Forms 1124, Morning Report Data Record, and Classification and Audit Lists.

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f. Insure that the AF Form [illegible] Section prepares a Test Roster of all airmen eligible for APT's as of the 25th of the month before the testing cycle for the Air Force specialties concerned and submits a Test Roster, in triplicate, to each Squadron OJT Officer concerned.

9. The Wing Director of Personnel will be responsible for those functions specified in paragraph 2e and f above and for all classification action of Wing personnel.

10. The Squadron OJT Officer will:

a. Maintain a current AF Form 623, Formal On-the-Job Training Record, for each airmen participating in the OJT program.

b. Consolidate the information recorded in each AF Form 623 on AF Form 1320, Training Chart.

c. Check the data tabulated by the Air Base Group Testing and Classification Branch about number of airmen reported as eligible for testing, number tested and number passing tests each month against information recorded in AF Forms 623 and AF Forms 1320 and report any discrepancies in writing to the Air Base Group Testing and Classification Branch before the 15th day of the [illegible] month.

d. Interview and have each airman listed in the Test Roster prepared by the AF Form [illegible] Section to indicate over his signature whether he desires or declines to take the [illegible].

e. Return the Test Roster in duplicate to the Air Base Group Testing and Classification Section before the last day of month before the testing cycle.

f. Supervise the preparation [illegible] Form 1098, Classification Action Request, after the test results are published.

g. Check Classification [illegible] lists to insure that training data is correctly reported.

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h. Prepare 42D ABG Form 333 for the signature of the Squadron Commander and submit this report to the Base OJT Administrator within 2 working days after the last day of the month.

i. Prepare Evaluation of OJT Program form letter for signature of Squadron Commander as of the last day of the Rating Month and submit to the Base OJT Administrator in duplicate within 5 working days after the "as of" date of report.

11. Letter, ADP, this Headquarters, 8 February 1956, Subject: "Incentive Award for On-the-Job Training", is superseded by this letter.

BY ORDER OF THE COMMANDER:

JOSEPH H. JACOBY
Major, USAF
Adjutant

3 Incls:
1. Form Ltr, Evaluation of OJT Program
2. 42D ABG Form 333
3. Monthly Testing Data

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BI-MONTHLY REPORT OF PROFESSIONAL
ACTIVITIES OF AIR FORCE HOSPITALS

Reports Control
Symbol AF-M9

USAF HOSPITAL
Loring Air Force Base
Maine

Period Covered
1 March 1956

Date Ending
25 April 1956

Number of Operating Beds: 75

PART I - HOSPITAL COMMANDER'S REPORT

1. Admissions:

a. Total: 343 b. Active Duty Military: 111 c. Other: 232

2. Transfers: Total: 21

a. Military: 18

Reg. No.	Home of Record	Arm or Svc of Patient	Principal Diagnosis	Reason for Transfer	Designation of Receiving Hosp.
6414	Texas	AF	Anxiety reaction, acute, moderate: manifested by tremulousness, anxious facies, tachycardia and cold clammy hands: predisposition, moderate: stress, minimal; residual impairment, moderate. LD, Yes.	Specialized psychiatric treatment needed.	US Naval Hosp Philadelphia Pennsylvania
6464	Texas	AF	Emotional instability reaction, chronic, severe: manifested by depression, erratic behavior and abortive suicide attempt: minimal stress due to assignments to isolated station and rejection by girl friend; predisposition, unknown: impairment moderate. LD, Yes. Not. PR.	Specialized psychiatric treatment needed.	US Naval Hosp Philadelphia Pennsylvania

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OSPITAL COMMANDER'S REPORT (Continued)

Reg. No.	Home of Record	Arm or Svc of Patient	Principal Diagnosis	Reason for Transfer	Designation of Receiving Hosp.
6474	Hawaii	AF	Tuberculosis, pulmonary, active, minimal. LD, Yes.	Specialized hospital care needed.	US Naval Hosp St. Albans New York
6505	Illinois	AF	Emotional instability reaction, acute, mild; manifested by an abortive suicide attempt; stress, minimal; predisposition, minimal; residual impairment, minimal. LD, Yes.	Specialized psychiatric treatment needed.	US Naval Hosp Philadelphia Pennsylvania
6507	Florida	AF	Anxiety reaction, acute, moderate; manifested by extreme self-consciousness and feeling of tension; stress, none apparent; predisposition, moderate with history of milder similar episodes during an unstable childhood; impairment, moderate. LD, Yes.	Specialized psychiatric treatment needed.	US Naval Hosp Philadelphia Pennsylvania
6555	Illinois	AF	Fracture, simple, n.e.c., left ankle, trimalleolar type, no artery or nerve involvement. LD, Yes.	Specialized orthopedic treatment needed.	US Naval Hosp St. Albans New York
6569	Mass.	AF	Fracture, simple, n.e.c., right tibia, lower 1/3, spiral oblique type, no artery or nerve involvement. LD, Yes.	Specialized orthopedic treatment needed.	US Naval Hosp Chelsea Naval Hospital, Boston, Mass.
6626	Penn.	AF	Neurotic depressive reaction, acute severe, manifested by pressure sensation in head, inability to concentrate; stress moderate due to institution of divorce proceedings against wife; predisposition not known; impairment severe. LD, Yes.	Specialized psychiatric treatment needed.	US Army Hosp Walter Reed Hosp Washington, D.C.

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HOSPITAL COMMANDER'S REPORT (Continued)

Reg. No.	Home of Record	Arm or Svc of Patient	Principal Diagnosis	Reason for Transfer	Designation of Receiving Hosp.
6646	W. Va.	AF	Fracture, simple, n.s.c., right mandible, without artery or nerve involvement. LD, Yes.	Specialized orthopedic treatment needed.	US Naval Hosp. Chelsea Naval Hospital, Boston, Mass.
6664	Maine	AF	Leukemia, myelogenous, acute. LD, Yes.	Specialized diagnostic and medical care needed.	US Naval Hosp. Chelsea Naval Hospital, Boston, Mass.
6671	Penn.	AF	Orbital cellulitis with orbital abscess, right eye, LD, Yes.	Specialized ophthalmological treatment needed.	US Naval Hosp. Chelsea Naval Hospital, Boston, Mass.
6691	N. Y.	AF	Goiter, non-toxic nodular. LD, Yes.	Specialized diagnostic and surgical treatment needed.	US Naval Hosp. Chelsea Naval Hospital, Boston, Mass.
6725	Maine	AF	Fracture, simple, n.s.c., spiral oblique, lower 1/3 right tibia without artery or nerve involvement. LD, Yes.	Specialized orthopedic treatment needed.	US Naval Hosp. Chelsea Naval Hospital, Boston, Mass.
6733	Maine	AF	Fistula, oral, or maxillary sinus, right. LD, Yes.	Specialized oral surgery treatment needed.	US Naval Hosp Chelsea Naval Hospital, Boston, Mass.
6747	Oklahoma	AF	Contusion, cerebral. LD, pending formal investigation.	Specialized neurological treatment needed.	US Naval Hosp Chelsea Naval Hospital, Boston, Mass.
6 3	Maine	AF	Backache of undetermined origin. LD, Yes.	Specialized orthopedic treatment needed.	US Naval Hosp. Chelsea Naval Hospital, Boston, Mass.

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Reg. No.	Home of Record	Arm or Svc of Patients	Principal Diagnosis	Reason For Transfer	Designation of Receiving Hosp.
6316	Florida	AF	Old laceration flexor digitorum sublimis and flexor digitorum profundus tendons left 3rd finger. LD, No. EPTS.	Specialized surgical treatment needed.	US Naval Hosp St. Albans New York
6362	Conn.	AF	Deflection of nasal septum, cause undetermined. LD, No. EPTS.	Specialized ENT treatment needed.	US Naval Hosp St. Albans New York
b. Civilians: 3					
6506	Maine	Civ. Dep.	Coccidioidomycosis, pulmonary.	Specialized diagnostic care needed.	US Naval Hosp Chelsea Naval Hospital, Boston, Mass.
6726	Maine	Civ. Dep.	Tumor of right parotid gland, type unknown, primary of site origin.	Specialized surgical treatment needed.	US Naval Hosp Chelsea Naval Hospital, Boston, Mass.
6867	Maine	Civ. Dep.	Goiter, toxic diffuse, PR.	Specialized diagnostic and surgical care needed.	US Naval Hosp Chelsea Naval Hospital Boston, Mass.

7. Professional meetings held during the month:

a. Three Staff Conferences were held during the months of March and April.

b. Professional Staff Meetings were held each two weeks. Interesting cases were presented from the various departments.

c. An evening meeting was held on the 16th of March with the hospital staff, consultant staff and civilian physicians from neighboring communities in attendance. Dr. John F. Sullivan of the New England Medical Center discussed Infections of the Nervous Syetem.

d. An evening meeting was held on the 6th of April. With the cooperation of the Mead Johnson Company, Dr. Frederick Blodgett of the Harvard Medical

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HOSPITAL COMMANDER'S REPORT (Continued)

Staff presented a paper on Electrolytic Balance in Children. This meeting was attended by the hospital staff, consultant staff and physicians from surrounding communities.

4. Narrative comments concerning all professional activities:

a. Discussion of overages, shortages, or malassignments of professional personnel:

(1) The mission of the hospital has not been affected due to changes in the Air Force doctor staffing in any specific areas.

(2) No specialty services have been further curtailed due to failure to receive qualified personnel.

(3) There is no excessive workload on the professional staff.

b. No clinical investigative studies have been performed under local auspices or under the purview of AFR 80-22.

c. There were no changes in accreditation status during this reporting period.

d. Comments pertaining to utilization of consultants:

(1) Total consultant visits authorized: 72

(2) Total consultant visits utilized as of the end of the reporting period: 67

(3) Consultant visits during the reporting period are as follows:

Name	Specialty	No. of Hours	Services Performed
H. D. Warren	Internal Medicine	2-1/2	Teaching Rounds Consultation in management of myo-oedema and pulmonary tuberculosis.
R. M. Gabrielson	Urology	2	Diagnostic and therapeutic consultation.
... F. Kramer	Surgery	2	Assisted in management of gun shot wound of abdomen.

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HOSPITAL COMMANDER'S REPORT (Continued)

Name	Specialty	No. of Hours	Services Performed
H. F. Kramer	Surgery	2	Diagnostic and therapeutic consultation.
H. F. Kramer	Surgery	2	Consultation for small bowel obstruction.
H. F. Kramer	Surgery	1	Diagnostic and therapeutic consultation.
H. F. Kramer	Surgery	2	Diagnostic and therapeutic consultation.
H. F. Kramer	Surgery	2	Diagnostic and therapeutic consultation.
H. F. Kramer	Surgery	2	Diagnostic and therapeutic consultation.
R. J. Junda	Radiology	2-1/2	Fluoroscopy and presentation of teaching films.
R. J. Junda	Radiology	1	Fluoroscopy and presentation of teaching films.
R. J. Junda	Radiology	2	Fluoroscopy and presentation of teaching films.
R. J. Junda	Radiology	2-1/2	Fluoroscopy and presentation of teaching films.

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HOSPITAL COMMANDER'S REPORT (Continued)

Name	Specialty	No. of Hours	Services Performed
R. J. Junda	Radiology	3	Fluoroscopy and presentation of teaching films.
I. M. Hayward	Pediatrics	2	Training and supervision of A B-O blood incompatibility

e. Other pertinent matter: None.

JAMES G. LANGFORD
Lt. Colonel, USAF(MC)
Commander

(Signature)

25 April 1956

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PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Medicine

2. a. Number of patients admitted: 69
   b. Number of outpatient visits: 657

3. Number of patients occupying beds at end of period: 10

4. Number of patients hospitalized longer than 90 days: 0

5. Number of operations performed: NA

6. Complications: NA

7. Hospital deaths, other than neonatal: NA

8. Remarks, unusual problems, etc. (See Inclosures #1 and #2).

   a. Postoperative infection rate of clean surgical cases: NA
   b. Postoperative death rate: NA

      (1) Traumatic death rate: NA
      (2) Non-traumatic death rate: NA

9. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to This Service
OYER, C. E.	5/8/57	Capt	9186D	99%
M[illegible]TIN, W.	5/7/57	Capt	9126	100%
GINN, H.M.	10/10/56	Capt	9156	10%
CORNISH, L.R.	10/6/56	Capt	9156	10%

Chief of Service: CALVIN E. OYER
Capt, USAF (MC)

(Signature)

25 April 1956

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SPECIALTY: Medicine

This 14 year-old SP 1 was admitted 11 March 1956 as a transfer patient from Presque Isle Air Force Base. He was well until the night of 10 March 1956 when he developed sudden severe right chest pain and shortness of breath. He went to the hospital at Presque Isle Air Force Base on the morning of 11 March 1956 and was found to have a pneumohemothorax on the right. On the night of 11 March 1956, the patient developed sudden increase in his shortness of breath and cyanosis and was transferred to this hospital with the diagnosis of tension pneumothorax. There is no history of hemoptysis, chills, fever, night sweats or weight loss. There is no past history of significant illnesses. Family history reveals the patient's father and sister have multiple sclerosis. One sister was thought to have tuberculosis approximately fifteen years ago and was seen in a tuberculosis sanatorium for six years, but the diagnosis was never definitely established. The patient's son died with leukemia several years ago.

Physical examination at the time of admission revealed the patient to be slightly cyanotic and extremely short of breath. The trachea was deviated to the left. Blood pressure was 110/70, pulse 140 and respirations 40. Examination of the chest revealed hyperresonance of percussion note over the right hemithorax with absent breath sounds. The point of maximal pulsation of the heart was about 2 cms to the left of the mid-clavicular line. The rest of the physical examination was essentially non-revealing.

At the time of admission the hemoglobin was 15 grams and the hematocrit 48%. White blood count was 18,600 with 88% polys. After transfusion the hemoglobin on 4 April 1956 was 11.8 grams and the hematocrit 37%. The white blood count on 6 April 1956 was 11,100. Smear and culture of the pleural fluid yielded no growth. Several sputum cultures revealed no pathogenic organisms. The initial chest x-ray revealed complete collapse of the right lung with a pneumothorax. There was a fluid level at the base. Subsequent x-rays showed absorption of the air. The fluid persisted in the chest throughout his hospitalization. On 2 April 1956 an x-ray revealed presence of consolidation in the right lower lobe. This gradually cleared during the rest of his hospitalization. At the time of discharge, the latest x-ray showed fluid or pleural thickening on the right with some haziness throughout, probably attributable to the pleural thickening.

Following admission, a thoracostomy tube was inserted under local anesthesia through the right second anterior intercostal space and connected to two-bottle underwater suction. A large amount of air and about 1000 cc of blood were obtained. The patient became less dyspneic and the lung expanded promptly. The patient then showed improvement until about 3 April 1956 when he began to have fever to 102 degrees, a productive cough and showed signs of right lower lobe consolidation. This had developed in spite of the patient being on penicillin and streptomycin. Sputum culture at this point revealed no pathogens. The patient was continued on

Inclosure #1

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SPECIALTY: Medicine

penicillin, and terramycin and chloromycetin were added to the regimen. Streptomycin was discontinued. The patient's hospital course then was one of gradual improvement. The temperature returned to normal within the next ten days. He was then afebrile throughout the remainder of his hospital course.

The patient is being discharged with the recommendation of a [illegible] day convalescent leave. He is to return to our clinic in three weeks to one month for repeat chest x ray and re-evaluation. It is hoped that the right chest will show further clearing and that there will be no impairment of pulmonary function. If such should develop, decortication might be necessary in the future.

Final Diagnosis: 1. Tension pneumothorax with hemothorax.
2. Right lower lobar pneumonia of undetermined etiology.

CALVIN E. GYER
Captain, USAF(MC)
Chief, Medical Service

Inclosure #1 (Continued) 10

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SPECIALTY: Medicine

This patient was a 21-year-old A/1c admitted to the hospital on 20 March 56 with a history of cough and sore throat with fever of approximately 1 week duration. Patient had been seen on sick call occasionally, but had received no relief from the treatment received, which had included penicillin. The cough had been non-productive. The patient denied any constitutional symptoms prior to the present illness. There was a weight loss of approximately 10 lbs. during the week prior to admission.

Physical examination revealed an acutely ill, febrile male with a temperature of 103 degrees. Fundoscopic examination was non revealing. The throat was mildly injected but no exudate was seen. There was one small petechia on the hard palate. A few small posterior cervical nodes were palpable bilaterally. A few scattered rales were heard in the bases of both lungs at the time of admission, but these had disappeared by the following morning and did not reappear. No abnormality of the heart was noted. The area of splenic dullness extended down to the left costal margin, but repeated examinations failed to confirm an enlarged spleen by palpation. The liver was not palpable. The extremities were normal with no ecchymoses or petechiae. The reflexes were physiologic.

Routine urinalysis was normal. The hemoglobin was 11.5 grams, hematocrit 39%, white blood count 49,800 with 1 stab, 3 segs, 9 lymphocytes and 87% abnormal cells. The abnormal cells were difficult to identify. They were large cells with deep blue cytoplasm, and large irregular nucleus with nucleoli. Almost no platelets were seen on the peripheral blood smear. Repeat white blood count on 22 Mar 56 revealed a white count of 61,000 with same abnormal differential. Bone marrow aspiration was performed on 22 Mar 56. Marrow was obtained without difficulty and was seen to be heavily infiltrated with the abnormal cells seen in the peripheral blood. No megakaryocytes could be seen.

The patient was transferred on 23 Mar 56 to the Chelsea Naval Hospital with a tentative diagnosis of acute myelogenous leukemia. We have subsequently been informed that following his transfer the patient followed a rapid downhill course with progressive appearance of petechia and hemorrhagic phenomena including bleeding into the gastrointestinal tract. The diagnosis of acute myelogenous leukemia was confirmed. The patient expired approximately nine days subsequent to the transfer. Total duration of illness was only approximately three weeks.

CALVIN E. OYER
Capt. USAF(MC)
Chief, Medical Service

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PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Pediatrics

2. a. Number of patients admitted: 19
   b. Number of outpatient visits: 960

3. Number of patients occupying beds at end of period: 1

4. Number of patients hospitalized longer than 90 days: 0

5. Number of operations performed: None

6. Complications: None

7. Hospital deaths, other than neonatal: None

8. Remarks, unusual problems, etc.: (See Inclosure #3).

9. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to this Service
DeLILLY, M.R.	5/11/57	Capt	9166B	100%
SCHAIN, R.J.	21/7/57	Capt	9326	100%
WARNER, F.S.	22/7/57	Capt	9326	90%

Chief of Service: MAYO R. DeLILLY
Captain, USAF (MC)
(Signature)

25 April 1956

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SPECIALTY: Pediatrics

This was the third admission to the Loring AFB Hospital of this 10 month old white infant. Child admitted at the present time for evaluation and therapy of continual wheezing.

History of Present Illness: Child had first episode of wheezing at age 5 months and was seen at the Pediatric Clinic at that time. Therapy was benadryl and aminophylline with some subsidence of complaints. Since that time the child has had numerous episodes of continuous wheezing with generally good response to adrenalin injections. The two prior admissions were due to failure to respond to adrenalin in the Outpatient Clinic and for marked respiratory distress. On both occasions child was discharged after several days in the hospital as greatly improved. On the second of February child was admitted to the Wesson Hospital in Worcester, Massachusetts, for severe wheezing and cyanosis while the family was traveling back to Loring AFB. At that time the child was treated with adrenalin and cortisone and discharged after several days.

Mother states wheezing usually begins with cold and cough for several days which turn into typical asthmatic wheezing. In the numerous times the child has been seen in the Clinic, the impression usually was asthmatic bronchitis because of fever and history of cold preceding wheezing.

At the present admission the child had been dyspneic and febrile for several days. He was treated in Pediatric Clinic with terramycin, benadryl, aminophylline, suppositories, nose drops and advice regarding avoidance of possible allergins and other measures. Wheezing did not respond to all these devices.

Past History: Child was seen in Pediatric Clinic at age 4 months for three episodes of rectal bleeding which has not recurred. Birth weight 6 pounds, 11/2 ounces, delivery uncomplicated. Child discharged from nursery in good condition. Child did well the first few months of life except for episodes of rectal bleeding. No major illnesses other than asthmatic attacks. Developmental history essentially normal, sat in 6 months and at present time is developing well. Child was breast fed initially and switched to homogenized milk at age 1 months. He tolerated this poorly and has been on evaporated milk formula since age 3 months. Child was on vitamins from birth up to several weeks ago. He began baby cereal at 1 month of age and fruits and vegetables at 3 months of age. Mother claims he tolerates vitamins poorly and did not tolerate orange juice at all when begun.

Family History: There are no siblings. Mother and father are essentially well. Mother had asthma as a child and maternal grandmother has asthma at the present time. No hay fever or other allergic diseases admitted. Paternal graddmother is living with the family at the present and may well be a source of difficulty for the child. She is extremely competitive with the mother for attention of the child.

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PECIALTY: Pediatrics

Review of Systems: Essentially negative.

Physical Examination: Child is a well developed, well nourished boy with dyspnea and wheezing but in no acute distress. Temperature 100.6 degrees. Ears, nose and throat essentially normal, slight cervical adenopathy. Lungs: diffuse expiratory wheezes throughout. Cardiovascular essentially negative. Abdomen within normal limits. Extremities negative. Neurological essentially negative. Impression was bronchial asthma with possible associated URI.

Course in Hospital: Child was placed on epinephrine q2h in the hospital and phenobarbital, benadryl, terramycin, and humidity atmosphere. Wheezing subsided somewhat as the result of these measures, but did not disappear entirely. Over the next 3 day period the above-named drugs were juggled about in an attempt to eliminate the child's wheezing. There was always some response to epinephrine, but this was transient, and wheezing did not disappear entirely. Chest x-ray was essentially normal, and laboratory work was non-contributory other than an eosinophilia of 10 per cent on one occasion. Subsequent blood counts did not reveal increased eosinophils. Three days following admission it was decided to place the child on cortisone in an attempt to relieve the asthmatic wheezing. Cortisone was begun in a dose of 25 mgms 4 times a day and was given for three days in this dosage. Following this, cortisone was gradually tapered off over a 4 day period. For the first few days there was little response noted to cortisone, and on one occasion epinephrine had to be given to decrease the wheezing. As the cortisone was tapered off, however, the wheezing gradually diminished, and by the time the child was on 25 mgms of cortisone once a day, wheezing had entirely disappeared. At the time of discharge, the child was not wheezing at all. It is considered difficult, however, to determine the exact influence of cortisone on this child's course, as it may well be that the bronchial asthma would have subsided spontaneously. The child is discharged on a diet avoiding potential allergins and advice to the parents regarding avoidance of dust, wool, etc. Final diagnosis is bronchial asthma.

MAYO R. DeLILLY
Captain, USAF (MC)
Chief, Pediatrics Service

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PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Surgical

2. a. Number of patients admitted: 66
   b. Number of outpatient visits: 369

3. Number of patients occupying beds at end of period: 4

4. Number of patients hospitalized longer than 90 days at end of period: 0

5. Number of operations performed:

	Major	Minor
a. Emergency:	0	3
b. Elective:	4	45

6. Complications: None

7. Hospital deaths, other than neonatal: None

8. Remarks, unusual problems, etc.:

   a. Postoperative infection rate of clean surgical cases: None
   b. Postoperative death rate: None
   c. Physiotherapy treatments: 592

9. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to this Service
SCOTT, G. W.	12/8/57	Capt	9416D	100%
FRASCATI, F. P.	21/7/57	Capt	9326	90%

Chief of Service: GORDON W. SCOTT
Captain, USAF(MC)
(Signature)

25 April 1956

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PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Gynecology

2. a. Number of patients admitted: 57
   b. Number of outpatient visits: 599

3. Number of patients occupying beds at end of period: 4

4. Number of patients hospitalized longer than 90 days at end of period: 0

5. Number of operations performed (excluding deliveries) 51

	Major	Minor
a. Emergency	1	2
b. Elective	10	38

6. Complications: None

7. Hospital deaths, other than neonatal: None

8. Remarks, unusual problems, etc.: None

9. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to this Service
ROSENZWEIG, O.J.	2/10/57	Major	9496C	50%
MALACHOWSKY, M.	Indef.	Capt	9326	50%
LIPPY, W.H.	5/7/57	Capt	9326	10%

Chief of Service: OSCAR J. ROSENZWEIG
Major, USAF (MC)

(Signature)

25 April 1956

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PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Aviation Medicine

2. a. Number of patients admitted: NA
   b. Number of outpatient visits: 96

3. Number of patients occupying beds at end of period: NA

4. Number of patients hospitalized longer than 90 days: NA

5. Number of operations performed: NA

6. Complications: NA

7. Hospital deaths: NA

8. Remarks:

   a. Number of Flying Physical Examinations accomplished, by class:

      (1) Class I and IA

         (a) Preliminary USAF Academy 1

         (b) Qualifying USAF Academy 0

         (c) Aviation Cadet 2

         (d) AFROTC 0

         (e) Other - Annual Physicals 179

      (2) Class II 17

      (3) Class III 10

         Total Flying Physicals 209

   b. Number of Non-Flying Physical Examinations accomplished:

      (1) Air Force (Non-flying) OCS 4

      (2) AFROTC (Non-flying) 0

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Part II - Aviation Medicine (Continued)

(3) Army	0
(4) Navy	0
(5) Other	0
Total Non-Flying Physicals	4

c. Remarks: None

9. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of total time assigned to this service
BADE, P. H.	5/10/56	Capt	9356	100%
GISH, H. M.	30/10/56	Capt	9356	60%
CORNISH, L. R.	30/6/56	Capt	9356	50%
LIPPY, W. H.	5/7/57	Capt	9326	10%

Chief of Service: PAUL H. BADE
Captain, USAF (MC)

Paul H. Bade
(Signature)

25 April 1956

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PART III -- OBSTETRICAL SECTION

1. a. Number of patients admitted: 132
   b. Number of outpatient visits: 1151

2. Number of patients occupying beds at end of each period: 12

3. Number of operations performed:

	Major	Minor
a. Emergency	0	
b. Elective	2 (Sections)	

4. Complications of above operations: None

5. Maternal deaths: None

6. Remarks, unusual problems, etc.:
   a. Postoperative infection rate of clean surgical cases: 0
   b. Maternal mortality rate: 0
   c. Caesarian section rate: 2.24%
   d. Maternal morbidity rate: 29.12%
      (1) Number of morbidity cases: 26

7. Estimated maximum obstetrical capability: 150

8. Total number of deliveries: 112

   a. Complicated: 26
   b. Uncomplicated: 86

9. Complications of delivery and puerperium:

   a. Puerperium:

Register No.	Complication	Disposition
6541	Adherent placenta, postpartum	Discharged
6643	Hemorrhage due to atonic uterus, postpartum	Discharged
6652	Hepatitis, serum from blood transfusion, postpartum	Discharged
6827	Adherent placenta, postpartum	Discharged

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Part III -- Obstetrical Section (Continued)

b. Delivery:

Register No.	Complication	Disposition
6577	Cervical laceration, intrapartum	Discharged
6591	Cervical laceration and laceration pelvic floor not involving sphincter ani, intrapartum	Discharged
6650	Cervical laceration, intrapartum	Discharged
6646	Cervical laceration, intrapartum	Discharged
6659	Cervical laceration, intrapartum	Discharged
6549	Laceration pelvic floor, cervical laceration, intrapartum	Discharged
6663	Cervical laceration, laceration pelvic floor, intrapartum	Discharged
6665	Cervical laceration, intrapartum	Discharged
6682	Laceration pelvic floor, not involving sphincter ani, intrapartum	Discharged
6692	Hemorrhage due to cervical laceration, intrapartum	Discharged
6697	Cervical laceration, intrapartum	Discharged
6706	Cervical laceration, intrapartum	Discharged
6711	Cervical laceration, intrapartum	Discharged
6723	Cervical laceration, intrapartum	Discharged
6767	Cervical laceration and laceration pelvic wall, intrapartum	Discharged
6769	Laceration pelvic floor, intrapartum	Discharged
6768	Cervical laceration, intrapartum	Discharged
6775	Laceration, obstetric, not involving sphincter ani, intrapartum	Discharged
6772	Laceration, pelvic, obstetric, not involving sphincter ani, Intrapartum	Discharged
6793	Laceration pelvic floor involving sphincter ani (3°), intrapartum	Discharged
6805	Laceration pelvic floor (3°), involving sphincter ani, intrapartum	Discharged
6779	Uterine inertia, (prolonged labor), intrapartum	Discharged

10. Number of births: 112
    a. Stillbirths: 1
    b. Full term live births: 108

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Part III - Obstetrical Section (Continued)

c. Premature live births: Total: 3
(1) Under 500 grams: 0
(2) 500-999 grams: 1
(3) 1000-1499 grams: 0
(4) 1500-1999 grams: 2
(5) 2000-2499 grams: 0

11. Neonatal deaths: None

12. Officers assigned:

Name	DOS	GRADE	AFSC	Proportion of Total Time Assigned to this Service
ROSENZWEIG, O. J.	2/10/57	Major	9496C	50%
MALACHOWSKY, M.	Indef.	Capt	9326	50%
WARNER, F. S.	22/7/57	Capt	9326	10%
LIPPY, W. H.	5/7/57	Capt	9326	10%
FRASCATI, F. P.	21/7/57	Capt	9326	10%

Chief of Section: OSCAR J. ROSENZWEIG
Major, USAF (MC)
(Signature)

25 April 1956

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PART IV -- REPORT OF OUTPATIENT SERVICE

1. Workload:

   Visits: Total: 7699 Military: 3603 Other: 4096

2. Remarks, unusual problems, etc.: None

3. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to this Service
GISH, H.M.	30/10/56	Capt	9356	30%

Chief of Outpatient Service: HOWARD M. GISH
Captain, USAF (MC) Howard M. Gish
(Signature)

25 April 1956

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PART V --- REPORT OF LABORATORY SERVICE

1. Total clinical laboratory procedures accomplished in each of the following categories: 5919

a. Urinalysis	1962
b. Hematology	2544
c. Serology	963
d. Blood Chemistry	72
e. Sputum and Gastric Contents	11
f. Gastric Analysis	0
g. Feces	144
h. Spinal Fluid	9
i. Basal Metabolism	15
j. Liver and Biliary Function	22
k. Bacteriology	113
l. Renal Function	0
m. Miscellaneous	64

2. Total units of blood for transfusions issued: 23

3. Total surgical specimens processed: 0

4. Total surgical specimens prepared for processing: 61

a. To other Air Force laboratories:	61
b. To Army laboratories:	0
c. To Navy laboratories:	0
d. To other Federal or civilian laboratories:	0

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PART V - Laboratory Service (Continued)

5. Number of autopsies (macroscopic) performed: 0

6. Remarks, unusual problems, etc.: None

7. Total technicians assigned: Enlisted - 3; Civilian - 1.

8. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to this Service
GETTMAN, F.C.	7/9/57	1/Lt.	9151	100%
[illegible]ER, C. E.	5/8/57	Capt	9386D	5%

Chief of Laboratory Service: FRANK C. GETTMAN
1/Lt. USAF(MSC)

25 April 1956

Frank C. Gettman
(Signature)

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PART VI -- REPORT OF RADIOLOGY SERVICE

1. Number of examinations:	1841
a. Fluoroscopic:	16
b. Radiographic:	1825
2. Total number of x-ray plates exposed:	2350
3. Number of treatments, if any:	0
4. Remarks, unusual problems, etc.:	None

5. Officers assigned:

Name	DOS	Grade	AFSC	Proportion of Total Time Assigned to this Service
CORNISH, LR.	30/6/56	Capt	9356	40 %

Chief of Radiology:

LAWRENCE R. CORNISH
Captain, USAF (MC)

25 April 1956

(Signature)

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PART VII - PROFESSIONAL ACTIVITIES NOT COVERED UNDER SECTIONS

1. Medical Corps Officers not included elsewhere:

Name	DOS	Grade	AFSC	Duty Assgn	Proportion of total time assgnd to this serv
WARNER, F.S.	22/7/57	Capt	9326	Pediatrics	Departed 5 Apr March AFB TDY 9 wks PSC on completion.
DeLILLY, M.R.	5/11/57	Capt	9366B	Pediatrics	Departed 17 Apr Randolph AFB TDY 9 wks.
LIPPY, W.H.	5/7/57	Capt	9326	OB -- GYN	Returned 6 Apr from TDY Randolph AFB

2. Remarks, unusual problems, etc.: None

LAWRENCE R. CORNISH
Captain, USAF (MC)
Director of Professional Services

25 April 1956

(Signature)

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SAFETY FILM

PART VIII - REPORT OF NURSING SERVICE

1. Personnel, nurses:

   a. Authorized: Military: 17 Civilian: 10 Total: 27

   b. Assigned: Military: 12 Civilian: 10 Total: 22

   c. Anticipated gains for the next two months:

   Military: 1 Civilian: 0 Total: 1

   d. Anticipated losses for the next two months:

   Military: 3 Civilian 0 Total: 3

2. Average patient load/day/assigned nurse (average bed occupancy/total nurses): 1.30

3. Comments on professional program (for nurses and airmen):

   Paper on First Aid presented by Capt. Ann M. Derringe.
   Medical films on various subjects shown.
   Two-week training program for 90030's held 6 to 16 Mar 56.
   Three-week training program held for 90010's 26 Mar to 13 Apr 56.

4. Average time (%) per nurse spent on ward administration as compared to professional care of the patient: 30%

5. List of nurses (military and civilian):

Type of Duty	Name	Grade	AFSC
Administrative	Kiefer, Margaret M.	Major	9716
General surgical	Derringe, Ann M.	Capt	9754
Anesthesia	Horan, Mary J.	Capt	9744
Gen med, surg, & pediatrics	McCartney, Patricia A.	Capt	9754
Out-Patient Clinic	Snyder, Myrna A.	Capt	9754
General medical	Thuman, Helen B.	Capt	9754
Obstetrical	Zickler, Lillian L.	Capt	9754
Operating Room	DelMonaco, Anna M.	1st Lt	9754
Gen medical & surgical	O'Connor, Joan E.	1st Lt	9754
General medical	Thayer, Peggy J.	1st Lt	9754
General surgical	Hughes, Alice A.	2nd Lt	9754
Out-Patient Clinic	Smith, Rebecca J.	2nd Lt	9754
stetrical	Castonguay, Rita L.	Civ	9754

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PART VIII - Nursing Service

Type of Duty	Name	Grade	AFSC
Obstetrical	Douglas, Barbara M.	Civ	9754
Obstetrical	Francis, Barbara A.	Civ	9754
Gen med, surg, & pediatrics	Garnes, Yvonne R.	Civ	9754
Gen med, surg, & pediatrics	Morris, Ruby S.	Civ	9754
Obstetrical	Reid, Janie S.	Civ	9754
Obstetrical	Simmons, Gertrude E.	Civ	9754
Pediatric	Sims, Constance M.	Civ	9754
Gen med, surg, & pediatrics	Small, June L.	Civ	9754
Obstetrical	Ward, Loretta G.	Civ	9754

6. Listing of ancillary nursing personnel (only full-time civilian aides and WAFs):

Section	Specialty Classification Number		Totals
Obstetrical	90010 - 2	90250 - 5	7
Gen med, surg, pediatrics	90010		6

7. Remarks, unusual problems, etc.:

Capt Louise W. Hooper, 9754, departed 21 Mar 56 for overseas assignment.

Chief Nurse: MARGARET M. KIEFER
Major, USAF (AFNC)
(Signature)

2 April 1956

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PART IX --- PHARMACY SERVICE

1. Prescriptions filled

   a. Inpatient: 981

   b. Outpatient: 2966

   c. Total 3949

2. Unusual compounding, local time-saving procedures, problems encountered, locally constructed equipment and any general remarks:

   None

3. Registered Pharmacists assigned (military and civilian):

Name	Grade	Specialty Number
LEJA, JOSEPH C., Jr.	1/Lt	9031

4. Number of non-registered assistants: 2

5. Chief of Pharmacy: JOSEPH C. LEJA, Jr., 1/Lt, 9031

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Confidential

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

ADO 15 March 1956

SUBJECT: (Unclassified) Loring Air Force Base Staging Support for 15 March through 15 April 1956

TO: See Distribution

1. The following information concerning staging aircraft requirements and proposed unit missions is submitted for your information and necessary action. This information is solely for planning purposes only. (U)

2. The 42d Bombardment Wing will be required to furnish the following: (C)

a. Nine B-36 aircraft, 15 March 1956 through 15 April 1956, for operation "Blue Grass".

b. One KC-97 aircraft of the 42d Air Refueling Squadron, on approximately 20 March 1956, for Strip Alert support of operation "Big Wind".

c. Twelve KC-97 sorties, 42d Air Refueling Squadron, approximately 21 March 1956, for operation "Devil Fish".

d. One KC-97 "Normal Strip Alert" aircraft of the 71st Air Refueling Squadron, 1 through 30 April 1956.

e. Seventy-five sorties, 42d 71st Air Refueling Squadron, on 9 through 11 April 1956, for operation "Sea Devil".

f. Eight KC-97 sorties, 71st Air Refueling Squadron, on 3 April 1956, for operation "Devil Fish".

3. Loring Air Force Base will be required to provide base support and facilities for the following operations: (C)

a. Twenty-two KC-97 aircraft of the 71st Air Refueling Squadron for external IDI, arriving 20 and 21 March 1956, operation "Theme Song".

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b. One B-52 aircraft from APG, approximately 12 March 1956, operation "Blue Grass".

c. Three C-124 aircraft from AMC, 15 March 1956 through 15 April 1956, operation "Blue Grass".

d. 42d Air Refueling Squadron completion of operation "Blue Cross", as of this date is indefinitely delayed.

4. Loring Air Force Base may be required to provide base facilities and support for the following overflies: (C)

a. 180 B-47 aircraft of the 44th/68th/301st/376th Bombardment Wings on approximately 20 March 1956, operation "Big Wind".

b. 20 KC-97 aircraft of the 341st Air Refueling Squadron on approximately 27 March 1956, operation "Theme Song".

c. 90 B-47 aircraft of the 19th/321st Bombardment Wings on 9 through 11 April 1956, operation "BuckHorn".

BY ORDER OF THE COMMANDER:

Richard L. Falley Jr. for
JOSEPH H. JACOBY
Major, USAF
Adjutant

DISTRIBUTION	QTS	DISTRIBUTION	QTS
ADC	1	42IS	1
ADO	1	42AP	1
ADM	1	ISO	1
WCO	1	42AREFS	1
WOD	2	1974AACS	1
WODO	1	1292AACS	1
WDM	2	42FMS	1
ABC	1	BMS	1
BOP	2	420PS	1
2-7 WEA Det	1	BMM	1
69BHS	1	COMDR 3080th ADG	1
70BHS	1	BSMO	2
75BHS	1	MAN	1
42MVS	1		
42FSS	1		

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

17 April 1956

AIR

SUBJECT: (Unclassified) Loring Air Force Base Staging Support for 14 April 1956 through 15 May 1956

TO: See Distribution

1. The following information concerning staging support requirements and proposed unit missions is submitted for your information and necessary action. This information should be used for planning purposes only. (C)

2. The 42nd Bombardment Wing will be required to furnish the following: (C)

a. One KC-97 "Normal Strip Alert" aircraft of the 71st Air Refueling Squadron, 1 through 30 April 1956.

b. Six KC-97 aircraft of the 71st Air Refueling Squadron on 30 April 1956, Operation "Devil Fish."

c. Five KC-97 aircraft of the 71st Air Refueling Squadron on [illegible], Operation "Devil Fish."

d. Approximately eight KC-97 sorties of the 42nd Air Refueling Squadron on (each) 3rd, 4th, and 5th May 1956, Operation "Pay Dirt."

e. Approximately eight KC-97 sorties of the 71st Air Refueling Squadron on (each) 3rd, 4th, and 5th May 1956, Operation "Pay Dirt."

f. One B-36 aircraft to Westover AFB on 3 May 1956, for 96 hours TDY.

3. Loring Air Force Base will be required to provide base support facilities for the following operations: (C)

a. One B-36 aircraft of the 815th Air Division, SCN 19 April 1956.

b. One B-36 aircraft of the 802nd AD on 1 May 1956 for 96 hours TDY.

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4. Loring Air Force Base may be required to provide base facilities support for the following overflights: (C)

a. Eighty KC-97 aircraft of the 66/301/305/384 Air Refueling Squadrons on 27th and 28th April 1956.

b. Forty-five B-47 aircraft of the 509th Bomb Wing and twenty KC-97 aircraft of the 509th Air Refueling Squadron, on 3 May 1956, Operation "Pay Dirt."

c. Forty-five B-47 aircraft of the 97th Bomb Wing on 5 May 1956 Operation "Pay Dirt."

BY ORDER OF THE COMMANDER:

JOSEPH H JACOBY
Major, USAF
Adjutant

DISTRIBUTION	CYS	DISTRIBUTION	CYS
ADC	1	42IS	1
ADC	1	42AF	1
ADM	1	ISC	4
ADC	1	42AAEFS	1
ADC	2	71AREFS	1
ADC	1	1971AACS	1
ADC	1	1242AACS	1
ADM	1	42FMS	1
ADC	1	BMS	1
SCF	1	42CFS	1
2-7 Res Det	1	BMM	1
64BWS	1	COMDR JOSC ADC	1
70BWS	1	BSMC	1
75BWS	1	MAY	1
42MWS	1		
42FSS	1		

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

ADO

24 April 1956

SUBJECT: Amendment One to 45th Air Division Programming Plan 1-55

TO: See Distribution

1. Attached are amended inclosures numbers 1,3,4,5 and 6 to subject Programming Plan 1-55 dated 5 January 1956.

2. This amendment reflects the changes of Eighth Air Force Programming Plan 27-55, dated 15 March 1956.

3. Upon removal of inclosure this correspondence will be downgraded to UNCLASSIFIED in accordance with AFR 205-1.

BY ORDER OF THE COMMANDER:

For Richard L Perry 2/Q USAF
JOSEPH H JACOBY
Major, USAF
Adjutant

Incls:
a/s

DISTRIBUTION:
1 - Comdr 8AF
2 - Comdr 45AD
1 - ADO
1 - ADM
1 - ADP
3 - WCO
1 - WCP
15 - WDO
15 - WDM
15 - WDP
2 - ABC
2 - BOP
8 - BM
7 - BP
9 - ISO
1 - SMS
1 - BC
1 - COS
1 - Comdr 42 Ops Sq

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6#2361

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AIRCRAFT ALLOCATION

	1955 Dec	1956 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	1957 Jan	Feb	Mar
*B-36																
Assigned		33	23	21	19	17	10	9	4	0						
Available		31	20	16	15	12	6	5	3	0						
**B-52C						6	11	16	22	29	34	34	27	18	7	0
B-52D											2	9	18	27	38	45
B-52 Cum TOTAL						6	11	16	22	29	36	43	45	45	45	45

* Differences represent aircraft in modification programs.

** B-52C's transferred to 99th HBW.

(CONFIDENTIAL)

Incl # 1

AMEND # 1
Incl # 1
45AD OPLAN 1-55
6#23610
24 APR 56

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INPUT OF SKILLED B-52 MAINTENANCE PERSONNEL*

AFSC	NUMBER	FUNCTIONAL ASSIGNMENT
4344	1	Maint Standardization Officer
43171E	1	Line Chief
43171E	1	Post Flight Chief
43171E	2	Crew Chief
43171E	2	Periodic Inspection Dock Chief
43171E	2	Aircraft Inspector
43171E	1	Maintenance Standardization Team
43151/71	2	Fuel Systems Repairman
42251/71	2	Mechanical Accessories Technician
42152/72	2	Aircraft Hydraulic Repairman
42250/70	2	Aircraft Instrument Repairman
42350/70	2	Aircraft Electrical Repairman
43250/70	3	Jet Engine Buildup Technician
43250/70	2	Jet Engine Field Repair Technician
47250/70	2	Ground Power Equipment Technician
53450/70	2	Airframe Repairman
32170E	2	Bomb Navigation Systems Supervisor(MA-6A)
32150E	4	Bomb Navigation Systems Mechanic (MA-6A)
32150B	1	Bomb Navigation Systems Mechanic (MA-6A)
32150C	1	Bomb Navigation Systems Mechanic (MA-6A)
32150D	1	Bomb Navigation Systems Mechanic (MA-6A)
42350R	2	Autopilot Mechanic (A-14)
TOTAL	40	

*NOTE: Above personnel to be in place at Loring AFB at least 45 days prior to receipt of first B-52 aircraft. (UNCLASSIFIED)

INCL # 3

AMEND # 1
INCL # 3
45AD OPLAN 1-55
6#2361C
24 APR 56

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CREW TRAINING SCHEDULE

Number of Crews	4017th (B-52) CCTS Castle AFB Enter	Graduate
5 B-47 crews	16 Jan 56	25 Mar 56
3 B-47 crews 3 B-36 crews (staff)	13 Feb 56	25 Apr 56
7 B-36 crews	21 Mar 56	29 May 56
1 B-47 crew 6 B-36 crews	20 Apr 56	29 Jun 56
8 B-47 crews	22 May 56	1 Aug 56
5 B-47 crews 2 B-36 crews	22 Jun 56	31 Aug 56
4 B-47 crews 3 B-36 crews	25 Jul 56	3 Oct 56
4 B-47 crews 3 B-36 crews (staff)	24 Aug 56	2 Nov 56

NOTE: B-36 crews will depart Loring AFB approximately three (3) weeks prior to entry into B-52 training to complete B-47 familiarization course. This course will be of approximately two weeks duration and will be conducted at SAC bases to be designated by separate correspondence.

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Incl #4

AMEND # 1
INCL #2
1-AF OPLAN 1-56
6#2561C
24 APR 56

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ARMAMENT AND ELECTRONICS TRAINING

MAINTENANCE PERSONNEL TRAINING PACKAGE

Course Title	Aprx Crs Length	Total Package Number	Requirements AFSC	Training Period Jan Thru Apr 56	May Thru Jul 56	Aug Thru Oct
A-3A FCS Mechanic, B-52	14 wks	20	32330/50A-B	7	7	6
Gunlaying Sys Supervisor, B-52	12 wks	6	32350/70A-B-C	6		
A-3A Radar Technician, B-52	26 wks	3	32350/70A-B-C	3		
A-3A Turret Dr Sys & Computer	23 wks	3	32350/70A-B-C	3		
Communication Sys Installation	1 wk	11	30150/70B	6	5	
Radar & Abn Elect Cntrmeas Instl	1 wk	21	30153A,B/70	7	7	7
AN/ARC-34 Command Set	3 wks	6	30150/70A-B	3	3	
K-3A (Mod) & A-14 Autopilot Tie-in Instl	1 wk	42	32150/70E	14	14	14
A-14 Autopilot (Chanute) & E-1 Compass	5 wks	8 / 120	42350/70	4 / 53	4 / 40	/ 27

(UNCL)

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AMEND # 1
INCL # 5
45AD OPLAN 1-55
6#2361C
24 APR 56

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AIRCRAFT AND VEHICLE MAINTENANCE

MAINTENANCE PERSONNEL TRAINING PACKAGE

Course Title	Aprx Crs Length	Total Package Number	Requirements AFSC	Training Period Jan Thru Apr 56	May Thru Jul 56	Aug Thru Oct 56
Aircraft Jet Engine Mech (J-57) (Including Installation Tng)	5 wks	82	68-43250 14-43270	23 3	23 3	22 4
J-57 Horizontal disassembly	1 wk	20	15-43250 5-43270	5 2	5 2	5 2
Aircraft Elect Repairman	6 wks	64	60-42350 4-42370	19 2	24 2	17
Aircraft Mechanic	10 wks	223	133-43151E 90-43171E	2 28	52 31	53 31
Aircraft Hydraulic Repairman	4 wks	44	42-42152 2-42172	16 1	14	12 1
Ground Power Equipment (Pneumatic Cart)	2 wks	15	10-47250/70 5-43250/70	6 2	4 3	
Mechanical Acc & Equip Rpmn	4 wks	24	22-42251 2-42271	7 1	7 1	8 154 TOTAL
Airframe Repair	6 wks	22	17-53450 5-53470	9 3	8 2	
Purge Gas System	Unknown	2	42251/71	2		
MD-3 Generator	4	9	47250/70	4	5	
MA-1 or MA-2 Air Conditioner	4	10	47250/70	5	5	AMEND # 1 INCL # 6 45AD OPLAN 1-55 6#2361C 24 APR 56
Fuel, Oil & Water Alcohol Tanks	3 w	2	48250/70			
Pneumatic Starter Model PS-200-1	Unk	2	42251/71			
		519		174	191	

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HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
7 MAY 1956

B-52 CONVERSION PROGRESS REPORT #6

FOR

45TH AIR DIVISION (SAC)

This Progress Report Contains 30 pages

45AD OPLAN 1-55
6#3020
7 MAY 56

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FOREWORD TO PROGRESS REPORT #6

SECTION I - GENERAL

1. If the delivery date of the B-52 is delayed until the end of June 1956, the B-52 crews graduated 23 March 1956 from 4017th COTS will require a re-check in the aircraft. This will hinder the training of instructor crews as they will be required to give re-checks to the early graduates instead of fully utilizing their time for COTM. Also, the delayed delivery date may adversely affect our projected date for combat readiness of the 42d Bombardment Wing.

SECTION II - MAJOR PROBLEM AREAS

2. The following listed problem areas are beyond the capability of this command to correct or show appreciable accomplishment without the assistance of higher headquarters.

a. Material:

(1) The approval of Project #6787 for additional JT-4 Seal Coating to include the areas around the refueling pits will correct this previously reported deficiency. (Ref. Item 1a Foreword Progress Rpt #)

(2) Erection of the dock stands has become a time consuming task. Request command assistance to expedite a qualified civilian from Shelby depot to assist with the project. (Ref Item 3 this report)

(3) A request is being prepared to include additional door panels in the DC hangar in the Phase II contract to increase the capacity to six B-52 aircraft. (Ref Item 1e this report)

(4) A request is being prepared to re-insert the south concrete holding pad in the FY '58 MCP. Command assistance will be required to obtain approval of this item. (Ref item 1.i. this report)

(5) As previously reported the failure to delete the concrete of taxiway lights five feet outside of light duty pavement from the 1953 MCP is considered a deficiency in the overall B-52 Program. (Ref Item 1.k. this report)

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b. Operations

(1) The lack of a suitable practice bomb will prevent the accomplishment of the required releases under SAC Regulation 50-43. (Reference item 77 this report)

(2) The receipt of the 1B-52C-1 TBUU ORDER will permit the completion of plans which had been delayed because of the lack of performance data. (Reference Item 87, this report)

(3) The lack of information on the type of tactical weapon used in the B-52 prevents the final preparation of lesson plans for the Special Weapons Refresher course. (Reference Item 96, this report)

(4) Concerted action should be taken to obtain an MA-6 trainer as soon as possible. The alternate solution of changing the K-3A trainer to physically resemble the MA-6 is not considered adequate.

W.K. MARTIN
Brigadier General, USAF
Commander

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DETAILED COMMAND ACTIONS

PERTAINING TO

PROGRESS REPORT #6

TO

45TH AIR DIVISION PROGRAMMING PLAN 1-55

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REPORT OF DIRECTOR OF MATERIEL

SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
1. Rehabilitation of existing facilities	Determine requirements for rehabilitation and/ or modification of facilities, and submit necessary correspondence to AIO, as indicated.	a. JT-1 Seal Coat: Fiscal year '56 M&O Project is approved. Contract is let to be completed in July '56. (This project for harlstands only.) Project #6757 in the amount of $33,000.00 has been approved. SAC priority indicates it will be completed this season. (This project includes refueling pits, warm-up pads and large parking apron. Estimate completion by Sep 56.	25	2
		b. Taxiway Lights: "Cone" type lights are replaced by "clamp-on" lights. Project #7497 (flush mounted lights at intersections) has been approved for essentiality. A '58 MCP Catagory III item to move taxiway lights to five feet outside of the light duty pavement has been deleted. This is considered to be a major deficiency in the overall B-52 Program.	25	2
		c. Lurie Docks: Funds have been allocated in the fiscal year '56 to modify 5 Lurie Docks. Waiver requested on 14 March to delete line of sight criteria. No action on the request for funds in the #58 MCP to modify the three remaining Lurie Docks. Modification is under process of re-design by the Air Force Installations Regional Office. We have no estimate on completion of re-design. All projects are USAF directed and have a Catagory I priority. Base Installations Engineer says these modifications cannot possibly be completed this Summer due to the length of time required to procure structural steel.	12	1
		d. Multi-Purpose Docks: Seven original docks will be modified by September 1956. This work is being performed using '56 M&O funds. Change order on original contract includes Larger Bay Roll Door.		

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
		4. Cont'd. Modification of eleven new docks is being handled by the Corps of Engineers. A contract is to be let 8 May. Contractor will have 15 days to start work. 150 days to complete. Priority has been established to give contractor a work schedule.	25	2
		e. Modify D.C. Hangar for B-52 Operations: The Phase II contract award is scheduled for May 56.	25	2
		(1) Installation of Additional Door Panels in the D.C. Hangar: A request is being prepared to install four additional door panels which will provide hangar facilities for two additional B-52 aircraft. Six periodic docks can then be established in the hangar which will greatly improve the operation of this function. This item should be accomplished as soon as possible to avoid the necessity of erecting dock stands and later having to move the stands to match the new door positions.	0	0
		f. Power and Lights to Maintenance Stands: An item is included in the '57 M&O Program to furnish power and lights to seven B-52 Dock Stands. SAC priority indicates it will be completed this year.	10	1
		g. Mono-Rails, Stand for Refueling Doors, Curb for Aircraft Parking, Ramps for Outrigger Gear: The requirement for Mono-Rails, for engine removal in post-flight docks has been suspended for the time being. We feel that in multi-purpose docks, a portable crane can be used for this purpose. Plans on the remainder of the items are being drawn by AIO.	20	2

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V.I. INDEX
		h. Flight Simulator: Temporary site for the flight simulator has been confirmed as the old bakery building. This building is to be ready for installation of the simulator when it arrives in November. The new building is a '57 MCP item and we estimate it will be completed about one year after construction begins.	20	5
		i. Replace South Asphaltic Concrete Holding Pad with Portland Cement Concrete: Included in initial submission of FY '58 MCP. Unless USAF directed this item will be lost from the '58 MCP as the stated USAF policy regarding '58 MCP is that only '56 and '57 fall out items and USAF directed items will comprise the FY '58 MCP. As per instructions of Commanding General 8th Air Force, a request for re-insertion of this item is being prepared and forwarded by AIO.	0	5
		j. Refueling Pits: We presently have 10 outlets on Parking Apron I; 5 outlets on Parking Apron II; 6 outlets on Big Parking Apron. A project to put an outlet in each stub on parking aprons I & II is included in the '58 MCP. SAC denied a request to move this item into the '57 MCP. A project for 6 hydrants with 12 outlets on Parking Aprons II and III is included in the '57 MCP.	25	5
		k. JP-4 to Hydrants: The bulk storage plant has a Briggs Filter Conversion Unit installed. Pump Houses 1 and 3 have been converted to JP-4. Pump Houses 4 and 5 will be converted to JP-4 subsequent to 15 June 1956 and not later than 1 Sept 1956, depending on local requirements.	50	5

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
		1. Parachute Tower: A project #LOR6651 has been approved which includes hoists, fan platforms, and additional heating. Will try and get funds from '56 M&O savings, otherwise will be accomplished in FY '57 Program.	50	5
		m. Taxi Lines and Nose Wheel Spots: A project has been initiated to repaint the present taxi lines and parking spots.	25	2
2. New Construction	Coordinate with AIO on programs of new construction items.	a. Jet Engine Test Stand: Phase I is 30% complete. (Foundation and Shelter) Estimated completion of Phase I is 15 May '56. At present we have no estimate on completion of Phase II and Phase III.	25	2
		b. Liquid Oxygen Plant: One plant in a temporary location is set up and can be put in operation on two hours notice. One 500 gallon storage tank and one 50 gallon servicing tank are on hand. Request for a UAL Change for one additional plant and two additional 500 gallon storage tanks has been approved by 8th Air Force and gone forward to SAC. No answer has been received as yet.	30	3
		c. Pneudraulic Cell Test: The requirement has been submitted to the AFIRO and is to be included in the Phase II construction of the new hangar. Estimated completion date is questionable. An item for necessary instrumentation is included in the '57 M&O Program.	10	1
		d. Utility Connections for AFU Equipment at Parking Positions and Maintenance Hangars: Project #[illegible]-57 was submitted to 8th Air Force 30 April 1956.	10	1

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
		e. Distilled Water: We are planning to use a de-mineralizer to support B-52 operations. We have one unit on the station and will inspect this unit to determine its serviceability and to affect its repair. Hq. SAC has programmed Project #100-56 (an 11,500 gal storage tank for distilled water) for Loring AFB.	20	2
		f. Harmonization Range & Compass Rose: Work on the Compass Rose is approximately 45 days ahead of schedule. Firing-in butts were deemed non-essential, and deleted from the contract.	50	5
		g. Power for K System Mock-ups in the A&E Shops: Procurement of Local Purchase items is preventing installation of power generators for the Bomb-Nav System. One panel has been received. Action is still pending on the other panel.	25	2
		h. MA-6A Bomb Nav System Flyaway Benches: One bench has been received and is in operation. One bench has been locally fabricated and is in operation. Until we exceed 15 aircraft assigned, this bench set up is adequate.	33	
3. Additional Space Requirements	Determine requirements and submit to Base Space Allocation Board.	Storage Space for 263 Equipment: The majority of this equipment will be turned over to the A&E Sqdn. for storage and inspection. Existing Butler buildings in the hardstand area will be used for this storage.	95	9
4. Z Accounts (Supply)	Take action necessary for maintenance of accurate B-52 supply status data on the following: a. Equipment items: "Z" Acct. b. " " Non "Z" Acct. c. " " local purchase	a. 643 line items received to date. b. 1,249 line items received to date. c. Purchase requests are being forwarded to Budget and Accounting on class 17-B tools. Nothing received to date.	64% 58% 0%	[illegible] [illegible] [illegible]

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS & PROBLEMS	PERCENT COMPLETE	W-2 INDEX
	d. Table II support for 15 sets of Flyaway Kit spares for B-52 aircraft on automatic AFSD.	d. 88A completed to date.	88	8
	e. Initial support of Flyaway Kit spares for B-52 aircraft.	e. Brownline listing SAM Cards and memo instructions have been received at this Headquarters (1) 450 AFSD Line have been received.	2	
	f. Initial support of QSC's	f. Shipments are being received on QSC's for the B-52 aircraft. A total of 10 left hand and 10 right hand kits have been received to date.	90	9
	g. Disposition of excess B-36 spares	g. Disposition received on the remaining 7 each D model power packs. They will be shipped to Fairchild AFB. Shipment of 263 equipment approximately 95% complete. SAC controlled items are being stored in Warehouse #1 awaiting disposition from SAC Headquarters.	95	9
	h. Disposition of B-36 excess equipment.	h. All B-36 spares over and above known redistribution requirements, rendered excess as results of the conversion, will be shipped automatically to the appropriate AMC Depot as they become excess. Reference SAF msg MDS 93030 dtd 16 Mar 56.	25	2
	i. Disposition of B-36 Flyaway Kit spare.	i. Msg received from Biggs AFB regarding disposition of B-36 FAK spares stated that the only portion of the 42d BW FAK's which this base is interested in are those spares peculiar only to B-36 H and B-36 J model aircraft. They further requested a listing indicating dates these items could be made available for shipment. Upon receipt of this information, Biggs AFB will furnish this base an itemized and quantitive listing which will include shipping and marking instructions.	15	1

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KODAK SAFETY FILM

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
	j. Insure transfer of TOC Kits with B-36 aircraft by serial number	j. TOC Kits are transferred IAW instructions received for each aircraft. Action on B-36D's have been completed.		
		k. Trailers are on hand (4). Spare parts support has not been requisitioned to date. Requirements to be determined by Motor Vehicle Sqdn. and supply action initiated.	60	5
263 Property Changed to DD Form 780 Property	l. Secure a list of installed equipment for use of acceptance teams. Request authorization for shortages.	l. DD Form 780 has been procured.	100	10
Parts breakdown for B-36 Aircraft	m. Secure from factory or Tech Rep for use by Supply Liaison.	m. Supply Liaison has contacted Tech Reps and is obtaining lists from those personnel as they are phased into Loring.	60	6
IAL	n. Monitor procurement and distribute to Squadrons view IALs and effect changes as necessary.	n. This item is reopened. A new IAL is being prepared by the SAC Heavy ESSAT for a 45 aircraft wing.	80	8
5. Engine Build-up	Prepare a complete plan for the build up the J-57 engine build-up and jet engine minor repair section.	The preparation of final plans and the establishment of standard procedures and build up station check lists are being delayed pending receipt of the following items: a. J-57 Engines - 17 engines are scheduled for delivery in May. Actual delivery date is unknown. b. Engine slings-Part No.8220-604380 Item coded for delivery in July after "first item inspection". A request is being forwarded to Castle for the loan of two slings pending receipt of these items. c. Horizontal Stand-AN 7128 Item shipped by Pratt and Whitney on 10 April. Should be received approximately 1 May 1946.	20	2

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SUBJECT	NECESSARY ACTION	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
		d. Trailer Aircraft Engine 8200-750428-5 Due to arrive 11 May.		
6. Jet Engine Test Stand Operation Procedures	Action completed (8 Feb '56 Rpt)		100	10
7. Aircraft Jacking	Publish procedures and responsibility for jacking B-52 acft	Jacking procedures have been received from Castle AFB. Personnel from this station are working in the aircraft jacking shop at Castle. Estimated completion date - 15 May 56.	75	7
8. B-52 Dock Stand	Establish locations for erection of B-52 Dock Stands and coordinate with higher headquarters and AMC for assistance in the erection of subject docks.	B-52 stands are being moved to the erection sites. We are presently erecting one stand. We have had 15 men working 7 days and 30 men working 8 days. The one stand is about 60% completed at this time. Information has been received that a qualified civilian will be provided by Shelby Depot to assist with this project.	25	2
9. Cowling Racks	Determine requirements for local fabrication of cowling racks and initiate action for local manufacture.	Forty complete stands are assembled. Remainder 20 due in during May and June.	67	6
10. Engine Conditioning	Establish procedures of engine conditioning of J-57 engines.	Tech Rep has attended factory course. He will be sent to Castle for a period of indoctrination. Planning calls for the Tech Rep to give instruction to a small number of highly skilled personnel.	75	7
11. Time Standards (man hours)	Action Completed (9 March Rept.)		100	10
12. Post Flight and Intermediate Inspection	Action completed (10 April Rept.)		100	10

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SUBJECT	NECESSARY ACTION	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
13. Acceptance Inspection	Establish a procedure for inspecting new aircraft and allocations to squadrons.	An acceptance team will be formed in accordance with 42d Bomb Wing TMI #16, Subject: Aircraft movement Teams.	50	5
14. Ground Powered Equipment	Establish a school for the operation of the Ground Powered Equipment for all maintenance personnel.	The MTD Familiarization Course includes a course on Mi-1 Power Cart. (9) personnel from the Ground Powered Shop are attending training technical course off the station. Personnel completing MTD will be checked out in the Ground Powered Shop by M.S.T.	50	5
15. Squadron Flying Schedule.	Determine the most desirable flying schedule for the accomplishment of Wing missions and necessary maintenance on the B-52.	The 93d Bombardment Wing has found that the B-47, KC-97 ten day cycle is the most advantageous for B-52 aircraft.	100	10
16. Assignment of Aircraft.	Action completed (10 April '56 Rpt)		100	10
17. Aircraft Washing	Determine docks to be used and schedule for washing of aircraft.	Docks 8[illegible] and 8921 will be designated as wash racks. All three CAC Squadrons will use these docks. No wash schedule has been prepared to date.	20	2
18. Refueling	Determining means of refueling B-52 aircraft.	Aircraft will be refueled by single point pit refueling where possible. They will be brought to a static ramp load immediately upon landing from missions. Applicable T.O.'s, on refueling will be followed to the letter with necessary maintenance instructions published to supplement subject T.O.'s. In addition to the above, each refueling pit will be marked for exact parking of aircraft and calibrating charts for fuel dip sticks will be made up for each individual pit. The problem is being forwarded to CDS for Assistance in determining fuel loading curves.	50	5
19. Parking Plan	Action completed (8 Feb 56 Report)		100	10
20. C-System In-Flight Maintenance Kits.	Action completed (8 Feb 56 Report)		100	10

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SUBJECT	NECESSARY ACTION	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
21. Ammo Loading	Determine if B-36 type Ammo Loader can be used for B-52 loading.	Action will be taken upon receipt of aircraft.	0	0
22. Aisle Stand Covers	Establish a requirement for EMS Fabric Shop to make necessary covers.	Action will be taken upon receipt of aircraft.	0	0
23. 60 Ft Cables for MD-3 Power Cable Units.	Determine Quantity required and necessary adapters.	Authorization is one per refueling hydrant. This is being included in 20-64-2 Supply Sqdn. UAL.	20	2
24. Boresight K Equipment.	Action completed (8 Feb 1956 Rpt)		100	10
25. Safety Guards for exposed switches and panels in acft.	Forward requirement to F.M.S.	Action will be taken upon receipt of aircraft	0	0
26. Painting of Main Selector Switches & Guard on Fuel Panel.	Set up procedures to assure painting of those items upon receipt of acft.	Action will be taken upon receipt of aircraft.	0	0
27. Initiators and Thrusters for Ejector Seats.	Determine Stand-by level.	Standby level undetermined at this time.	0	0
28. Drag Chutes	Action completed (8 Feb 1956 Report)		100	10
29. Painting of Aircraft in Accordance with SAC Directives.	Action completed (8 Feb 1956 Report)		100	10
30. Jet Noises	Determine the medical equipment requirements for protection of personnel against the excessive noise generated by B-52 engine.	a. Equipment necessary has been established including ear defenders and David Clark Muffs. Letter from hq SAC, 26 Mar 56 File DM-2-D Subject: Sound Protective Equipment B-52 Aircraft	50	5

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	SUBJECT	NECESSARY ACTION	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
			Authorizes Loring to purchase 100 David Clark 372-S-C; 100 RCA Microphone and noise shields in place of conventional boom microphones which are not available; and 251 muffs David Clark plain 377-S-A. Delivery will be delayed until July 1956. Castle AFB has been requested to load Loring AFB a few sets for early transition period. b. Since lectures in ground training program are not feasible, plans are being made to give maintenance personnel indoctrination lectures at Command Ground Safety Meetings. c. To date 365 audiogram base lines have been obtained of an estimated 1,200. Periodic audiogram schedule is projected for all personnel involved as soon as issuance of all defenders is completed. d. Program is being monitored. To date 822 personnel have been fitted with ear defenders. 305 remain to be fitted when additional supplies arrive. Fitting of muffs will be accomplished after delivery.	100	10
31.	Maintenance Personnel	Action completed (5 Jan 1956 Report)			
32.	B-52 Technical Schools	Determine personnel by name and AFSC to attend scheduled technical schools. This action is closely coordinated with Personnel Section.	Final quotas have been received for the maintenance training package and subject quotas filled by name.	80	8
33.	Motor Vehicle Allocation & Utilization	Determine and forward motor vehicle requirements to the Motor Vehicle Utilization Panel.	Authorized equipment vs. assigned is 93%. An additional requirement will exist for a smaller crew bus. This requirement is being analyzed prior to submission to the Motor Vehicle Utilization Panel.	35	8

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
34. In-Flight Lunches	Action Completed (8 Feb 1956 Report)		100	10
35. Technical Representatives	Action completed (8 Feb 1956 Report)		100	10
36. Publications Procurement	Procure all applicable publications for B-52 aircraft.	PRT's are being processed as they are received and T.O. file being screened against 1B-52A-01.	60	6
37. Instructional Visits to B-52 Units.	Prepare a schedule of visits to B-52 bases for key maintenance and supply personnel and require a written report of each visit, with copies of any material secured from the base visited.	Final group will go to Castle AFB 7 May 1956.	90	9
38. M.T.D.	Determine the training the B-52 MTD will furnish to the Wing. Make plans for utilizing the MTD. Coordinate with the Director of Operations.	a. The mechanical MTD is operating and the quality of instructors is considered excellent. The electronic section has arrived and is about 50% operational. They are running some classes. All of their trainers have not arrived at this date. b. MTD Mechanical Utilization - 14954 hours MTD Electronic Utilization - 480 hours	75	7
39. Mobility Plan	Prepare a revised Wing Mobility Plan for B-52 aircraft.	The 93d Bombardment Wing Mobility Plan has been received and is being reviewed. The plan has not been approved by SAC and at the present time is only an interim measure.	0	0
	END OF DIRECTOR OF MATERIEL REPORT			

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V2 INDEX
40. Instructional Visits to B-52 Units.	Action completed (9Mar 1956 Report)		100%	10
41. Wing Flying and Maintenance.	Action completed (9Mar 1956 Report)		100%	10
42. Instructions for Controlling B-52 Transition Operations.	Action completed (9Mar 1956 Report)		100%	10
43. Professional Instructor Pilots.	Action completed (9Mar 1956 Report)		100%	10
44. Instructor Pilots.	Action completed (9Mar 1956 Report)		100%	10
45. Field Check-out for Pilots.	Action completed (9Mar 1956 Report)		100%	10
46. Field Check-out for B-52 Crews.	Action completed (9Mar 1956 Report)		100%	10
47. Selection of Standardization Crews.	Select the Standardization Board Crews for the Wing.	The required Standardization Board Crews have been selected. Three are presently in 4017th Training. One enters training in June 56.	100%	10
48. Crew line up Procedures.	Action completed (9Mar 1956 Report)		100%	10
49. Personal Equipment Requirements for B-52.	Action completed (8Feb 1956 Report)		100%	10
50. F-1A Automatic Parachute Release.	Action completed (8Feb 1956 Report)		100%	10
51. Over-Water Equipment.	Action completed (8Feb 1956 Report)		100%	10

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V2 INDEX
52. Equip B-52 for Extra Crew Members.	Investigate the need for B-52 extra crew positions, and submit requirements for safety belts, oxygen outlets, and interphone facilities to the D/Materiel.	The programmed Aircraft will be equipped with two extra crew positions. Three extra positions are desired.	75%	7
53. Traffic Pattern.	Action completed (9Mar 1956 Report)		100%	10
54. GCA Approach.	Action completed (9Mar 1956 Report)		100%	10
54A. Navigation Aids.	Monitor the installations of a terminal VOR navigational aid at Loring AFB.	Let down procedures have been forwarded to higher headquarters for publication.	90%	9
55. VFR Control.	Action completed (9Mar 1956 Report)		100%	10
56. Weather Minimums.	Action completed (9Mar 1956 Report)		100%	10
57. Instrument Take-Offs.	Action completed (9Mar 1956 Report)		100%	10
58. Airborne Radar INSTRUMENT Let-down Procedures.	Establish and test fly airborne Radar instruments let-down procedures.	Airborne radar instrument let-down procedures will be the same as the Jet penetration and GCA pick up on the Presque Isle VOR and the Loring TVOR. At the present time the proposed let-downs are not published. As soon as these let-downs are approved, airborne let-down procedures will be established and published.	0	0
59. Taxi Procedures.	Action completed (9Mar 1956 Report)		100%	10
60. KC-97 Emergency Stand-by.	Action completed (9Mar 1956 Report)		100%	10
61. In-Flight Refueling.	Action completed (9Mar 1956 Report)		100%	10
62. Pacer Aircraft.	Action completed (9Mar 1956 Report)		100%	10
63. Support Aircraft.	Action completed (8Feb 1956 Report)		100%	10

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V2 INDEX
a.	Alternate and Emergency fields.	Make a study of fields to use as alternate and emergency fields. Make charts for incorporation in Pilot's Check List showing the distance of such fields, best altitude to fly, time enroute, and length of runway. Investigate possibility of positioning specialized equipment at primary alternates.	A study of alternate and emergency landing fields for use in B-52 operation from this base, is being conducted. Performance data on the B-52 C aircraft has just been received and will be used to prepare charts for the fields selected. Estimated completion date is 15 May 1956.	40%	4
b.	Study of Weather and Emergency Evacuation Plans.	Study current weather and emergency evacuation plans to insure that they are working with B-52 aircraft.	The current Weather Evacuation Base is adequate for B-52 Aircraft. The Emergency evacuation Base assigned in April 56 has not been surveyed but should be adequate.	50%	9
c.	Thunderstorm Penetration Plan.	Action completed (8Feb 1956 Report)		100%	10
d.	SAC Tactical Doctrine.	Request SAC Tactical Doctrine for B-52 Aircraft.	There is no approved SAC Tactical Doctrine for B-52 operation. This deficiency has been brought to the attention of higher headquarters.	0	0
e.	Indoctrination of Intelligence Officers in B-52 Mission Planning.	Action completed (8Feb 1956 Report)		100%	10
f.	Disposition of E&P Target Material.	Action completed (8Feb 1956 Report)		100%	10
g.	Preparation of Crew Target Study Folders.	Prepare fifty SAP Crew Target Study Folders for observers use.	The Wing has 41 target study folders in current use, and will compile additional folders commensurate with the number of crews assigned.	90%	9
h.	Maps and Charts.	Action completed (8Feb 1956 Report)		100%	10

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V2 INDEX
72 Personal Data Cards.	Interview newly assigned crew personnel and obtain needed personal data cards.	At the present time data cards are complete on 80% of the combat crew members from this base who are scheduled for the B-52 program. Data cards are being prepared on the remaining. Combat crew personnel assigned from other organizations will be interviewed upon arrival at this station.	70%	7
73 Target Material.	Select all possible target materiel (domestic) for use in the B-52 program. Coordinate with Intelligence.	Material was requisitioned from 8th AF to complete the coverage on domestic targets. 50% of this requisition was received. An additional requisition has been submitted for the remaining material.	90%	9
74 Target Rotation.	Establish local policy for target rotation during B-52 training phase to insure that our observers receive broad experience on all types of targets.	Eight (8) "canned" missions are to be utilized for the training phase of the conversion. Target complexes to be used on each mission have been designated. Utilizing three different target complexes.	90%	9
75 Procurement of Radar Scope Photography of Domestic RBS Sites.	Action completed (8Feb 1956 Report)		100%	10
76 Ammunition and Bombs	Determine the types of ammunition and bombs peculiar to the requirements of the B-52 operations and take action to get disposition instructions on surplus stocks now on hand.	The Wing is awaiting word from higher headquarters on the type of tactical bomb to be used. 100,000 rounds of 50 caliber ammunition has been requisitioned and a stock level of this amount is to be maintained.	30%	3
77 Training Bombs	Take action, to provide, D/Materiel with forecast of requirements for training bombs and procure 60 copies of bombing tables for each type bomb.	Information received this headquarters indicated that B-52 aircraft to be delivered this Wing will have a G-2 release installed. This precludes drops of normal practice bombs. Eighth Air Force personnel on a recent staff visit to this base concerning the B-52 conversion, indicated action was being taken to develop a low drag practice bomb which could be dropped without trouble.	0%	0

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V2 INDEX
78.	Bombing Ranges.	Action completed (10 April 1956)		100%	10
79.	In-Flight Maintenance.	Action completed (8Feb 1956 Report)		100%	10
80.	Forms.	Action completed (8Feb 1956 Report)		100%	10
81.	Training Charts.	Action completed (8Feb 1956 Report)		100%	10
82.	Charts to Reflect Status of all Crew Members.	Design charts to reflect daily SAC 51-19 status of all crew members in bomb and air refueling squadrons. Keep this chart up to date, commencing with the arrival of the first B-52. Use it to insure that crew members of all B-52 sorties are composed in strict compliance with SACR 51-19.	A chart has been designed and published, which will be used to chart 51-19 requirements and accomplishments. As individual crew members report to Loring AFB, these charts will be posted up to date.	100%	10
83.	Crew Boards.	Action completed (8Feb 1956 Report)		100%	10
84.	Design Control Room and Charts.	Action completed (8Feb 1956 Report)		100%	10
85.	Control Room.	Obtain ground type UHF Radio Equipment. Rewrite and bring up-to date Control Room SOP's (B-52)	A ground type UHF radio console is programmed for the Control Room to replace the airborne equipment presently in use. A 50 foot antenna is to be installed but work cannot commence until the ground has thawed sufficiently to permit installation.	20%	2
86.	Altitude Indoctrination.	Schedule all programmed B-52 crew members through altitude indoctrination.	22 personnel are presently in training at Castle who will be delinquent in altitude indoctrination prior to their return to this base. These personnel will be scheduled immediately upon return to this station. All other personnel scheduled from this base to the B-52 program, will have completed the indoctrination prior to reporting to Castle AFB. In-coming personnel from other bases who are delinquent will be scheduled upon their arrival.	85%	8

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	SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V2 INDEX
87.	Dash One Manuals and Hand Books.	Procure adequate numbers of Dash One Manuals and Hand books.	350 copies of the Lb-52C-1 T.O. have been received.	100%	10
88.	Landing Weights.9	Action completed (8Feb 1956 Report)		100%	10
89.	Instructions on Fuel Panel, Weights and Balances.	Action completed (8Feb 1956 Report)		100%	10
90.	Fuel Reserve.	Action completed (8Feb 1956 Report)		100%	10
91.	Ramp Position for Guns.	Action completed (8Feb 1956 Report)		100%	10
92.	Check for Fired Cartridges.	Action completed (8Feb 1956 Report)		100%	10
93.	Bomb Commanders and Survival Course.	Establish a plan to send all crew personnel to BC School, Basic and Survival Training prior to departure for B-52 Training.	Due to a change in the reporting date of the first seven crews to Castle AFB, 12 personnel reported without accomplishing survival Training, and 1 without completing the BC course. These personnel will be scheduled for this training upon their return to this station. All other crew members scheduled from this base into the B52 transition, will have completed these courses prior to reporting to Castle AFB.	75%	7
94.	Wing Special Weapons.	Obtain early orientation and training of Wing Special Weapons Instructors in B-52 Bomb Bay systems and techniques.	One special weapons instructor from this wing visited Castle AFB for an orientation on B-52 Special Weapons operation. An 8th AF message received by this headquarters indicated action is being taken to obtain a course of instruction for B-52 special weapons instructors. At this date, this headquarters has not received any information on the action taken.	25%	2

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V2 INDEX
95. Special Weapons Refresher Course.	Review the present BC refresher course to substitute B-52 Bomb Bay systems and techniques in place of the same for B-36.	Action pending receipt of information on the type of weapon to be used and minor changes in the aircraft configuration. Until this information is available, this item will remain deficient.	50%	5
96. Aircraft Bombing System Ring-out Team. (Monitored by Special Weapons)	Insure that A&E Special Weapons Personnel receive adequate training in B-52 ring-out and that courses outlined in SACM 27-2 be utilized.	Supervisory personnel are presently at Castle AFB undergoing a familiarization course. Other personnel are scheduled to attend a special weapons release system course for the B-52 conducted by the MTD at this base beginning 1 May 56.	60%	6
97. Operation of Training Aids.	Report periodically on the status of precurement and/or operation of the following training aids.	a. The present trainer is scheduled for conversion to an MA6 in August 1956. This is not considered to be satisfactory as crews will be on the station several weeks prior to the receipt of our first aircraft and the trainer could be used to good advantage during this period. Assistance is needed to obtain the trainer at an earlier date.	20%	2
		a-1. The present B-3A trainer on this base will be modified to physically resemble the MA-6 trainer as an interim measure until an MA-6 system trainer is received. Estimated completion date is 1 June 1956. This substitute for the MA-6 is not considered an adequate solution to the problem.		
	b. Radar system mock-up.	b. The A&E shops and the B-52 MTD each have a radar system mock-up. Both mock-ups are scheduled to be ready for use by 15 May 1956.	75%	7
	c. Periscopic sextant mock-up.	c. Present UAL does not authorize a periscopic sextant Mock-up. A UAL change will be submitted NLT 15 May 56.	0	0
	d. E-10 Computor (Training Aid)	d. Action completed (8Feb 1956 Report)	100%	10

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V2 INDEX
97. (Continued)	e. Maps for high speed navigation and station circle stamps for use by B-52 crews.	e. Maps and charts are presently available on this station. Station circle stamps have been requisitioned for local purchase.	75%	7
98. Observer Ground Training Action Completed. (8 Feb 56 Report)			100%	10
99. Block Training Program	Set up Block Training Program to incorporate all training directives, to include all ground training for both crew and non-crew members.	Block training is not required of combat crew members until combat ready. The annual requirements for all non-aircrew personnel included in the Block Training remains the same as specified in SACR 50-24, Supplement 1. These are associated training to maintain requirements and include general military proficiency. The applicable supplement to SACR 50-24 which gives the proficiency requirements for B-52 combat crew members is not yet available.	10%	1
100. M.T.D.	Determine the amount of training that the B-52 MTD will furnish to the Wing and plan for maximum utilization.	a. The complete MTD, mechanical and electronics is presently in place. The training capability and planned utilization of the MTD has been completed. b. MTD mechanical utilization aircrew 147 hours.	75%	7
101. Training	a. Monitor the delivery of Synthetic Trainers.	a. C-11 Link trainer now operational. No further information on additional trainers.		
	b. Monitor the establishment of classroom required for training.	b. Action complete. (10 Apr 56)	100%	10
	c. Monitor establishment of space requirements for the MTD.	c. Action complete. (10 Apr 56)	100%	10

END OF DIRECTOR OF OPERATIONS REPORT

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SUBJCT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	CENT COMPLETE	T-2 INDEX
102. Communications	a. Monitor the administrative telephone system to assure adequate communications are provided.	a. The equipment is on hand. I & M team expected to begin installation by 15 May 1956.	10%	1
	b. Monitor the Outside Cable Plan project to assure cable distribution to aircraft stub and nose dock areas is accomplished at earliest possible date.	b. Initiated engineering study to determine type telephone and signaling device necessary and acceptable for operation. Consideration must be given to wing clearance, noise level, and winter snow removal operations. Will require weather proff box for each phone, also AC current for signaling device. Middletown AMA is doing preliminary engineering.	0%	0
	c. Monitor the Maintenance Expeditor Radio System (Mobile).	c. 1. Radios 100% installed in general purpose vehicles.	100%	10
		2. Five Euclids still awaiting special equipment from factory for 24 volt system.	0%	0
103. Funds	Insure that fund requirements for conversion of the 42BW are included in financial plan, and that funds made available in accordance therewith are alloted to support scheduled build up.	a. Funding of training requirements for B-52 conversion.	100%	10
		b. Inclusion of supplies and materials in 57 financial plan.	100%	10
		c. Funding of requirements listed in above mentioned plan.	100%	10
104. Public Relations Office of Information	Prepare in coordination with Headquarters 45AD and Hq, 42BW new releases concerning this plan.	Plans have been completed for the press conference on the B-52 arrival. Invitations have been sent to all of the Northeastern Newspapers and aviation periodicals and the editors are waiting for delivery of the first aircraft. Talks to civic organizations on the jet noise problem are continuing. The training squadron at Castle AFB has mailed new Loring promotional material weekly. Plans have been formulated to formulate publicise training activities at Lowry AFB, Sheppard AFB and Scott AFB.		

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REPORT OF THE DIRECTOR OF PERSONNEL

SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT OF DATE	V-2 INDEX
105. Personnel	Monitor the assignment of personnel in sufficient numbers and skill to provide for equitable manning within the 42BW and the support units of the ABG.	Personnel assigned as initial maintenance package. (P-projected and A-arrived) 301X0 P-9 A-7 301X0 P-3 A-3 301X3 P-6 A-5 321XCE P-10 A-10 323X0G P-8 A-3 421X2 P-16 A-16 422X1 P-10 A-10 423X0 P-19 A-19 431X1 P-18 A-14 432X0 P-11 A-11 472X0 P-11 A-8 534X0 P-4 A-3 Total P-125 A-109	87.2%	
		One Major AFSC 1243B is being retained at Castle AFB to undergo B-52 Flight Simulator training. Two Captains presently attending B-52 Flight training will be retained at Castle AFB so as to enter B-52 Flight Simulator about 29 June 1956. One T/Sgt from Whiteman AFB Mo has been selected for this training.	50%	5
106. Manning of B-52 T.O. or UMD's.	Project assignment of presently assigned personnel in duties authorized by B-52 T/O and UMD's. This must include personnel input of "Hard Core" type, plus retrained assigned personnel. Requistion personnel shortages sufficiently early to insure procurement when needed as determined by overall timing of the 42d Bomb Wing conversion.	Projection of presently assigned personnel has been made against SAC TC NO 1-1052 P-S UMD. This UMD was transmitted to this headquarters as a proposed UMD. The exact manning document which became effective 15 April 1956 has not been received. a. Officer Manning: % Body Manned: 112% — MMRS: 81.9 Increase in % MMRS is due primarily to current reporting of pilots 1234/1B as effectively manned against authorized 1245 positions and the increase in observer authorizations for which ample observers were available. Overages in officer body manning are due to the B-36 Personnel that are being retrained to continue B-36 operations although the authorizations are based on B-52 manning documents.		

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
106. (Continued)		b. Airman Manning: (1) Direct Support Skills: % Body Manned: 77 — % MIRS: 40 (2) Indirect Support Skills % Body Manned: 101.9 — % MIRS: 85.7 Changes in percentages over last month are due primarily to Unit Manning Document changes.	100%	10
107. Staff Crews	Action completed (8 Feb 56 report)			
108. Instructor Crews	Monitor to insure assignment of B-52 Instructor crew to be provided by SAC as of 1 May 1956.	SAC Professional Instructor Team # 1 is programmed to arrive 1 May 1956. Reporting date has been confirmed by Headquarters SAC. Individual extensions of reporting date may be granted upon request to assure opportunity to take unused leave prior to beginning new assignment, but not to interfere with delivery date of first aircraft. Assignment of this team will be coordinated to insure maximum utilization. Estimated date of completion is 15 May 1956.	10%	1
109. Experimental Crews	Action Completed (8 Feb 56 Report)		100%	10
110. 42d Bomb Wing Combat Crews	Action Completed (8 Feb 56 Report)		100%	10
111. SAC Resource Crews	Monitor assignment of B-52 combat crews trained from SAC resources.	The first combat crew trained from SAC resources arrived 27 April 56. All of the first 5 crews which entered training at Castle AFB 16 Jan 56, should be in place not later than 15 May 56. Names of all crews programmed for training have been received. Crew assignments will be coordinated with the phase-out of B-36 crews to insure maintenance of an EWP capability. Estimated date of completion if October 56.	3%	1

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
112. Gunners	Action completed (8 April 56 Report)		100%	10
113. Familiarization and Indoctrination Course	Action completed (8 Feb 56 Report)		100%	10
114. Technical Training Maintenance Package	Screen all assigned and input maintenance personnel to determine priority and sequence in filling training quotas in the following: Jet engine Mechanic AC electrical Repairman Aircraft Mechanic B-52 AC Hydraulic Repairman Pneumatic Power Cart Mechanical Accessories & Equip Repairman Structural Repair of High Perf Aircraft A-3A FSC Mechanic (B-52) Turret Sys Tech (B-52, A-3A) A-3A Radar Technician (B-52) A-3A Turret Drive Sys Installation, B-52 Capsule Equipment & Systems Indoctrination Capsule Removal and Installation Specialist Radio Maintenance Technician/K-3A and A-14 Autopilot Tie-in Installation/A-14 Autopilot and N-1 Compass	All presently assigned airmen, who meet entrance requirements - A/2c and higher with 18 months retainability for 5 level courses and S/Sgt and higher with 18 months retainability for 7-level courses-have been scheduled to attend courses programmed in the maintenance package. All additional personnel, S/Sgt and higher with only 12 months retainability, also have been scheduled. It is not considered economical from standpoint of time and money to place airmen on TDY to formal training who are below the grade of S.Sgt and have only 12 months retainability. Such airmen will be trained locally in the MTD. Careful attention is given to priority and sequence in filling training quotas due to a shortage of eligible airmen and the need to retain a minimum number at all times for operation and maintenance of remaining B-36 aircraft. Following indicates progress made in Maintenance Training Packages: Total Programmed quotas 639 Total quotas filled to date 354 Quotas filled 45AirDiv 223 Quotas filled other commands 131	55%	5

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
115. Surplus Personnel	Breakout and identify personnel rendered surplus to the Wing who are not authorized to be trained to meet wing requirements, and request disposition guidance from higher headquarters.	To date 62 officers and 34 airmen have been declared surplus to this command as a result of the B-52 conversion. Disposition is indicated below: Officers - Station assignments have been received from higher headquarters on 30 Of these officers, with the provision that they will be reassigned only if they sign an indefinite statement. As a result only eleven can be reassigned. One other will be reassigned upon completion of TDY. Eight were reassigned on other projects. Our message WDPO 4020, 19 Apr 56 requested authority to reassign remaining 8 officers who have as much as 6 months retainability. This headquarters has requested station assignments on the balance of 32 officers previously declared surplus. Airmen - Station assignments have been received on 17 surplus airmen. This headquarters has been directed to retain 7 others. Station assignments are needed on the remaining 10. Due to changing requirements, final determination of all surpluses resulting from the conversion has not been made. Estimated date of completion is 15 June 56.	45%	4

END OF THE DIRECTOR OF PERSONNEL REPORT

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HEADQUARTERS
45th Air Division (SAC)
Loring Air Force Base, Maine

GENERAL ORDERS)
NUMBER 7)

10 April 1956

ASSUMPTION OF COMMAND: Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 45th Air Division, Eighth Air Force (SAC) this station, effective this date.

W. K. Martin
Brigadier General, USAF
Commander

DISTRIBUTION:
5 - Comdr, SAC
5 - Comdr, Eighth AF
2 - Staff Directorate
2 - Sq

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Raymond L. Hagpard
2nd/Lt, USAF
Information svs Officer

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Subject: Report of Monthly Purchasing and Contracting Activities.

8 May 56

A summary of the activities of the Purchasing and Contracting Office for the Month of April is herewith submitted:

A. PROCUREMENT

1. Invitations for Bid

	IFB NR	TITLE	ISSUED
a. Construction	17-600-56-84 (CAFS 51-56)	Underground Comm Supporting Structure	3 Apr 56
	17-600-56-86 (LOR 88-56)	Modification Bldg 6000	10 Apr 56
	17-600-56-89 (CAFS 27-56)	Shower Stall Modification	12 Apr 56
	17-600-56-91 (CAR 50-56)	Modification Electric System	26 Apr 56
	17-600-56-92 (CAR 58-56)	Flat T&G Roof Repair	26 Apr 56
	17-600-56-93 (CAR 58-56)	Electrical Dist System	27 Apr 56
	17-600-56-94 (LOR 53-56)	Sealcoat Base Roads & Parking Areas	30 Apr 56
b. Sales	17-600-s-56-4	Salvage--Vehicles	23 Apr 56
c. Supplies	17-600-56-83	Scale Weighing Mtr Truck	2 Apr 56
	17-600-56-85	Hand Tools	6 Apr 56
	17-600-56-87	Generator-Regulator	11 Apr 56
	17-600-56-88	Hand Tools	11 Apr 56
	17-600-56-90	Hand Tools	11 Apr 56
	17-600-56-95	Hand Tools	30 Apr 56
d. Call & Requirements		------NONE------	

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2. Procurement Contracts Issued

	NR	TITLE	AMOUNT	ISSUED
a. Construction	AF 17 (600)-261	Alcohol Storage Facility	$34,158.00	3 Apr 56
	AF 17(600)-262	Underground Comm Supporting Structors	$1,985.00	19 Apr 56
b. Called Requirements		----NONE----		
c. Purchase Orders-Total for April:	[1] 431		$165,442.00	Apr 56
d. Cash Purchases -Total for April:	[2] 157		$ 3, 511.00	Apr 56
e. Change Orders & Supp Agreements-Total for April:	[3] 121		$ 11,051.00	Apr 56
f. Architect-Engineer Services		----NONE----		

B. PERSONNEL

1. Reference is made to "Authorized and Assigned Personnel". This office has long experienced a problem area with regard to a shortage of personnel. The lack of physically assigned authorized personnel has constituted an endless backlog of work and has hindered procurement in that many hard-to-get items have been returned to the requesting organization because our personnel can not spare the time to research for a source of supply.

LAWRENCE L. COGGIOLA
Captain, USAF
Contracting Officer

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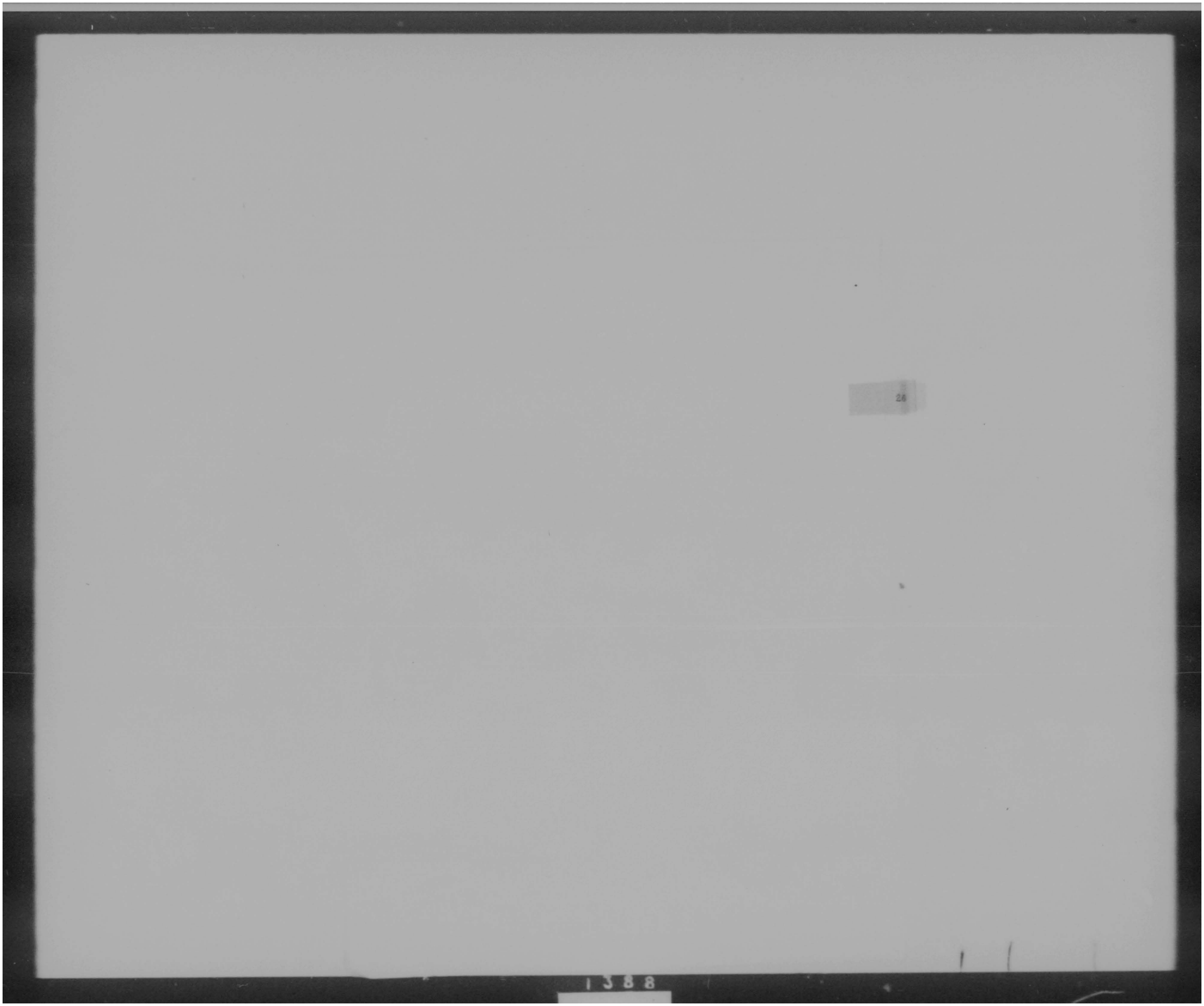

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(2) Airmen

AFSC	TITLE	AUTH	ASSD	% MANNED
204-0	Intelligence	11	7	64%
321-0C	Com Nav Systems	5	2	40%
323-0G	Turrent Sys Mech	58	C	C
323-10	Turrent Sys Summary	73	5	7%
344	Gun Trng	12	C	C
422-1	Accy Eq Rpr	84	39	46.3%
423-0	Elec Rpr	318	93	29%
431-1E	Acft Mech	630	72	11.4%
432-0	Jet Engr Mech	208	104	51%
462	Weapons Mech	5	1	20%
582	Gas Gen Plant	11	3	27%
581	Fab Loa Wk	13	4	31%
681	Procurement	7	2	28.6%

a. Attachment 1 lists the short shipments of projected input of airmen. Of the 1966 incoming airmen projected for this station by 1 May 1966, 240 airmen or 13.3% of the total projected input through 30 April 1966 had not arrived.

IV. On-the-Job Training Program:

Since the majority of our present input is unskilled or semiskilled airmen to replace fully qualified airmen losses through discharge or transfer, accomplishment of the unit mission will depend upon an accelerated and highly effective OJT program. The below tabulation shows that the percentage of airmen in the program over 6 months has remained stable for a period of 2 months at 29.4% which reflects some improvement in the effectiveness of the OJT program.

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NUMBER OF AIRMEN ON OJT BY NUMBER OF MONTHS IN PROGRAM

MONTHS IN PROGRAM	FEBRUARY GP	FEBRUARY WG	FEBRUARY DIV	MARCH GP	MARCH WG	MARCH DIV	APRIL GP	APRIL WG	APRIL DIV
Total	681	777	1458	746	869	1615	712	783	1495
1 Month	84	83	167	143	127	270	112	94	206
Total	897	694	1291	803	742	1345	600	689	1289
2 Months	235	173	408	83	80	163	82	72	154
Total	362	521	883	820	682	1182	618	617	1135
3 Months	141	97	238	253	140	393	232	154	386
Total	221	424	645	287	502	789	286	463	749
4 Months	64	71	135	114	94	208	114	94	208
Total	157	353	510	173	408	581	172	369	541
5 Months	48	64	112	36	63	98	36	59	94
Total 6 Months ormore	109	289	398	138	345	483	137	310	447
Percentage	16.0%	37.2%	27.4%	18.5%	39.8%	29.8%	19.2%	39.6%	29.8%

V. Although we have received an additional manning requirement through an increase from 10 to 15 aircraft during this reporting period, the increase in manning in required specialties points out a more effective control program for accomplishing the mission. In addition, this increase in effective manning, if continious, should ultimately prove the source of supplementing our loss of skilled personnel.

JOHN B.F. DICE
Colonel, USAF
Director of Personnel

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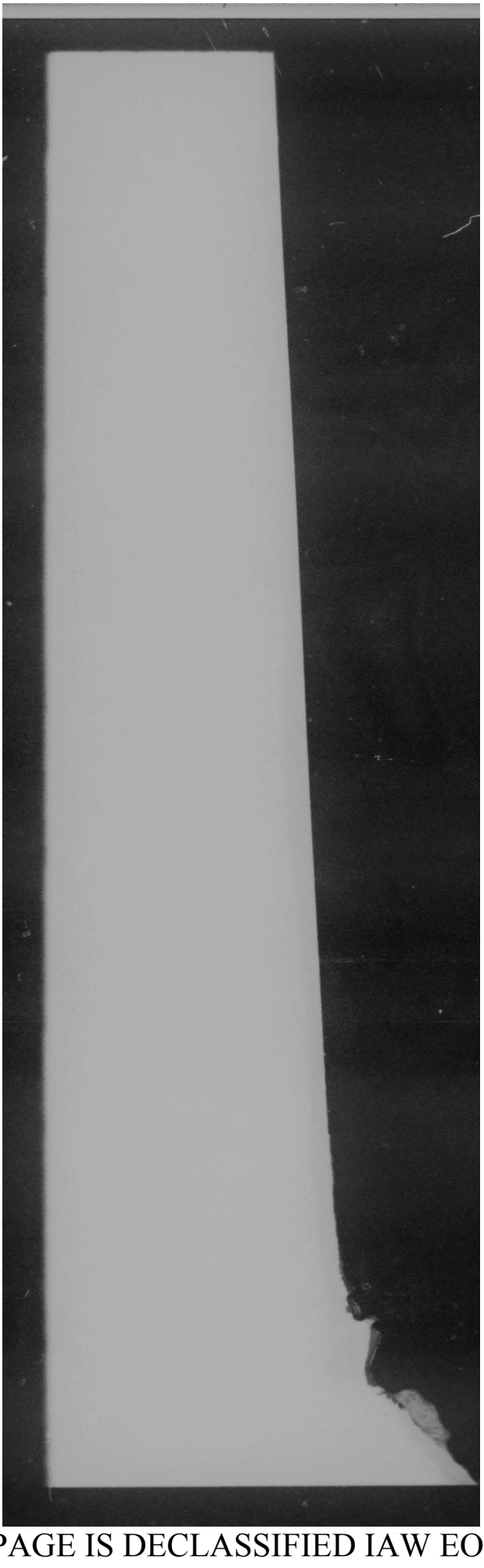

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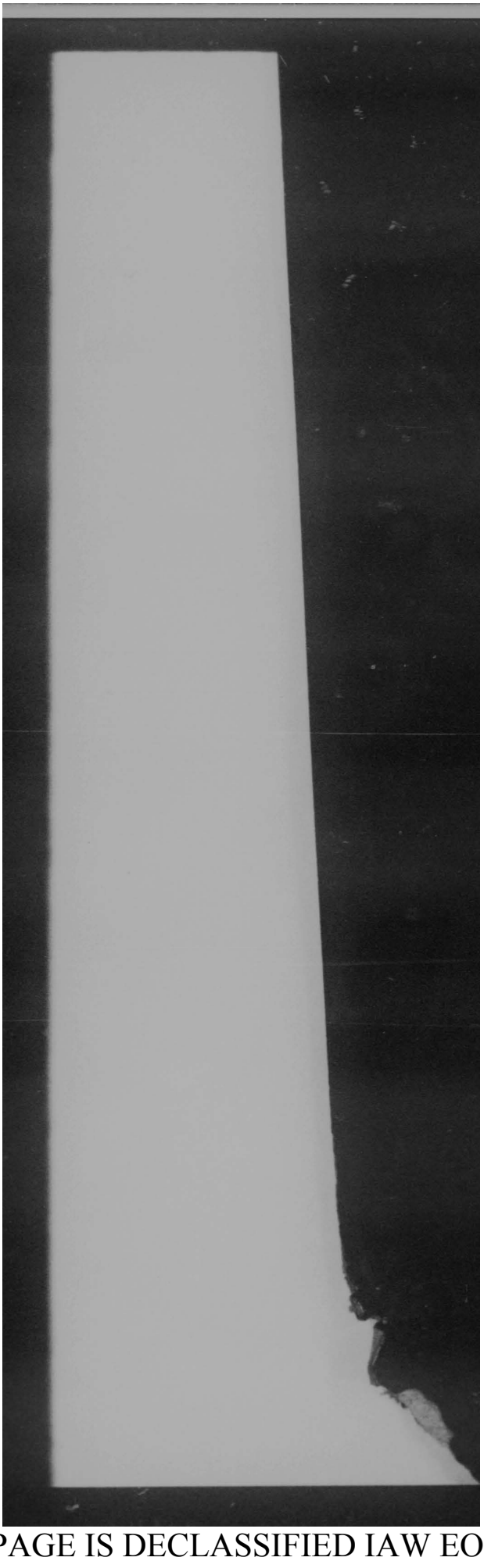

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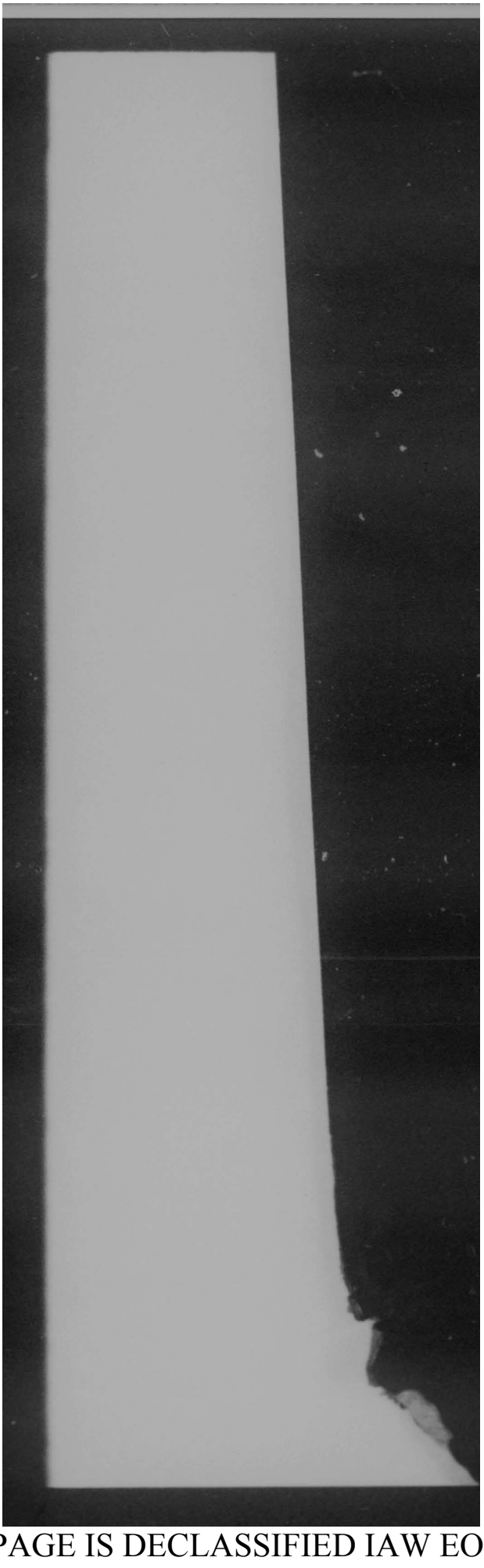

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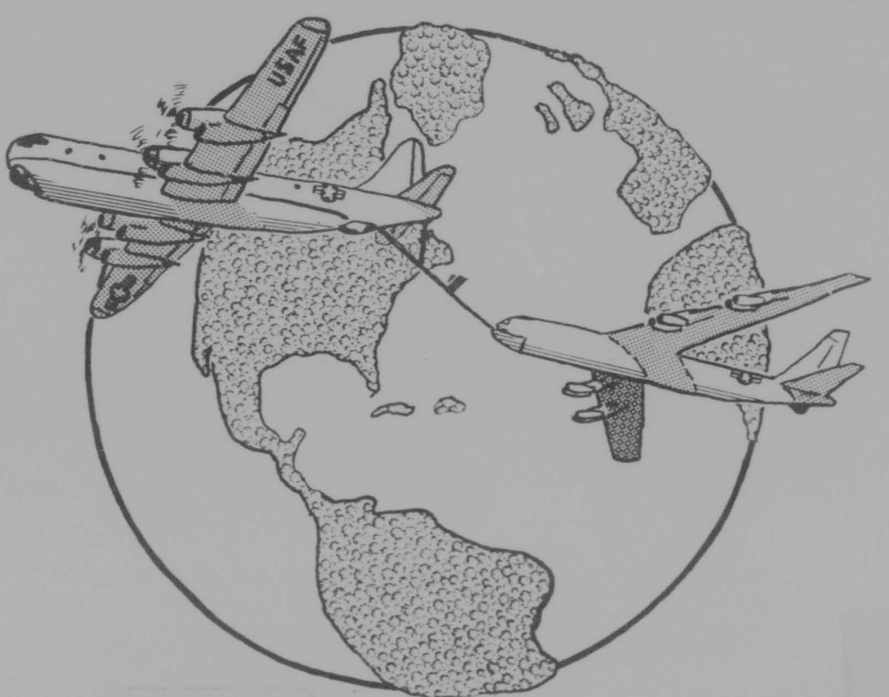

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45TH AIR DIVISION

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HISTORY OF THE 45TH AIR DIVISION
(Unclassified Title)

1 MAY TO 30 JUNE 1956

Prepared for the Historical Section of the Information Services Office, 42d Air Base Group, by Major Peter O.E. Bekker (Historical Officer) and Technical Sergeant Rolan R. Himes.

(Eighth Air Force, Strategic Air Command)

W. K. Martin
W. K. MARTIN
Brig Gen., USAF
Commander

Raymond L. Haggard
Lt USAF
for: Peter O. E. Bekker
Major, USAF
Historical Officer
(Information Services Staff Officer)

Rolan R. Himes
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CHRONOLOGY

18 - 19 and 20 May	-	Loring Air Force Base held open house and Armed Forces Day observance.
26 May	-	Sentry Dogs assigned to 42d Air Police Squadron.
30 May	-	Recreation Camp at Long Lake opened.
1 June	-	Reorganization of 42d Tac Hospital and 4034th USAF Hospital.
4 June	-	Practice dependents evacuation.
10 June		First B-52 assigned to Loring Air Force Base arrived.
20 June	-	Construction began on bank building.
30 June	-	Strength, 661 officers and 4,994 airmen.

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FOREWARD

This report contains the history of the 45th Air Division (SAC) from 1 May 1956 to 30 June 1956. The origin of the Air Division was recounted in the 1 - 30 April 1956 edition of this history. This edition contains the mission, organization and organizational functions, personnel, maintenance, material and facilities problems encountered during the period covered.

The information contained herein pertains to the activities of the 42d Air Base Group and Assigned squadrons, the 4038th USAF Hospital and the 45th Air Division Headquarters at Loring Air Force Base, Maine.

This report was supervised by Major Peter O.S. Decker, USAF Historical Officer (Information Services Staff Officer), and assembled and written by Technical Sergeant Helen M. Piner, AF16252985, Historian.

Like other editions, this edition of the History of the 45th Air Division is subject to revision and/or change upon additional information or suggested corrections.

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DEVELOPMENTS

Again in May delivery of B-52 type aircraft to the 42d bomb wing was moved back. The aircraft scheduled for delivery in May were held up for additional modification. The first aircraft arrived on 10 June and delivery progressed satisfactorily from that date. As predicted in the April history the late delivery caused a slow-down of training for instructor crews as they had to give some rechecks to other crews.

As indicated by Progress Reports seven and eight, most major problem areas were overcome and other areas were awaiting arrival of the B-52 aircraft for completion.

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CHAPTER 1

COMMAND AND ORGANIZATION

MISSION:

The 45th Air Division was activated, primarily, to administer a force capable of flying strategic bombardment operations in any part of the world. In performing this task, the latest technical knowledge and advanced weapons are utilized.[1]

In addition to long range bombardment, air-to-air refueling is a part of the division mission. The 45th Heavy Bombardment Wing provides the bombardment, air-to-air refueling and aircraft maintenance portion of the division mission.[2]

The 45th Air Base Group provides the base support needed by the tactical organizations, and also performs another vital part by rendering staging support.[3]

Other tasks of the division, secondary in nature, are training USAF reserve personnel, and/or units, and participation in civilian emergencies, such as disaster relief.[4]

CONVERSION OF THE 45TH BOMB WING:

Since 1 December 1955 the 45th Bomb Wing has been in the process of converting from B-36 aircraft to B52 aircraft, an eight (8) jet bomber. During this conversion, the wing was to maintain a capability in B-36 aircraft while developing a

1. Eighth AF Reg 23-13, 15 Nov 54, as amended.
2. AFAD
3. Aerial Arm set up as SAC Provisional Task Force (SAC GO 40,31 May 55)
4. 45,45th AF Reg 23-13, par 3d.

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capability in the B-52 at the earliest possible date.[5] The responsibility for maintaining a support capability in the old aircraft and developing a capability for the new aircraft rested with the 804 Air Base Group and its units.[6]

ADMINISTRATIVE FUNCTIONS AND PROBLEMS:

At the Staff Meeting held 1 May 1956 Brigadier General William H. Martin, Commander of the 95th Air Division, brought to the attention of the staff the results of an inspection of motor vehicle maintenance by Eighth Air Force inspectors. The inspection indicated maintenance had recently deteriorated to a point less than desirable. This deterioration was attributed to the squadrons using the vehicles. General Martin directed all personnel to conduct weekly inspections of vehicles assigned them and the Air Base Group Commander to conduct inspections of all other vehicles. It was also desired by General Martin that personnel of the Air Base Group assist in and control the dependents evacuation plan.[7]

At the 22 May Staff Meeting General Martin stated that all maintenance personnel should be thoroughly indoctrinated as to the problems of cold weather maintenance. Also these problems should be included in the Maintenance Plans and Program for the Strategic Air Command Bombing Competation. The problem of prop failure on KC-97 aircraft was brought up again. General Martin was of the[8]

5. 95th AD Programming Plan 1-57
6. ABHP
7. Minutes of Staff Meeting held 1 May 1956, on file 95th AD Adj Sec.
8. See previous histories of 95th AD and 804 Bomb Wing.

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opinion that ground crews and air crews should be instructed to follow more closely directives of higher headquarters during preflight inspections in regards to prop blade checks.[9]

In regards to the tax assessment by the village of Limestone on the Airways Company mentioned in the April History, no positive action developed during May or June. However unoffical information was received to the effect that if the tax assessment caused an increase in rent it would not be lieved.[10]

BASE COMPTROLLER:

After many attempts by the commanders and the comptroller at this base and following an expressed willingness by the Northern National Bank of Presque Isle, Maine to build a bank building at Loring, approval was received for the construction of such a building. Concurrently the Northern National was granted approval for the establishment of a branch bank upon completion of the new building. The building was to be built by the Northern National and donated to the Air Force upon completion. Since this was a unique undertaking close coordination was required between the comptroller, installations office and the legal office.[11] This will provide more banking service to Loring personnel than is normally available to Air Force personnel on a base, such as personal loans, safe deposite boxes, night depository, and a drive-in cashiers window. Ground breaking ceremonies for the new building were held 2o June 1956.[12]

9. Minutes of Staff Meeting held 1 May 1956, on file 45th AD Adj Sec
10. Interview by Historian w/ Base Judge Advocate.
11. Legal agreements are on file with the Base Legal Officer, 42d ABG
12. Interview by Historian w/ Lt Col William B. Pequignot, Director of Comptroller, 42d ABG.

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BUDGET AND ACCOUNTING:

The budget review panel met during May to review and discuss the 1956 fiscal year operation program. Daily evaluation of all commitments and obligations was made during June due to the fiscal year ending on 30 June. Ninety-nine per cent of fiscal year 1956 funds were firmly obligated by 30 June 1956.[13]

MANPOWER AND ORGANIZATION:

Due to the assignment of additional aircraft to the 803 Air Base Group,[14] a change for the Unit Manning Document (UMD) of that unit was received.[15]

After a study of the work load in Air Freight Services a request to alter non-T/O authorization was submitted to Eighth Air Force. This request was based on the need for twenty-four hour a day, seven days a week work schedule. Approval was received on 23 May 1956.[16]

Since one helicopter was reassigned from Loring Air Force Base[17] the UMD for the Air Base Group Headquarters Squadron was decreased one officer and two airmen.[18]

As a result of a study of medical facilities by SAC the 803 Tac Hospital and the 4034th USAF Hospital were reorganized. This consists of increasing the authorized officer strength of the

13. Interview by Historian w/ Lt Arnold Sheiffer, Budget and Accounting Division.
14. See Chapter IV this History
15. MSG PLM 67313 fr 8 AF to 45 AD, exhibit 3
16. Ltr. MAF, 45 AD to 8 AF, Transportation Services (Function Code 43000) Unit Manning Document Change Request, 15 May 56
17. See Chapter IV this History
18. MSG PLM 67250 fr 8 AF to 45 AD, exhibit 5

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4036th by six (6) and decreasing the airman strength by three (3). The 42d Tac Hospital was effected by a decrease in officer strength of two (2) and of nineteen (19) in airmen strength.[19]

As the conversion of the 42d Bomb Wing to B-52 type aircraft progressed the UMD was changed as indicated in exhibit seven (7). These changes were due to the B-52 being an all jet aircraft which did not require certain skills of the 42 career field.

LOCAL COMMUNITY RELATIONS:

The outstanding event of May was the Armed Forces Day observance. Loring Air Force Base held a three (3) day open house from 18 to 20 May with entertainment ranging from a carnival, complete with rides to the ROTC Cadet Drill Team. Other attractions included the Pipe and Drum Band of the First Battalion Black Watch Royal Highland Regiment from Camp Aldershot, Canada, Canadian Stage Arena from Montreal, Static Display of the Nike and Skyweaper 75mm antiaircraft gun by the 544th Battalion stationed here, a display of Military Amateur Radio Service, Static Display of aircraft assigned to Loring, fly-overs by the 45th Air Division aircraft and concerts by the Harvard University Band. An estimated 150,000 persons, including many visitors from Canada, attended the open house and were taken on more than sixty (60) guided tours of the base. Most of the ceremonies were held in the large arched hanger in order to avoid interference by the weather. Loring also provided aircraft for static display and fly-overs at other bases not having bomber or refueling type aircraft.[20]

19. HQ USAF ltr 07309, fr C AF to 45 AD, exhibit 6
20. LORING-ITE, Vol IV Number 21, 25 May 1956 (Base Newspaper)

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CHAPTER II

PERSONNEL

STRENGTH:

The strength of the 45th Air Division, assigned and attached units, on 30 June was 663 officers and 4389 airmen. A breakdown by unit and copies of the daily strength reports for 1 May 1956 and 30 June 1956 may be found in exhibits eight and nine.

MANNING:

This command experienced high body manning with a low percentage of effective manning during May and June 1956. Although the correlation between body and effective manning had been decreasing over past months it reached an alarming low during this period. There were two primary reasons for this situation; (1) personnel required for continued B-36 operation were not included in the B-52 Unit Manning Documents (UMD), even though proficiency had to be maintained and (2) the assignment of additional C-119 type aircraft to the 42d Air Base Group.[1] In addition, the constant problem of losses through seperation had its affect on effective manning. Other factors contributing were, an excessive number of low aptitude airmen assigned, cumulative short shipments of airmen personnel had delayed the attainment of the planned rate of effective manning and although there was a net gain of 304 airmen between 1 March and 31 May 1956 the majority of these airmen were of lower skill level than the airmen lost during the same period.

1. See Chapter IV of this History.

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The advent of this situation was recognized early in the planning of the conversion to the B-52 aircraft and in March 1956 as it became a reality a more extensive on-the-job training program was planned and put into operation.[2]* This program proved invaluable by providing a pool from which to draw qualified airmen but understandably could not produce seven skill-level airmen as fast as required. As it became evident that no single action would solve the problem General Martin wrote a letter, on 21 June 1956, to Colonel William F. Crawley, Director of Personnel, Eighth Air Force, in which he requested command assistance in obtaining skills where critical shortages existed.[3] In order to further bring this matter to the attention of higher headquarters, Wing and Air Base Group Directors of Personnel coordinated actions to report critical shortages and to cancel projected inputs of personnel excess to the needs of this command.**

On the officer side of the situation, manning in required specialties was adversely affected by an average of thirty-five pilots, thirty-six observers and forty-four flight engineers or a total of 115 officers not authorized under the B-52 unit manning documents. The problem seemed simple, if one existed at all, since at first glance the UMD's indicated a shortage of seventy-seven

---

2. See April 1956 Edition of 95 AD history.

* During June of this year a complete study of this program was made by the Director of Personnel 95 AD. The study indicated a nineteen percent increase in training from January to June 1956. And since, as stated before, the majority of incoming airmen were of helper or semi-skilled level, upgrading action had to be taken in a minimum time to meet operational requirements. The complete study may be found as exhibit 10.

3. See exhibit ~~[illegible]~~ 11 for copy of letter.

** Since this is a problem of continuing nature and not likely to be resolved completely for some time, future histories will reflect additional developments.

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officers. However a problem did exist and was not as simple as it seemed because the overages were in fields which could not be used to fill the shortages.[4]

MORAL, WELFARE AND DISCIPLINE:

Loring Air Force Base's recreation Camp at Long Lake, thirty-five miles north of the Base, opened on 30 May. The camp provides such facilities as cabins, house trailers, boats, motors, fishing tackle and water skiing. Since opening, the camp has been full almost every weekend and considerable leave time has been spent there by Loring personnel and their dependents.

A review of the activities of the Office of the Staff Judge Advocate for the months of May and June indicate the following:[5]

	MAY	JUNE
Summary Courts-Martial	9	10
Special Courts-Martial	2	6
General Courts-Martial	0	0
Airmen Confined at Hard Labor	6	17
Awol Rate	10	2
Incidents:		
Traffic Accidents (Military and Civilian)		
On Base	11	10
Off Base	4	0
Traffic Violations (Military and Civilian)		
On Base	28	10
Off Base	17	28
Serious Violations	1	1
Serious Crimes	1	0
Drunk and Disorderly	1	3
Article 15's	37	52
Reports of Theft	25	16

4. SAC Mgt Control Report, 45 AD, see exhibit 17.
5. Figures quoted were taken from the Command Notebook "FIGURES & FAC", June 1956, exhibit 16.

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CHAPTER III

MATERIEL AND FACILITIES

MATERIEL:

During the period covered by this edition final directions were received concerning the disposition of Fly Away Kits (FAK). On 21 May 1956 Lt Colonel Fred W. Nudell, Aircraft Maintenance Officer, 45th Air Division, telephoned Lt Colonel Bell, Assistant Chief, Supply Division, Eighth Air Force, concerning disposition of B-36 H and J FAK's. Biggs Air Force Base had requested only those FAK items peculiar to H and J aircraft, not the complete kit. Col Bell agreed that due to shortage of supply personnel and the lack of time the kits should be shipped in tact and not screened prior to shipment. A message was sent to Eighth Air Force to confirm this and confirmation was received.[1] However on 19 June a message was received directing all B-36 FAK's be screened for B-52 assets and the remains shipped to appropriate depot and to disregard all previous instructions.[2]

The request for waiver of the line of sight criteria, between the control tower and the south end of the main runway, was disapproved by Air Force Headquarters. This information was sent to Eighth Air Force along with the recommendations that the control tower be either moved or raised. The message also stated that this here had been informally advised that a dead line of 1 November 1956 had been set for clear siting from the tower to

1. Cy of msg on file DM office, MDS 30293, 21 May 1956
2. Cy of msg on file DM office MDSL 39303, 19 June 1956

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the runway to be overlaid.*

BASE SUPPLY:

Base supply processed a total of 20,848 line items during May and 20,882 during June. Supply effectiveness for May was 95 per cent for category A classes and 82 percent for category B classes. Effectiveness for June was 97 percent for category A and 90 percent for category B.

The account of "Z" items indicated 860 line items in the account with 250 items on hand for 30 June, making the total account 95 percent complete. The non "Z" account was 88 percent complete on the same date.

Conversion to card-type operations was begun in May and in June, after receipt of three machines, training of two operators for the machines was started. These machines were expected to greatly facilitate identification of stocked items and accounting systems of this base.

PURCHASING AND CONTRACTING:

A check of the files of the Purchasing and Contracting Office indicated the following:

a. Total purchase orders for May were 514, amounting to $173,373.00.

b. Total purchase orders for June were 510, amounting to $167,248.00

3. Ltr of Mar on file TM office, TM 9110, 20 June 1956.
4. Monthly Reports of Supply Activities (May & June) on file Base Supply.
5. AFAD
6. Interview by Historian w/ MCOIC Property Accounting Unit.
* Further information on this matter will be contained in future Histories.

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c. Total cash purchases for May were 106, amounting to $2,603.00.

d. Total cash purchases for June were 112, amounting to $2,880.00.

e. Total sales for May were six (6), amounting to $7,[illegible].

f. Total sales for June were six (6), amounting to $6,[illegible].

g. During May there were 121 change orders and supplemental agreements amounting to $8,078.00.

h. During June there were 96 change orders and supplemental agreements amounting to $4,819.00.

FACILITIES:

Due to the northern location of Loring Air Force Base there is a short construction season. The season is usually three to four months long running from mid May to mid September or there about. During this time most or all major outdoor construction must be completed. As indicated by the Progress Status Report for May few major projects indicated more than ten percent completion while many indicated less than ten percent completion even though contracts had been awarded in January and February 1956 and some awarded in 1955. The 30 June report shows most projects well over ten percent completion. Other projects, as white constructies began in 1955, shown in the report also had to await the arrival of the construction season 1956 for completion.

This writer was informed that construction is slower this year than normal. This has been due in part to a shortage of steel [9] and an excess of moisture at various times after construction began. [10]

7. See exhibit 15.
8. See exhibit 16.
9. The Conversion Progress Report for June indicates several projects awaiting steel, see exhibit 19.
10. Interview by Historian w/ Maj. Frank D. Huelow, Instal. Engr.

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The problem of manpower and/or money to erect field maintenance dock stands was not completely resolved.[11] However three docks were erected by personnel from base resources and assistance was expected since SAC had programmed help for the erection of the remainder.[12] The docks were a growing concern of maintenance personnel as work on the aircraft in cold weather could not be properly accomplished without them.

Exhibit 17 to this edition shows the location of projects under way, their cost and percent of completion.

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11. See April edition of 85 AD History.
12. Conversion Progress Report for June, exhibit 19.

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CHAPTER IV

OPERATIONS AND TRAINING

CONVERSION PROGRAM:

As has been the case in past months activity of the 95th Air Division centered around the conversion from B-36 aircraft to B-52 aircraft. This activity reached a ,artical climax on 19 June 1956 when the first B-52 arrived. The aircraft was commande, on its flight from McChord, Washington to Loring Air Force Base, by General Martin and crewed by the first crew from Loring to complete transition training at Castle Air Force Base. After landing the plane was christened the "State of Maine" with water from the Atlantic and Pacific Oceans to signify its inter-contintal capabilities. Following the ceremonies General Martin turned the aircraft over to the 42d Bomb Wing.[1]

As the actual conversion to B-52 progressed it was felt that the 42d Air Base Group should have additional aircraft to carry out their mission of supporting the 42d Bomb Wing. And in March 1956 additional C-119 type aircraft were allocated to the 42d Air Base Group.[2] The first of these aircraft arrived during the month of May and a training program was set up to qualify pilots for this type of aircraft.

The lack of suitable practice bombs remained a major problem.[3] It was believed for a time that a suitable bomb would be developed by the time the B-52 aircraft arrived or that the aircraft would be capable of accomodating the present bombs. However the aircraft

1. LANDLATE, Vol IV, Number 25, 22 June 1956
2. See March 1956 edition 95 AD history.
3. See April 1956 edition 95 AD history.

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that were received could not carry the present bombs and a suitable bomb had not been developed.[a]

One Special Weapons instructor was sent to Castle Air Force base for orientation on B-52 weapons, and two were sent to Special Weapons Crew Training. Upon their return classroom courses were set up to orientate other crew members.[5]

Other problem areas which required assistance from higher headquarters were:[6]

a. The supplement to SAC Reg 50-24 was not received. The organizational structure was set up by the Base Training Flight but training could not commence until receipt of the supplement.

b. A B-1A Tail Gunnery Radar Trainer was on the base but required modification. A modification kit was recommended but was considered inadequate due to differences in systems.

BASE FLIGHT:

Base Flight aircraft flew a total of 61:05 hours during May and 108:30 hours during June. One mission was accomplished in June with no delays incurred due to airdrome conditions. One helicopter was reassigned from Loring leaving the Air Base Group only one helicopter. A review of records of base flight for May and June indicate the following air traffic arriving and departing this station:

---

a. Conversion Progress Reports for May and June, exhibits 18 & 19.
b. Conversion Progress Report for June, exhibit 19.
c. Conversion Progress Reports for May and June, exhibits 18 & 19.

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	MAY	JUNE
Domestic Arrivals	220	162
Domestic Departures	221	155
Foreign Arrivals	13	14
Foreign Departures	18	13
Round Robin Flights	155	92
Local Flights	93	78

TRAINING:

Phase II of SAC Regulation 50-24, Ground Training Program was started on 14 May 1956. Since that time 1450 airmen have completed arms qualification requirements and 650 have completed non-crew block training.[7] Training started in June for CBR Recovery Teams and was intended to be a continuing program of two hours per week.[8]

SECURITY:

In line with Air Force policy on the use of sentry dogs, the 42d Air Police Squadron was assigned ten dogs and their handlers on 26 May 1956.[9] The dogs were assigned to guard duty at the flight line, ammunition and gas storage areas. Since the dogs were trained to respond to only one master and are vicious, suspicious and mean a series of articles were published in the base newspaper. This series of articles were aimed at informing personnel of the dogs and what to do if stopped by a sentry with a dog.[10]

7. Training Records, Tng Flt, 42d Ops Sq
8. IBID
9. LO 114, 15 Mar 56, Hq 42d ABG.
10. LIMELITE, Vol IV, Numbers 22 to 28

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DEPENDENTS EVACUATION:

A pratice evacuation was conducted on 4 June 1950. This evacuation served a two fold purpose; (1) to aquait dependents of military personnel with the evacuation plan and (2) to test Base Regulation 205-11[11] and the Dependents Evacuation plan.[12] The operation proceeded smoothly with little confusion except in regards to release from school of dependent children.[13] In order to comply with the Regulation and Plan parents were expecting children home shortly after the sounding of the alert. School officials, however, were under the impression that children should not be released until the sounding of the actual evacuation signal. The Military Assistance Organization briefed school officials and informed them that children should be released as soon as the alert is sounded.

11. Laring AFB Reg 205-11, 4 Mar 50, exhibit 20.
12. Dependents Evacuation Plan, 15 May 50, exhibit 21.
13. Critique on Dependents Evacuation for June 1950, exhibit 22.

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ROSTER OF KEY PERSONNEL*

45TH AIR DIVISION

JUNE 1956

HEADQUARTERS 45TH AIR DIVISION

COMMANDER	WILLIAM E. MARTIN	BREG. GENERAL
DIRECTOR OF PERS	JOHN B. F. DICE	COLONEL
DIRECTOR OF MAT	WILLIAM D. MINER	LIEUT. COLONEL
DIRECTOR OF OPS	SAM L. BARR	COLONEL

42D AIR BASE GROUP

COMMANDER	JACKSON W. LEWIS	COLONEL
DEPUTY COMMANDER	FRED C. SIMPSON	LIEUT. COLONEL
BASE PERSONNEL STAFF OFFICER	WILLIAM A. CARTER	LIEUT. COLONEL
BASE MATERIEL STAFF OFFICER	SHAURACH E. DAVIS	LIEUT. COLONEL
BASE OPERATIONS STAFF OFFICER	EDWARD F. FLEMING	MAJOR
BASE COMPTROLLER	WILLIAM H. PEQUINOT	LIEUT. COLONEL
STAFF JUDGE ADVOCATE	CARL R. PEARSON	MAJOR
BASE CHAPLAIN	FRANCIS J. QUINN	MAJOR
INFO. SERVICES STAFF OFFICER	PETER O. E. BERKER	MAJOR
DIRECTOR OF SAFETY	LEONARD LEVANDOWSKI	CAPTAIN
ADJUTANT	JOSEPH P. JACOBY	MAJOR

* Roster of Officers 45 AD, Jun 56

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COMDR, HQ SQ	DONALD R. SANDVIG	CAPTAIN
COMDR, 42 AIR POL SQ	ROBERT R. LOVE	LIEUT. COLONEL
COMDR, 42 INSTAL SQ	FRANK D. FURLOW	MAJOR
COMDR, 42 OPS SQ	JEANA O. BRICE	MAJOR
COMDR, 42 SUP SQ	EDWIN C. ANNIS	CAPTAIN
COMDR, 42 MTR VEH SQ	HARRY D. TERWILLIGER	MAJOR
COMDR, 42 FOOD SERV SQ	LYCURUGUS E. LINES JR	1ST LIEUT.
<u>4034TH USAF HOSPITAL</u>		
COMMANDER	JAMES G. LANGFORD	LIEUT. COLONEL

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BIBLIOGRAPHY

The information contained in this edition, relative to the History of the 45th Air Division was prepared and submitted under the provisions of Air Force Regulation 210-3 dated 11 March 1955.

Information was taken from the Loring AFB weekly publication, the "LIMELITE", files of the 45th Air Division and its operating agencies, and personal interviews with key personnel of the base to compile an outline of important division activities that occured during the period covered. This outline served as the basis to the final preparation of the narrative portion of this History. Pertinent supporting documents were made available by all agencies of the Base.

Final preparation of the history concerned more extensive coverage of the above mentioned reference material. The narrative portion of the History underwent periodic checks during the preparation to insure accuracy of facts and reporting.

Official Publications

SAC GO 69, 8 Oct 54
SAC GO 10, 25 Feb 53
SAC GO 17, 15 Mar 54
SAC GO 40, 31 May 55
SAC GO 18, 21 Apr 53
45AD GO 10, 18 Jun 55
SAC MAN 20-1, Dec 54
SAC Reg 55-15, 28 Nov 55
SAC Reg 66-24, 1 Jan 55
DAF GO 34, 15 Sep 54
AF Reg 23-13, 15 Nov 54
8AF Reg 23-13 15 Nov 54
23-13A
8AF Reg 23-9, 1 Apr 54
BASE Reg 170-4, 27 Sep 55
45AD Programming Plan 1-55
BASEReg 205-11 9 May 56
Dep Evac Plan, 14 May 56
LO 114, 15 Mar 56, Hq 42d ABG

Interviews

Base Judge Advocate
Director of Comptroller
OIC Bud & Acct Div
NCOIC Property Acct Unit
Installation Engineer

Recurring Reports

B-52 Conversion Prog Rpt's
6 June and 6 July 1956
Daily Strength Rpt's
45AD D/Pers Monthly Analysis
31 May and 30 June 1956
Command Notebook, Figgers & Fax
30 Jun 56
Minutes of Staff Meetings
1 & 22 May 1956
SAC Mgt Control Rpt, 5 Jun 56
Monthly Rpt of Sup Activities
May and June 1956
Program Status Rpt's
31 May and 30 June 1956

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APPENDIX

LIST OF EXHIBITS

1. Organizational Chart
2. Roster of Officers
3. Msg fr 8 AF to 45 AD, PDM 67312
4. Ltr fr 45 AD to 8 AF, Transportation Services (Function Code 34000) Unit Manning Document Change Request.
5. Msg fr 8 AF to 45 AD, PDM 67356
6. Msg fr 8 AF to 45 AD, 67386
7. Msg fr 8 AF to 45 AD, PDM 67309
8. Daily Strength Report, 1 May 1956
9. Daily Strength Report, 30 June 1956
10. Evaluation of Division OJT Program
11. Ltr fr Gen Martin to Col Crowley
12. Extract of Management Control Report.
13. SAC Management Control Report
14. Command Notebook, "FIGGERS & FAX"
15. Program Status Report, 31 May 1956
16. Program Status Report, 30 June 1956
17. Construction Program for Summer 1956, Location Plan
18. Conversion Progress Report #7
19. Conversion Progress Report #8
20. Base Regulation 205-11, 9 May 1956
21. Dependents Evacuation Plan
22. Critique on Dependents Evacuation for June 1956
23. Photographs
    a. Armed Forces Day
    b. Long Lake
    c. Construction
    d. Construction
    e. Construction-Arrival of B-52
    f. Arrival of B-52-Sentry Dogs
    g. Sentry Dogs
    h. Beaver Dam

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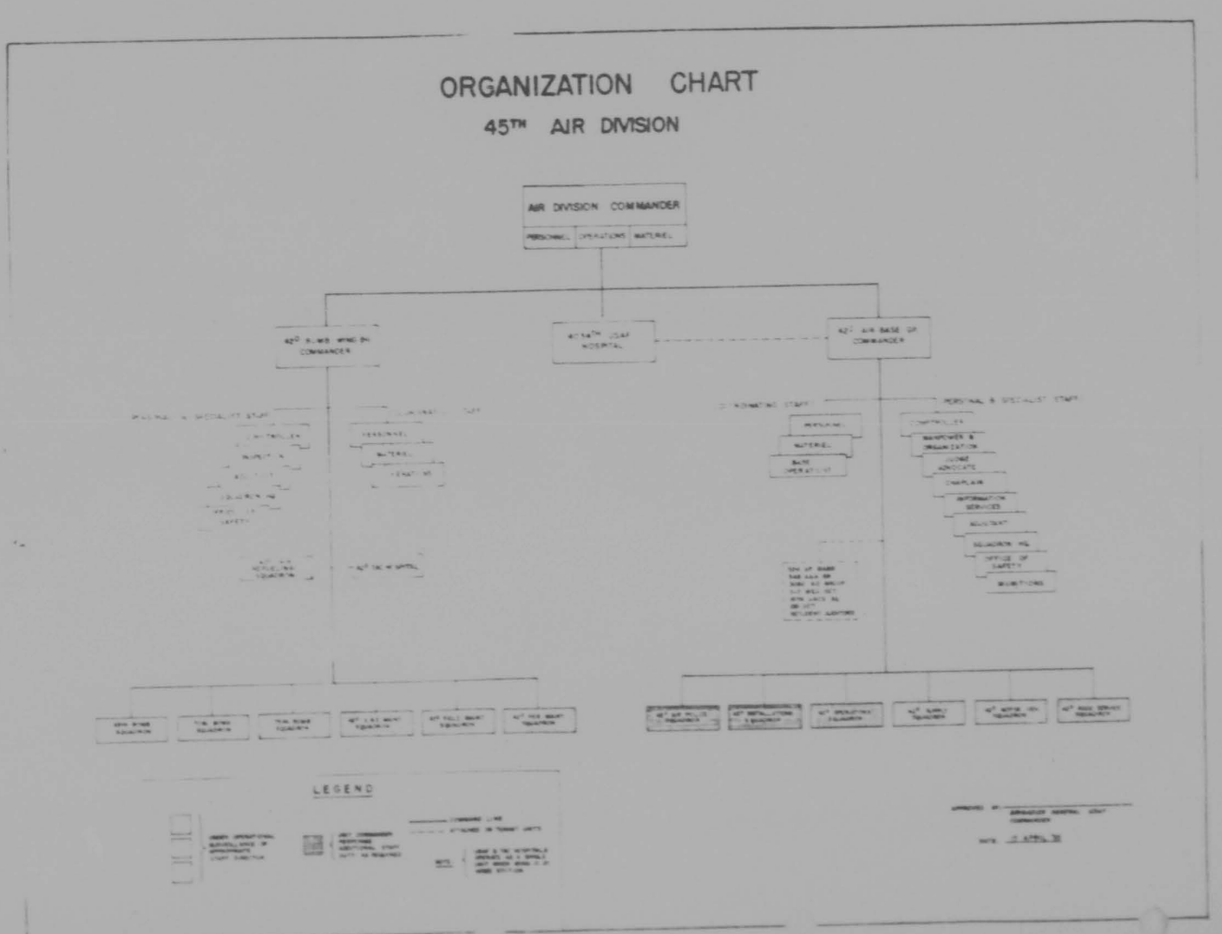

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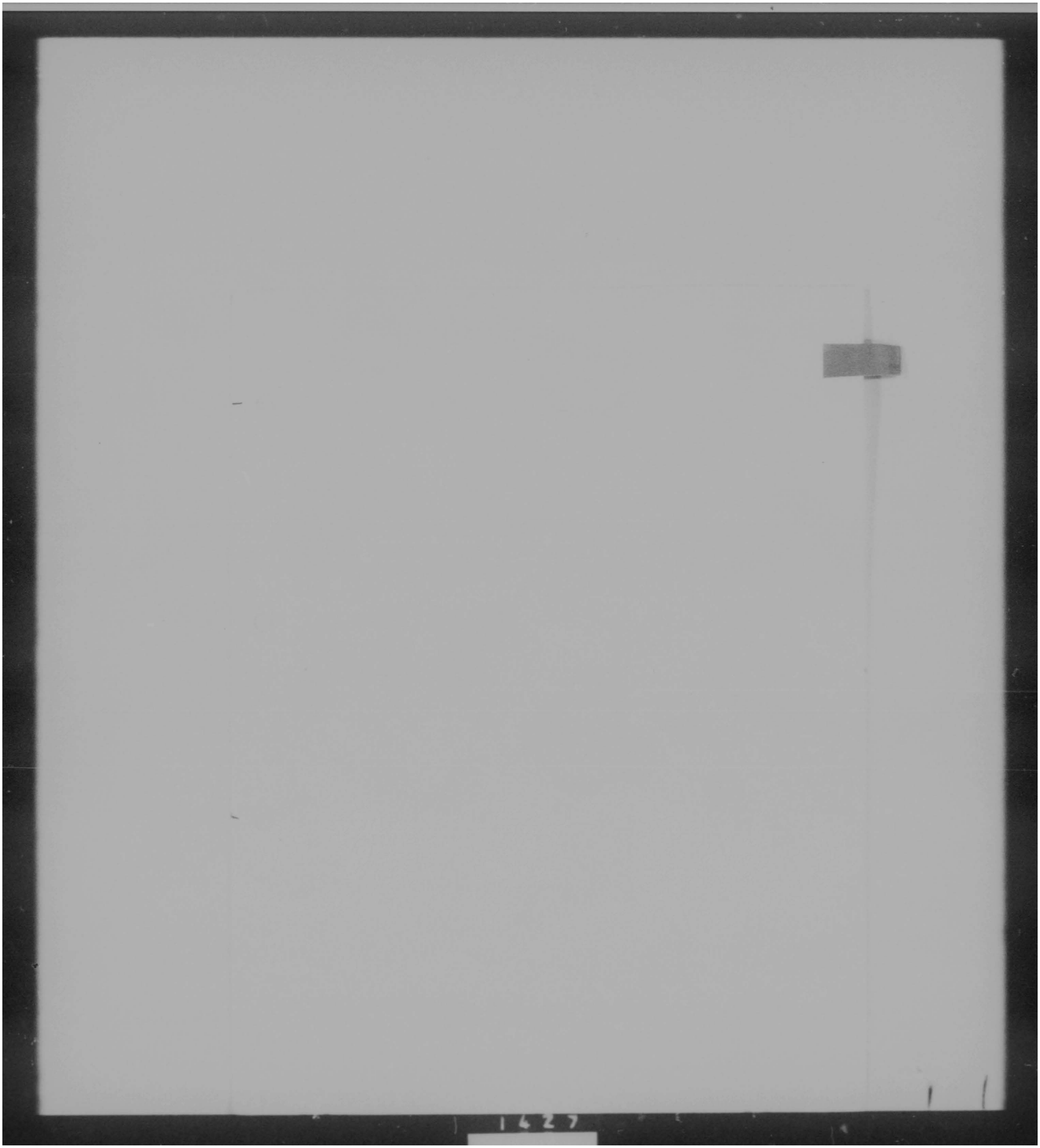

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45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

ROSTER OF OFFICERS

30 June 58

150

RCS: SAF-P1

FOR OFFICIAL AIR FORCE BUSINESS ONLY BY MILITARY PERSONNEL SERVING ON ACTIVE DUTY.

ALL CORRECTIONS OR ADDITIONS WILL BE REPORTED TO UNIT ORDERLY ROOM BY INDIVIDUAL CONCERNED.

1. Number of Items Within Grade
2. Marital Status
3. Name (Last, First, Middle Initial)
4. Service Number
5. Date of Rank in Grade
6. Aircrew Data---Aeronautical Rating

   P-1--Fighter Pilot, Jet
   P-2--Fighter Pilot, Single Engine
   P-3--Pilot, Single Engine (Other)
   P-4--Pilot, AIROBSR&MBDR
   P-5--Pilot, B-29 and KB-29
   P-6--Pilot, B-36 and RB-36
   P-7--Pilot, B-50
   P-8--Pilot, B/RB-47
   P-9--Pilot, B-52
   P-10-Pilot, Four Engine (Other)
   P-11-Pilot, Twin Engine (Other)
   E--Aircraft Performance Engineer
   R--AIROBSR, Radar Operator
   N--AIROBSR, Navigator
   B--AIROBSR, Bombardier

6. Aircrew Data - Aeronautical Rating (Con't)

   NBR--AIROBSR, Navigator--Bombardier
   ECM--AIROBSR, ECM Officer
   U--Weapons Officer
   F--Flight Surgeon
   AOM--Aircraft Observer, Medical

7. Duty Assignment Title.
8. Organization to Which Assigned
9. Primary AFSC
10. Foreign Service Selection Date
11. Date Assigned to Base
12. Office Phone
13. Home Address
14. Home Phone
15. Date of Separation

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BRIGADIER GENERAL														
1.	M	Martin, William K.	1697A	31Jul55	CP-6	ADiv Commander	Hq 45th ADiv	0002	0545	3Jun55	2244	2204 Tenn Cir	24199	R-AF
COLONEL														
1.	M	Barr, Sam L.	4235A	15Apr53	SP-10	D/Opns	Hq 45th ADiv	0036C	1154	5Jan55	2174	24 Wells Dr	86252	R-AF
2.	M	Dice, John B. F.	899A	28Jul50	/	D/Pers	Hq 45th ADiv	0026B	0755	18Feb55	25141	27 Wells Dr	89550	R-AF
LIEUTENANT COLONEL														
1.	M	McNeely, James T.	A0351186	15May51	NBR	Armnt Stf Off	Hq 45th ADiv	3216	0945	1Apr56	2178	28 Gross Dr	86210	Indef
2.	M	Miner, William D.	A0793946	10Mar51	SP-11	Dir of Material	Hq 45th ADiv	4316	0855	14Aug55	2188	Bldg 2201	24272	Indef
3.	M	Nudell, Fred W.	5711A	23Aug54	/	Acft Maint St Off	Hq 45th ADiv	4311	0854	30Oct54	2188	140 Foulois Dr	89055	Indef
MAJOR														
1.	M	Mattingly, Richard T.	A0740859	1Jun52	SP-11	Opns Stf Off	Hq 45th ADiv	1416	1155	24Dec55	Off TDY 105 dys at Castle AFB, Calif, B-52CrseDtRtn18Oct56			Inde
CAPTAIN														
1.	M	Doan, Frederick G.	A0689139	30Jun50	NBR	Div Staff Obsr	Hq 45th ADiv	1525A	0346	20Aug53	2174	194 Foulois Dr	87736	Indef
2.	M	Dorsey, Bernard F.	A0679173	19Dec50	NBR	Div Staff Obsr	Hq 45th ADiv	1525A	0346	23Jul53	2174	324 Foulois Dr	86208	Indef
FIRST LIEUTENANT														
1.	S	Harrison, Michael H. Jr.	A02228574	12Jan53	P-11	Aide	Hq 45th ADiv	1234A	1053	25Nov53	2244	BOQ, [illegible]	23298	Indef
HEADQUARTERS 42ND AIR BASE GROUP														
COLONEL														
1.	M	Lewis, Jackson W.	2116A	19Jan51	SP-11	ABGp Commander	Hq 42d ABGp	0026B	0853	18Sep53	2151	25 Wells Dr	87764	R-AF

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LIEUTENANT COLONEL														
1.	M	Carter, William A.	3019A	19Oct50	/	Base Dir of Pers	Hq 4OM ABGp	7336	1354	1Jan55	73144	37 Wells Dr	89033	R-AF
2.	M	Davis, Shadrach M.	AO565166	10Mar51	/	Dir of Material	Hq 4OM ABGp	0046D	0754	14May56	7140	7117 Apt-D	7119	Indef
3.	M	Love, Robert R.	AO715113	12Apr54	/	Sr Comdr	4OM AP Sq	7716	1157	8Apr53	7733	BOQ, LAFB, Me	73150	Indef
4.	M	Pequignot, William R.	AO569007	1Jan51	/	Gp Comptroller	Hq 4OM ABGp	0056B	0355	7Apr55	85175	18 Wells Dr	89079	Indef
5.		Schrader, Lawrence W.	6113A									(Officer awaiting reassignment orders to Wing)		
6.	M	Simpson, Fred C.	AO430142	28Aug51	SP-11	Dep ABGp Comdr	Hq 4OM ABGp	0066A	1157	9Aug53	7153	34 Gross Dr	89142	Indef
7.	M	Turner, John M.	AO473985	13May54	SP-5	Dir of Opns	Hq 4OM ABGp	0034F	0156	18Mar56	86155	BOQ, Rm 105	86180	Indef
MAJOR														
1.	M	Allenby, Donald R.	9673A	15Feb51	SP-6	Supply Off	Hq 4OM ABGp	1435	0351	20Jan56	75305	318 Duncan Ct	87770	R-AF
2.	M	Bekker, Peter C. K.	AO871934	20Apr51	SP-11	ISO	Hq 4OM ABGp	1711A	0445	25Apr54	86717	987 Dinkman Dr	89731	Indef
3.	M	Biggs, William H.	AO438973	10Jan55	/	Chaplain	Hq 4OM ABGp	7916	0655	1Jun55	75190	166 Andrews Ct	86767	Indef
4.	M	Brice, Joane C.	AO886050	5Feb51	SP-11	Sr Comdr	4OM Opns Sq	1416	0554	11Jun54	76165	BOQ, Apt-306	76280	Indef
5.	M	Fleming, Edward F.	AO709895	17Feb51	SP-11	Base Ops Off	Hq 4OM ABGp	1435	0155	9Mar55	76155	336 Poulois Dr	89144	Indef
6.	M	Furlow, Frank D.	AO1117797	11Apr56	/	Instl Engineer	4OM Instl Sq	5576	0457	17May56	75355	211 Dinkman Dr	89714	Indef
7.	M	Graves, Myron W.	AO469140	15Feb51	/	Comm & Elec Off	4OM Opns Sq	3016	0855	23Jan55	76165	15 Gross Dr	89696	Indef
8.	M	Greene, Donald S.	AO660708	13Jan56	SP-5	BasePersSvs Off	Hq 4OM ABGp	7340	1155	20Nov53	73160	14 Cobb Dr	89588	Indef
9.	M	Grossman, Harold W.	AO568435	17Aug51	/	Base Tech Off	Hq 4OM ABGp	4030	0553	1Jan54	7154	18 Gross Dr	89194	Indef
10.	M	Harden, Charles O.	AO563220	1Sep51	/	Dist Off	Hq 4OM ABGp	8760	0552	20Jan56	96305	BOQ, LAFB, Me	96115	Indef
11.	M	Jacoby, Joseph H.	10770A	1Sep51	SP-11	Base Adjutant	Hq 4OM ABGp	7916	0450	4Jul51	7777	180 Poulois Dr	89180	R-AF
12.	M	Keller, Leon G.	AO434083	15Dec51	/	Med Servs Off	4OMDSAFMOSF	9035	1061	1Mar57	85148	127 Dinkman Dr	89707	Indef

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13.	M	Pearson, Carl R.	71996A	17Feb55	/	Staff Judge Adv	Ho 4th ABGp	7815	0954	1Jun55	84110	344 Foulois Dr	86040	R-AF
14.	S	Quinn, Francis J.	A0556640	1Sep51	/	Chaplain	Ho 4th ABGp	7914	7994	29Apr56	85125	170 Foulois Dr	86680	Inter
15.	M	Rhodes, Edwin	11951A	1Jun52	/	CBR Tng Off	4th Opns Sq	1754	1956	1Apr56	84196	178 Foulois Dr	86144	R-AF
16.	S	Rosenzweig, Oscar J.	A0403565	8Oct55	/	Chat & Gym	AO1UUSAFMSP	0406C	1941	10ct55	84151	800 LAFB, No.	86180	
17.	M	Russell, Lawrence R, Jr.	A0569196	25Feb51	/	Base Acc Off	Ho 4th ABGp	6415	7156	17Feb56	8240	Bldg 7113Apt-C	8218	Inter
18.	M	Satterfield, Ralph L.	A0520787	1Sep51	/	Dep Dir of Materiel	Ho 4th ABGp	6414	1051	16Dec53	84040	288 Dickman Dr	86717	Inter
19.	M	Sokell, Bronislaus M.	A01649796	19Jan55	/	Staff Mun Off	Ho 4th ABGp	1716	0844	5Sep54	86188	184 Andrews Ct	86077	Inter
20.	M	Terwilliger, Harry D.	A01549190	15Feb51	/	Sv Constr	4th Mva Sq	4176	7355	11Apr55	75775	850 Brockley Ct	87738	Inter
21.	M	Tsakaretis, Warren.	19617A	1Jun51	NSR	OIC, Training Flt	4th Opns Sq	7514	1956	5Apr56	84196	Bldg 2111 Apt-D	84254	R-AF

CAPTAIN

1.	M	Ancis, Edwin C.	A0747705	11Aug50	/	Sv Constr	4th Sun Sq	6411	7457	13Apr54	85197	332 Foulois Dr	86753	Inter
2.	M	Armstrong, Rex E.	A0756442	14Apr51	F-11	Acft Maint Off	Ho 4th ABGp	4341	7347	25Aug53	7164	121 Dickman Dr	49195	Inter
3.	M	Barrios, Alfred B.	A0314606	1Apr53	/	Manpower Off	Ho 4th ABGp	7304	0155	1Feb55	86179	Bldg 7178 Apt-B	7761	Inter
4.	M	Brent, John T.	A0486541	15Mar54	NSR	Safe & Plan Off	4th Sun Sq	1571A	1051	13Aug53	25180	Tucumcari Dr Ft	11130	Inter
5.	M	Coggiola, Lawrence L.	A0479134	18Dec50	F-11	F & C Off	Sq 4th ABGp	6334	0854	21Aug54	8364	47 Dick Dr	86307	Inter
6.	M	Drusch, Charles L.	AO1586517	13Sep51	/	Comsy Off	4th Sup Sq	6454	1157	14Apr55	84771	61 Dyer Dr	49305	Inter
7.	M	Dunlaghan, Robert T.	A0801347	4Aug51	/	AC Serv Unit Off	4th Sun Sq	6474	0555	24May55	86757	192 Dickman Dr	87007	Inter
8.	M	Dwiltly, Mayo H.	A03000340	6Sep55	/	Pediatrician	AO1UUSAFMSP	0346B	1941	13Sep55	84179	190 Dickman Dr	87005	Inter
9.	M	Millet, Frank G.	AO1531506	13Mar51	/	Base Housing Off	Ho 4th ABGp	7076	0945	1Apr55	4750	72 Foulois Dr	86101	Inter
10.	M	Foster, Russell W, Jr.	A0710771	31Oct52	F-11	Ord Maint Off	4th Opns Sq	7034	0955	19Dec53	84147	80 Dyer Dr	86180	Inter
11.	M	Garnes, William A.	A03043377	3Jun54	/	Dep Off Gen	AO1UUSAFMSP	0406	1941	19Oct53	84179	190 Dickman Dr	87005	Inter

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
12.	M	Gattuso, Joseph J.	AO3000409	7Jun55	/	Dental Off Gen	4034USAFHOSP	9836	1041	70ct54	23117	196 Brookley Ct	89494	0856
13.	S	Green, Irmgard;	AN3041723	17Mar55	/	Phy Therapist	4034USAFHOSP	9735	1041	21Feb56	24114	Bldg 7107 Apt-2	25165	0358
14.	M	Gilles, Clarence Jr.	AO1908659	15Apr54	P-3	Air Ops Off	Hq 4Mt ABGp	10744	0554	30May54	26155	100 Dickman Dr	89489	Indef
15.	M	Hall, Charles R.	AO1789415	25Mar52	/	Staff Sup Off	4Mt Sup Sq	6434	0155	16Feb55	25138	373 Foulois Dr	86431	Indef
16.	M	Hanson, Leonard F.	AO696461	10Mar51	P-11	Air Ops Off	Hq 4Mt ABGp	6724	0354	8May54	2770	396 Foulois Dr	89539	Indef
17.	M	Helms, Ray J.	AO869990	1Apr53	/	OIC, Load & Hand	4Mt Sup Sq	3774	0645	250ct55	24179	366 Foulois Dr	86377	Indef
18.	M	Hollo, Stephen E.	AO1912660	27May51	/	Med Sup Off	4034USAFHOSP	9034	0854	7Sep54	23144	179 Andrews Ct	87744	Indef
19.	M	Houk, John M. J.	AO3043010	14Oct55	/	Den Off Gen	4034USAFHOSP	9836	1041	14Oct54	23117	165 Foulois Dr	89418	1057
20.	S	Horan, Mary J.	AN7214548	13Apr54	/	Nurse Anesthetist	4034USAFHOSP	9744	1255	1Feb56	25104	197 Dickman Dr	89313	Indef
21.	M	Kern, Werner K.	AO1113781	19Dec50	/	Chief Mun Sr	4Mt Sup Sq	3774	0945	14Jan56	24179	15 Cobb Dr	89111	Indef
22.	M	Kidd, Donald R.	AO1038717	11Mar54	/	Fly Kit Off	4Mt Sup Sq	6434	0953	14Sep53	2142	341 Foulois Dr	89178	Indef
23.	M	King, Haldane.	AO814819	15Mar54	P-11	Budget & Acct Div	Hq 4Mt ABGp	6861	0554	30May54	25177	385 Dickman Dr	86604	Indef
24.	M	Kittock, Roy T.	AO5804466	16Jan51	/	Mgmt Proc Off	4Mt Sup Sq	6434	0354	4Apr54	23174	371 Dickman Dr	86332	Indef
25.	M	Lewandowski, Leonard.	AO1911039	4Nov55	P-3	Dir of Safety	Hq 4Mt ABGp	10744	0454	11Nov55	26141	383 Dickman Dr	86497	Indef
26.	M	Linne, William L.	AO3081747	18Jan55	P-11	Ass't Ops Off	Hq 4Mt ABGp	1435	0654	7Aug54	24153	146 Andrews Ct	87717	Indef
27.	M	Malachowsky, Martin.	26381A	1Jul54	/	Med Off Gen	4034USAFHOSP	9836	1041	11Jul55	24161	47 Cobb Dr	89168	R-AF
28.	M	Martin, Walter.	AO3000041	16Jul54	/	Med Off Gen	4034USAFHOSP	9836	0855	17Aug55	24118	800, Rm-335	26180	0756
29.	M	Maron, Lamar M.	AO575941	17Jun53	/	Trans Off	4Mt Mun Sq	6034	0556	17Jun55	24142	17 S.M.St, Carthage	7681	Indef
30.	M	Nelson, Roy E. Jr.	AO585701	1Apr53	/	Mgmt Anal Off	Hq 4Mt ABGp	7354	0154	3Feb54	23137	364 Dickman Dr	86481	Indef
31.	M	Petrich, William H.	AO1860377	31Aug53	/	Chaplain	Hq 4Mt ABGp	7924	1752	11Feb53	25136	377 Dickman Dr	89374	Indef
32.	M	Rappaport, Robert.	AO1039867	19Mar54	/	Stat Svs Off	Hq 4Mt ABGp	6834	0154	29Apr54	24127	21 Grove Dr	7713	Indef

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
33.	M	Rinehart, John W.	A0590019	14Feb56	/	Comm Opns Off	4OM Opns Sq	3034	1055	8Nov55	23041	2120 D Tenn Cir	25143	Intef
34.	S	Roman, Lawrence F.	A01641742	7Mar51	/	Off Club Sec	Ho 4OM ABGp	3011	0156	23Feb56	26151	BOQ, Rm. 217-B	26180	Intef
35.	M	Santvig, Donald R.	A01036711	5Jan51	/	Sq Comdr	Ho 4OM ABGp	3334	0653	1Jul53	23184	122 Andrews Ct	89188	Intef
36.	M	Berash, Harold J.	A03042634	15Jun55	/	Den Off Gen	4013USAFHOSP	9826	1741	16Sep55	23117	342 Foulois Dr	89933	0957
37.	M	Shea, Charles G.	A0740114	18May55	SP-10	Sq Adjutant	4OM Instl Sq	1734C	0553	28Feb55	23104	108 Foulois Dr	89317	Intef
38.	M	Steiner, Paul G.	A0570383	27Apr52	/	Petrol Off	4OM Sup Sq	6474	0955	15Nov55	26098	316 Foulois Dr	86435	Intef
39.	M	Tamalis, Raymond F.	A01869435	16Jan56	/	Instl Engineer	4OM Instl Sq	5504	0156	26Apr56	23195	313 Foulois Dr	86393	Intef
40.	M	Tarver, Charles F.	A0668808	31Oct50	USAR	Clothing Sales Off	4OM Sup Sq	1505F	1155	17Dec55	23250	316 Duncan Ct	89217	Intef
41.	M	Wunderlich, John H.	A01799936	15Apr54	/	AP Opns Off	4OM AP Sq	7704	0654	14Jul54	24145	106 Andrews Ct	86638	Intef
42.	M	Zeller, John M.	A03961811	10Jun55	/	Dental Off Gen	4013USAFHOSP	9826	1741	16Jun54	23117	220 Brookley Ct	86382	0656

FIRST LIEUTENANTS.

1.	M	Anderson, Marvin H.	A03210347	21May56	/	Instl Off	4OM Instl Sq	8631	1155	18Nov55	23195	159 Dickman Dr	89395	0958
2.	M	Baldwin, Robert C.	988088	16Mar53	/	Ch Mil Pers Div	Ho 4OM ABGp	7334	0955	90ct55	26057	127 Dickman Dr	89350	R-AF
3.	M	Brennan, James C. Jr.	A01863065	29Nov52	/	Dep Base Dir of Per	Ho 4OM ABGp	7334	0855	15Sep55	23184	14 Cross Dr	87758	Intef
4.	M	Brethauer, Herbert A.	A03255252	19Aug55	/	Chaplain	Ho 4OM ABGp	7934	1741	17Feb56	26156	129 Dickman Dr	87796	0959
5.	M	Colbath, Thomas N.	A03008570	9Jun56	/	Ass't Ldg & Pant	4OM Sup Sq	7231	1741	11Sep55	26208	Apt 2109-B	23293	0158
6.	M	Davis, Alan W.	A03209347	17Mar56	/	Adjutant	4OM AP Sq	7731	1781	1Jan56	23090	Von Karman Rd Live	86868	0957
7.	S	Delmonaco, Anna M.	AN2049477	29Jan56	/	Nurse Oper Room	4013USAFHOSP	9734	1741	20Jan56	26104	137 Dickman Dr	89317	0158
8.	M	Ellsworth, Walter V. Jr.	A02066598	10Oct54	/	Legal Officer	Hq 4OM ABGp	7834	1741	13Apr56	26056	High St Live	87981	0856
9.	S	Forsyth, Marvin W.	A03019715	9Jun55	/	Radio Officer	4OM Opns Sq	7731	1355	17Nov55	23195	404 Ivy St. Mo.	26180	Intef
10.	M	Franklin, Charles D.	A02095833	13Mar53	/	OIC, AP Svs Store	4OM Sup Sq	6474	0856	18Sep55	26056	Apt B, Ridgeview	26204	Intef

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
11.	M	Franklin, James G.	A02221773	21May54	N	Atomic Weap Off	42d Sup Sq	1525A	1251	4Apr56	25120	2101 Tenn Cir	25159	Indef
12.	M	Fuerst, Lawrence E.	A03042497	22Jul55	/	Den Off Gen	4034USAFHOSP	9826	1241	22Jul55	23117	BOQ, Rm 204	26180	0757
13.	M	Gettman, Frank C.	A03000880	7Sep54	/	Lab Off	4034USAFHOSP	9151	0655	3Jul55	26268	144 Foulois Dr	87762	0957
14.	S	Glanville, Thomas E.	A03025507	15Sep55	P-11	Ass't OIC, S/Bd	Hq 42d ABGp	1431	1241	1Jul54	24253	BOQ, LAFB, Me.	89397	Indef
15.	M	Gonzales, Norberto R.	A03009605	14Jun55	/	OIC, OP Sect MunBr	42d Sup Sq	3271	1241	25Oct55	23198	24 Cobb Dr	89116	0157
16.	S	Grenier, Edward J. Jr.	A03009966	29Mar56	/	OIC, Officers Br	Hq 42d ABGp	7324	1241	29Sep54	25252	BOQ, LAFB, Me.	26180	0956
17.	M	Haggard, Raymond L.	A02210792	21May56	/	Info Svs Off	Hq 42d ABGp	7221	1241	17Feb56	26262	248 Brookley Ct	86491	1156
18.	S	Himonas, James Jr.	A03008939	9Jun56	/	Recnl & Sec Off	Hq 42d ABGp	7321	1241	14Oct54	23246	BOQ, LAFB, Me.	26180	0258
19.	S	Holland, Willis A. Jr.	A03009714	6Jun55	/	Mach Acc Off	Hq 42d ABGp	6844	1241	26Sep54	24157	BOQ, LAFB, Me.	26180	0956
20.	M	Horne, Elmer A.	A02222260	10Apr53	N	Base Exch Off	Hq 42d ABGp	1534P	0456	31May56	2254	64 Cobb Dr	89497	Indef
21.	M	Izuo, Richard T.	A02230125	26Feb54	/	OIC, Airmens Br	Hq 42d ABGp	7324	0556	21Mar56	26220	156 Andrews Ct	86625	Indef
22.	S	Klapetsky, Joan M.	A03045867	21Jun56	/	Gen Nurse	4034USAFHOSP	9754	1241					0658
23.	M	Little, Warren L.	A03010372	20Mar55	/	Legal Officer	Hq 42d ABGp	7834	1241	28Aug54	26110	176 Andrews Ct	86461	0856
24.	M	Lines, Lycurgus E. Jr.	A02249233	26Feb54	ECM	Sq Comdr	42d Ed Sv Sq	3024	0356	19Apr56	23248	204 Duncan Ct	86369	1256
25.	M	Llewellyn, Stanley.	A02254884	9May53	/	Chaplain	Hq 42d ABGp	7934	0844	4Jul53	26253	374 Foulois Dr	86441	Indef
26.	M	Meyer, Raymond J.	A03007235	1Jun56	/	Den Dish Off	Hq 42d ABGp	6771	1241	9Jan56	24242	308 Duncan Ct	86363	0158
27.	S	Pennington, Samuel C.III	28768A	6May55	NBR	Education Officer	42d Ords Sq	1525A	1241	3May54	24196	BOQ, LAFB, Me.	23139	R-AF
28.	M	Reynolds, Ted M.	A03022338	16Jun55	/	Heli Pilot	Hq 42d ABGp	1534P	1241	10Mar54	2164	Lot 3 Car Trl Ct	3931	1256
29.	M	Riccardi, Alphonse P.	A0751931	6Mar51	/	Base OJT Officer	Sq 42d ABGp	7524	0754	11Jul55	26217	111 Dickman Dr	86477	Indef
30.	S	Rubin, Richard M.	A02248960	15Jan55	/	S & A	Hq 42d ABGp	7034	1241	15Jul54	27257	214 Cobb Dr	23157	0756
31.	S	Schatz, Graham R.	A03031100	21May56	/	AP Officer	42d AP Sq	7334	1241	17Nov54	2311	BOQ, LAFB, Me.	26180	1156

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
32.	M	Scheiffer, Arnold.	A03030517	4May56	/	Budget Officer	Hq 42d ABGp	6881	1241	20Oct54	25134	309 Foulois Dr	89146	1056
33.	S	Scherzinger, Gilbert A.	A02209493	2Mar56	/	OIC, Class & Test	Hq 42d ABGp	7324	1241	11Jun56	23273	BOQ, LAFB, Me.	26180	0957
34.	M	Schmigle, Richard J.	A02208559	22Mar56	/	Instl Off	42d Instl Sq	5521	1241	22Sep54	23295	112 Andrews Ct	86247	0956
35.	M	Stone, Parker J.	A02207978	18Feb56	P-6	OIC, Issue & Recpt	42d Sup Sq	1124Q	1241	26Oct55	25120	BOQ, LAFB, Me.	26180	0857
36.	M	Teicher, Paul.	A03034129	25Jul55	/	Chaplain	Hq 42d ABGp	7924	1241	12Oct55	25156	165 Dickman Dr	89195	0757
SECOND LIEUTENANTS														
1.	M	Arner, Robert S.	A03002144	10Feb55	/	Optometrist	4034USAFHOSP	9066	1241	19Feb55	24165	240 Foulois Dr	89569	0258
2.	M	Baum, Cornelius.	A03056684	15Jun55	P-3	Heli Pilot	Hq 42d ABGp	1024A	1241	13Oct55	24253	BOQ, LAFB, Me.	23138	0658
3.	M	Butler, Edward T.	A03008787	17Jun55	/	Trans Off	42d Mvs Sq	6031	1052	18Nov55	25280	2116, Apt-D	26274	0658
4.	M	Cantor, Richard A.	A03032771	14Feb55	/	Pers Aff Off	Hq 42d ABGp	7341	1241	14Feb55	23161	216 Brookley Ct	89520	0257
5.	M	Christian, Ronald F.	A02209771	29Mar55	/	Adjutant	42d Fd Sv Sq	7321	1241	18Nov55	23248	2118 Apt-C		0358
6.	S	Delaney, William R.	A03049791	18Oct55	/	OIC, Rpts & Proc	Hq 42d ABGp	7321	1241	24Mar56	2200	BOQ, LAFB, Me.	26180	1058
7.	M	Dolby, Arnold E.	A03014351	27Apr56	/	Legal Officer	Hq 42d ABGp	7821	1241	27Apr56	25245	225 Dickman Dr	89394	0458
8.	S	Faass, Lawrence J.	A03033428	15Jun55	/	AP Officer	42d AP Sq	7721	1241	15Jun55	TDY66dysPAFB,CalDtRtn29Jun56			0657
9.		Fowler, Randall L.	A03027110	[illegible]		[illegible]	(Officer awaiting reassignment orders to Wing)							
10.	M	Greenamyre, Edward L.	A03008955	29Mar56	/	AP Officer	42d AP Sq	7721	0155	1Apr56	2101	1,N.MainSt. Car	28102	0958
11.	M	Hazard, Richard F.	A0303250	15Jun55	/	Unit Supply Off	42d AP Sq	7341	1241	15Jun55	25297	250 Foulois Dr	86239	0657
12.	M	Johnson, Edward V. Jr.	A03031823	15Jun55	/	Info Svs Off	Hq 42d ABGp	7321	1241	15Jun55	26062	358 Foulois Dr	89126	0657
13.	S	Krieger, Jerry R.	A03026772	23Apr55	/	Dep Ass't Off	Hq 42d ABGp	7321	1241	8Oct55	25198	BOQ, LAFB, Me.	26180	0458
14.	M	Lally, Richard L.	A03031090	15Jun55	/	Ass't Adjutant	Hq 42d ABGp	7321	1241	15Jun55	2272	310 Foulois Dr	89103	0657
15.	M	McAllister, Lawrence.	A03030235	14Mar55	/	OIC, I & R Sect	42d Sup Sq	3251	1241	14Mar55	25130	292 Duncan Ct	89590	0357

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16.	M	Wiegers, Clarence E.	A03009412	9Dec55	/	Base Confinement Off	42d AP Sq	7721	0954	1Apr56	25297	377 Foulois Dr	86300	1258
CHIEF WARRANT OFFICERS														
1.	M	Campbell, Charles D.	AW2201616	17Nov55	/	Ammo Officer	42d Sup Sq	46100	0853	1Sep53	25120	Apt A, Bldg2118	2167	Indef
2.	M	Johnson, Jarold A.	953891E	11Jan56	/	Maint Supt	42d Mws Sq	47000	1254	6Jan55	25178	30 Cobb Dr	86657	R-AF
3.	M	Mons, Thomas H. Jr.	AW2201399	21Dec55	/	Fd Sv Supt	42d Fd Sv Sq	62000	0454	17May54	24108	477 Davidson Ct	86664	Indef
4.	M	Tolleson, Oren N.	951254E	21Jan53	/	Unit Supply Off	Hq 42d ABGp	64100	0854	22Mar56	23145	122 Hickman Dr	89320	R-AF
WARRANT OFFICERS														
1.	M	Leyden, James T.	952801E	9Jun55	/	OIC, Proc Sect	Hq 42d ABGp	73000	0654	12Jun54	23273	29 Travis Dr	86888	R-AF
2.	M	Van De Steeg G. R.	954024E	30Sep54	/	Dep Fire Marshall	42d Instl Sq	57000	0252	20Sep54	26126	185 Dickman Dr	89205	R-AF

OFFICER LOSSES FOR JUNE

1 June 1956 to 30 June 1956 inclusive.

CAPTAINS						
1. DiFrancesca, Peter A.	A03002259	9826	None	Separated		PARA 11, SO 103, HQ 45 ADIV DOS: 11 JUNE 56.
2. Morton, Richard L.	A01554056	7024	None	Reassigned	2225 PERPRON	PARA 1, SO 79, amended by PARA 5, SO 101, HQ 45 ADIV EDCSA: 21 JUNE 56.
3. Miltner, Terrance R.	A0590781	7724	None	Reassigned	DOW AFB, MAINE.	PARA 1, SO 99, HQ 45 ADIV EDCSA: 1 JUNE 56.
FIRST LIEUTENANTS						
1. Newman, Allan W.	A03020269	6431	None	Separated		PARA 1, SO 99, HQ 45 ADIV DOS: 28 JUNE 56.

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42D BOMBARDMENT WING (H) (SAC)

COLONELS

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	M	Bailey, Don W	7564A	1Dec51	SP-8	Director of Opns	HED42BOMWG	0066C	1154	21Mar56	2143	BOQ 202B	2130	R-AF
2	M	Hillman, Donald E	4885A	19Jan51	SP-9	Wing Commander	HED42BOMWG	0066C	1145	1Jun56	2172	29 Wells	2211	R-AF
3	M	Swancutt, Woodrow P	3729A	1Aug51	SP-9	Deputy Wg Comdr	HED42BOMWG	0066C	0854	6Sep54	2195	Bldg#2202	2146	R-AF
4	M	Welke, Gerard G	3726A	29Mar55	SP-10	Dir of Material	HED42BOMWG	0046C	0254	21Apr56	23151	23 Wells Dr	86639	R-AF

LIEUTENANT COLONELS

1	M	Bene, Kenneth R	6079A	12Aug55	NBR	Wg Staff Obsr	HED42BOMWG	1525A	0450	3Jul53	TDY 85 days Castle AFB Calif B-52 Tng 5Sep56			R-AF
2	M	Brefft, Robert E	14332A	3Apr56	SP-9	Chief of Maint	HED42BOMWG	0061A	1044	13Jun53	24154	26 Cress Dr	89572	R-AF
3	M	Jelly, David C	8196A	15Apr53	SP-6	Dep Dir of Opns	HED42BOMWG	0066A	0549	1Jun53	TDY 105 days Castle AFB Calif B-52 Tng 12Nov56			R-AF
4	M	Langford, James G	26348A	7Jun54		Hosp Comdr	42DTACHOSP	9356C	1053	20Oct54	25268	21 Wells Dr	89045	R-AF
5	M	Linke, George A	6645A	1Jun52	SP-5	Squadron Comdr	42D PMS	4316	0456	9May56	25157	210FeuleisDr	86310	R-AF
6	M	McElhanon, William E	9182A	11May54	NBR	Chf Opns&Tng	HED42BOMWG	1416	0949	1Jun53	TDY 85days Castle AFB Calif B-52 Tng		21Aug56	R-AF
7	M	Rinehart, Frank J	A0432128	1Aug51	SP-5	Wg Comptroller	HED42BOMWG	7316	0450	10Jul53	26176	16Wells Dr	86259	Indef
8	M	Risher, John R	6439A	15Apr53	SP-9	Pilot B-52	70TH BOMRON	0066A	1254	1Jan55	TDY 119 days Castle AFB Calif B-52 Tng 15Oct56			R-AF
9	M	Scott, Robert R	A0833321	14Jun54	SP-9	Sq Comdr	69TH BOMRON	0066A	0147	1Jun53	25285	12 Wells Dr	89104	Indef
10	M	Smith, Harvey N	8584A	20Feb51	SP-6	Dir of Pers	HED42BOMWG	2516	0754	5Jul55	2242	Bldg 2203	25164	R-AF
11	M	Stewart, Walter C	20639A	20Feb51	SP-9	Sq Comdr	75TH BOMRON	0066A	0649	11Mar56	24149	19 Cobb Dr	89046	R-AF
12	M	Stewart, Tom B	7854A	1Dec51	SP-5	Sq Comdr	42D A&E	1416	0849	11Dec53	25272	10 Wells Dr	86282	R-AF
13	M	Thomas, Ellwyn B	A01550280	14Feb56	ECM	ECM Off	70TH BOMRON	3024	0256	1Apr56	24080	70 Cress Dr	86436	Indef

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KODAK SAFETY FILM

MAJORS

1	M Bailey, George H	A0679021	21Dec55	SP-6	Wg Spec Weap Off	HED42BOMWG	1435	1244	21Jun53	24113	338 Duncan Ct	86456	Indef
2	M Barney Robert O	12057A	25Jan55	SP-9	Acft Comdr B-52	75TH BOMRON	1234A	0747	1Sep53	TDY 117 days Castle AFB Calif B-52 Tng		3Jul56	R-AF
3	M Brittian, Lloyd E	A0793979	15Feb51	N	Nav KC-97	42D AREFS	3016	1252	3Jan55	23165	32 Cobb Dr	86350	Indef
4	M Caliendo, Lorenzo	A0683963	1Jun52	SP-11	Sq Comdr	42D FMS	1416	0454	9Mar54	24256	279 Dickman Dr	86833	Indef
5	M Carlin, Andrew F	A0659519	6Jan56	Sus	IntellPhoto	HED42BOMWG	2044	0354	10Apr54	24112	275 Dickman Dr	86883	Indef
6	M Cheever, Charles P	A0699981	18Jun51	NBR	Nav B-52	69TH BOMRON	1521A	1245	12Apr56	TDY85daysCastle AFB Calif B-52 Tng		10Aug56	Indef
7	M Cobb, James R	A0667259	25Feb55	NBR	Nav B-52	75TH BOMRON	1525B	0552	17Apr56	2277	236 Brookley Ct	86457	Indef
8	M Creuch, Warren B	A0791907	21Jan55	P-10	Pilot KC-97	42D AREFS	3284	0655	1Jul55	24113	9 Vesta Dr,Car	21224	Indef
9	M Deville, Frank M Jr	A0747581	8Dec55	ECM	ECM Off	HED42BOMWG	3024	0644	3Oct55	TDY 140 days Keesler AFB Miss Comm Elect Crse		1Jun56	Indef
10	M Doty, Robert E	A01699335	1Sep51	SP-6	Pilot B-36	75TH BOMRON	1234C	0151	11Dec53	TDY 62 days Tyndall AFB Fla Interception Cont Crse		25Oct56	Indef
11	M Edenbo, John W	7161A	14Dec50	SP-9	Sq Comdr	70TH BOMRON	1416	0551	10Jul55	25145	186 Andrew Ct		R-AF
12	M Estes, Carl A	A0810340	11Jun54	P-5	Armt StaffOff	42D A&E	3216	1048	12Sep55	25172	184 Feulois Dr	86467	Indef
13	M Fachetti, Attilio T	12100A	12Oct52	N	Nav KC-97	42D AREFS	1534A	0846	3Feb55	26288	131 Dickman Dr	89414	R-AF
14	M Frantz, Richard E	A0667983	1Jun52	SP-6	Acft Comdr B-36	75TH BOMRON	1234A	0849	25Aug53	2277	112 Feulois Dr	86203	Indef
15	M Furr, Richard H	A0742862	31Jan55	P-10	Acft Comdr KC-97	42D AREFS	2054	0755	26Jul55	23165	212 Feulois Dr	None	Indef
16	S Gant, James H Jr	A0660985	1Apr53	NBR	IntellStaffOff	HED42BOMWG	1525A	0451	25Aug53	23263	26 High St Caribou	8362	Indef
17	M Garner, Thomas D	A0742152	15Feb51	P-10	Acft Comdr KC-97	42D AREFS	7316	0754	5Jul55	24216	120 Feulois Dr	[illegible]	Indef
18	M Goris, William B	A07330255	8Feb51	NBR	Nav B-52	75TH BOMRON	1525A	0649	25Apr56	2277	118 Andrew Ct	86280	Indef
19	M Gregg, Jarvis R	A0725720	28Jan55	SP-9	Qual Control Off	HED42BOMWG	1234A	0745	5Jul53	26102	192 Feulois Dr	[illegible]	Indef
20	M Hanger, Harry H	10435A	15Feb51	NBR	StaffNav	69TH BOMRON	1525A	0842	13Jun53	24118	30 Grove Dr	[illegible]	R-AF

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MAJOR

21	M Harrington, Thomas E	A0752530	1Apr53	NBR	Nav B-52	69TH BOMRON	1525A	0551	25Apr56	25205	BOQ #112	26180	Indef
22	M Helms, Carl E	A0725871	20Jan55	NBR	Rad Obsr B-52	70TH BOMRON	1525A	0344	16Aug53	TDY 95 days Castle AFB Calif B-52 Tng		5Jul56	Indef
23	M Horne Willie M	A0559944	15Apr54	SP-10	Pilot KC-97	42D AREFS	7024	0754	5May56	BOQ#214		26180	Indef
24	M Hubbard, Paul F	A0563361	1Jun52	SP-10	Engr Off	42D AREFS	1435	0449	18Jan55	23178	231 Dickman Dr	89129	Indef
25	M Hume, Robert A	11115A	15Feb51	SP-6	Wing Inspector	HED42BOMWG	1416	0754	14Jul54	2266	36 Cobb Dr	86387	R-AF
26	M Hunt, Jerry J	A0664011	1Sep51	SP-6	ChPlansBefg	HED42BOMWG	1416	0649	22Jan54	26173	220 Fouleis Dr	89022	Indef
27	M Hutchison, Philip	A0725027	18Jun51	NBR	Radar Obsr B-52	69TH BOMRON	1525A	0542	2Aug53	TDY 85 days Castle AFB Calif B-52 Tng		10Aug56	Indef
28	M Linn, Robert F	A0455704	13Dec55	P-11	Supply Off	HED42BOMWG	6416	0955	24Sep55	26245	Bldg 2120A	2194	Indef
29	M Lester, Harry N	A0695752	15Feb51	SP-6	Maint Cont Off	HED42 BOMWG	8744	0945	5Jul55	25224	344Duncan Ct	86884	Indef
30	M Magrill, Arhtur E	6416A	6Dec51	SP-9	Pilot B-52	70TH BOMRON	1234A	0447	3Jun53	23268	11 Wells Dr		R-AF
31	M Mailander, Herbert A	A0515766	8Apr54	SP-9	Acft Comdr B-52	69TH BOMRON	1234A	1049	25Aug43	TDY 100 days Castle AFB Calif B-52 Tng		1Dec56	Indef
32	M Malmgren, Victor P	10263A	6Dec51	SP-6	Sq Opns Off	75TH BOMRON	1234A	0454	5Apr54	TDY 245days Castle AFB Calif B-52 Tng		1Dec56	R-AF
33	M Manners, Philip	21729A	1Jun52		ChiefDentalDiv	42D TACHOSP	9816	0555	17May55	23117	44 Gross Dr	86359	R-AF
34	M McCullough, Donald E	A0433555	1Apr53	SP-6	Acft Comdr B-36	69TH BOMRON	1234A	0250	2Jun53	25205	5 Rus St Caribou	22981	Indef
35	M Miller, William J	A01999017	1Jun52	SP-9	Pilot B-52	70TH BOMRON	1435	0251	1Jun56	TDY105daysCastle AFB Calif B-52 Tng		17Nov56	Indef
36	M Mitchell, Frank E	A0687055	1Sep51	SP-6	Gd Tng Off	HED42BOMWG	0061A	0749	13Jun53	24149	Bldg 2116Apt C	26196	Indef
37	M Morgan, Wayne D	14722A	1Apr53	SP-9	Acft ComdrB-52	75THBOMRON	1245	0745	17Apr56	2277	Bldg 2112 Apt C		R-AF
38	M Morwood, John E	A0437807	8Feb51	SP-9	Pilot B-52	75TH BOMRON	1234B	0451	25Apr56	2277	130 Fouleis Dr	89589	Indef
39	M Mosher, Francis L	14942	1Jun52	SP-9	Sp Opr Off	75TH BOMRON	1435	0954	16Oct54	2277	18 Gross Dr		R-AF
40	M Newman, Forrest D	A0865136	1Feb55	E	WgStaffPerfEngr	HED42BOMWG	4324	0654	14Jun54	[illegible]	[illegible]	[illegible]	Indef

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MAJORS

41	M	Nerman, Ernest M	A0750208	25Nov55	NBR	Radar Obsr	70TH BOMRON	1525A	0548	22Jun53	TDY 95 days Castle AFB Calif B-52 Tng	5Jun56	Indef	
42	M	Pettigrew, Jee D	A0719495	8Mar51	NBR	SqStaffObsr	70TH BOMRON	1525A	0645	18Aug53	23268	24 Gross Dr	86854	Indef
43	S	Pittman, William F	A0660679	15Feb51	P-10	Sq Opns Off	42D AREFS	6416	0650	1Apr55	23165	BOQ #223A	23138	Indef
44	M	Phelps, Frederick E	A0797382	16Jan56	NBR	Radar Obsr B-52	75TH BOMRON	1525B	0250	1Jun56	2277	213 DickmanDr	86897	Indef
45	M	Pullen, Sydney	A02045061	15Feb51	NBR	Nav B-52	70TH BOMRON	1521F	0954	1Apr56	TDY 85 days Castle AFB Calif B-52 Tng	10Aug56	Indef	
46	M	Ritchie, Richard L	A0682511	22Dec55	NBR	Nav B-36	70TH BOMRON	1525A	1055	10Nov55	23268	23 Gross Dr	86338	Indef
47	M	Senntag, Willie H	A0725369	1Sep51	SP-10	Sq Comdr	42D AREFS	0061A	1254	1Jan55	24742	235 DickmanDr	86618	Indef
48	M	Streng, Jarvis A	A0430277	1Jun52	SP-10	Wg Cmd Off	HED42BOMWG	3016	0749	11May56	2145	170 AndrewCt	86291	Indef
49	M	Thomas, George H	A02076780	1Apr53	NBR	Nav B-36	69TH BOMRON	1521A	0250	1Apr56	25205	12 Wells Dr	89380	Indef
50	M	Thorssen, Donald O	A0753949	4Feb55	P-10	Sq Acft Maint Off	70TH BOMRON	4344	0356	3May56	24190	146 FouleisDr	86237	Indef
51	M	Weber, Jack D	A0389229	15Dec51	NBR	Nav B-52	75TH BOMRON	1525B	0545	3Jan56	Asgd not jd			Indef
52	M	Webster, Kenneth D	A02071411	11Apr56	SP-10	Acft Comdr KC-97	42D AREFS	3011	0653	11Jul53	23165	4BurnsAve Caribou	26012	Indef
53	M	Wells, Homer B	A0800980	15Apr54	SP-10	Acft Comdr KC-97	42D AREFS	1234C	0745	1Mar55	23165	217DickmanDr	89262	Indef
54	M	Williams, John H	A0576715	16Nov55		Acft MaintStaffOff	69TH BOMRON	4364	0754	21Aug54	26260	BOQ #225B	26180	Indef
55	M	Wood, William M	A0749171	5Nov51	SP-10	Operation Off	69TH BOMRON	0021A	0251	4May53	TDY 105 days Castle AFB Calif B-52 Tng	10Nov56	Indef	
56	M	Wriggleswerth, Frank	A0431035	15Feb51	SP-6	Plt B-52	70TH BOMRON	7535	0550	10Jul54	TDY 70days Castle AFB Calif	15Sep56	Indef	

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CAPTAINS

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1.	M	Acquaviva, Onorio	A02024528	13May54	NBR	Nav B-52	69TH BOMRON	1521A	1246	24Apr56	TDY	85daysCastle AFB, Calif B-52 Tng	5Sep56	Indef
2.	S	Aguilar, Carlos E	A02101859	1Sep51	NBR	Rad Obsr B-52	69TH BOMRON	1525A	0551	14Jun53	TDY	124 days Castle AFB Calif B-52 Tng	5Jul56	Indef
3.	M	Allen, Marvin L	A0523433	7Jan51	SP-5	Maint Supv	42D FMS	1234C	1253	2Jan54	26260	375 Foulois Dr	86361	Indef
4.	M	Allred, Laurence L	A02089059	13Jan55	NBR	Rad Obsr	70TH BOMRON	1525F	1055	10Nov55	TDY	48daysRandolph AFB Tex	20Jul56	Indef
5.	M	Alwine, Paul R	A0814846	9Apr53	SP-9	Plt B-52	69TH BOMRON	1234A	1241	10May53	TDY	117 days Castle AFB Calif B-52 Tng	5Jul56	Indef
6.	M	Anastasia, Joseph J	A0781159	1Apr53	SP-6	Acft ComdrB-36	69TH BOMRON	1234A	1253	2Jan54	25205	248 Foulois Dr	89223	Indef
7.	M	Archibald, RennieIII	A02023999	27Sep50	NBR	Nav B-36	70TH BOMRON	1525A	1145	10Apr55	23268	42 Gross Dr	89598	Indef
8.	M	Aschinger, Philip	A01909821	15Apr54	P-9	Plt B-52	75TH BOMRON	1241	0951	18Apr56	2277	182 Foulois Dr	86231	Indef
9.	M	Bade, Paul H	A0174693	6Oct54	/	DeputyHospComdr	42D TACHOSP	9356	1241	6Oct54	24165	124 Foulois Dr	86304	1056
10	M	Baker, Robert O	A0887254	6Mar52	P-10	Co-PltKC-97	42D AREFSQ	1644	0555	1May56	Asg not joined			Indef
11	M	Bangerter, Elton F	A0709736	1Jun52	SP-10	Acft Comdr	42D AREFSQ	1234C	0752	1Feb55	23165	233 Dickman Dr	89429	Indef
12	M	Barrett, Joseph M	A0674923	15Mar53	SP-9	Plt B-52	69TH BOMRON	1234A	1245	10May53	TDY	100daysCastle AFB Calif B-52 Tng	5Aug56	Indef
13	M	Batson, Gerald W	24365A	15Feb51	SP-6	Acft ComdrB-52	70TH BOMRON	1234B	1245	20Apr56	25235	156 Foulois Dr	89337	R-AF
14	M	Bawden, Robert J	A0539763	15Apr54	Sus	B-52 MaintProj	HED42BOMWG	4341	1245	15Jun53	[illegible]	31 Gross Dr	89008	Indef
15	M	Beal, Ray A	A0936829	1Sep51	NBR	Nav B-52	75TH BOMRON	1525B	0651	10May56	2277	184 Andrews Ct	89334	Indef
16	M	Beebe, Thomas M	A02060457	1Jun52	N	Nav KC-97	42D AREFSQ	1534A	0952	1Mar55	23208	218 Brookley Ct	89558	Indef
17	M	Bellamy, Lemuel H	A0796649	24Feb51	SP-10	Acft Comdr	42D AREFSQ	1234C	0949	1Mar55	23165	BOQ # 222B	23138	Indef
18	M	Bennett, Donald E	A01909453	21Jan54	P-10	Acft Comdr	42D AREFSQ	1234C	0942	16Feb55	23165	213 Dickman Dr	89555	Indef
19	M	Bensey, Eugene	A0712136	16Jan51	NBR	Rad ObsrB-52	75TH BOMRON	1525B	0146	18Apr56	24252	260 Brookley Ct	89012	Indef

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CAPTAINS

20 M	Bergeron, Paul E	A0938302	6Jan55	SP-6	Plt B-36	70TH BOMRON	1234A	1241	18Nov54	23268	290	Foulois Dr	89535	Indef	
21 M	Best, John R	A0685102	16Jan51	NBR	Nav B-52	70TH BOMRON	1521A	0853	1Apr56	TDY75daysCastleAFB,Calif50ct56 B-52 Tng				Indef	
22 M	Bossert,Curtis L	A0702368	19Dec50	NBR	Rad Obsr	75TH BOMRON	1525B	0949	1Jun56	2277	Apt C,804		26130	Indef	
23 M	Boston, Joseph H	14313A	30Aug50	SP-6	Acft Comdr	75TH BOMRON	1234A	0552	24Aug53	2277	364	Foulois Dr	89327	R-AF	
24 M	Boudria, Russell F	A02086007	15Feb51	SP-9	Pilot B-52	75TH BOMRON	1234C	0549	3Jan55	2277	122	Andrews Ct	None	Indef	
25 M	Brown, Bruce	A0590820	11Jan55	NBR	Nav B-52	69TH BOMRON	1521A	0953	1Apr56	TDY75daysCastleAFB,Calif50ct56 B-52 Tng				Indef	
26 M	Brown, George R	A02056660	15Apr54	NBR	Nav B-36	69TH BOMRON	1521A	0653	24Feb56	TDY95daysCastleAFB,Calif10Aug56 B-52 Tng				Indef	
27 M	Brown, Marvin L	18676A	21Oct54	NBR	Dep DirPers	75TH BOMRON	1525A	0946	10Apr55	23218	198	Brookley Ct	89586	R-AF	
28 M	Brown,Thomas F	A0741960	1Jun52	P-10	OICFldManBn	42D A&E	3034	0154	8Jan56	24222	287	Dickman Dr	86446	Indef	
29 M	Britton, Charles L	A0763477	15Feb51	SP-9	Acft Comdr	70TH BOMRON	1234A	0150	29Jun53	TDY124daysCastleAFB,Calif10Aug56 B-52 Tng				Indef	
30 M	Burchfield,Dariel L	A0698417	31Oct50	NBR	Rept&Anayl	HED42BOMWG	1525A	0351	2Jun53	26180	107	Sch St,Limestone	5506	Indef	
31 M	Burnett, James R	A01998810	15Apr54	NBR	Nav B-52	69TH BOMRON	1525A	0252	16Dec53	TDY95daysCastleAFB,Calif 5Jul56 B-52 Tng				Indef	
32 M	Campbell, Judson B	A0723285	1Apr53	N	Sq StaffNav	42D AREFSQ	1534A	0945	1Mar55	23208	46	Cobb Dr	89412	Indef	
33 M	Card, Billie E	A02080873	1Jun52	P-10	Acft Comdr	42D AREFSQ	1234C	0651	16Feb55	23165	72	Cobb Dr	89457	Indef	
34 M	Carpenter,Chalmer F	A0185871	2Apr56	ECM	ECM Off	70THBOMRON	3024	0953	13Jul55	23268	186	Foulois Dr	89201	Indef	
35 M	Carpenter,Ray O	A0928650	18Feb55	Sus	Intell Off	HED42BOMWG	2051	0953	2Jul55	23173	HowardsTrPk*		53153	Indef	
36 M	Carpenter,Thomas B	A02088265	1Jun52	NBR	Nav B-52	70TH BOMRON	1525A	0451	25Apr56	25225	330	Foulois Dr	None	Indef	
37 M	Chalfant,Dale C	A02054053	11Mar52	ECM	ECM Off	70TH BOMRON	1534P	0344	7Jun56	TDY85daysCastle AFB,Calif50ct56 B-52 Tng				Indef	
38 M	Cherer, Bernard F	A0666628	15Jan55	NBR	Rad Obsr	75TH BOMRON	1525A	0445	24Aug53	2277	198	Foulois Dr	89189	Indef	

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CAPTAINS

39 M Childs, Robert W.	A0672756	23Feb53	SP-9	Acft Comdr B-52	75TH BOMRON	1234A	0852	25Aug53	TDY 100 days Castle AFB Calif		5Aug56	Indef
40 M Classon, Sheldon A	A0824098	22Jul50	SP-6	Sq Eng Off	75TH BOMRON	1234A	0247	13Jun53	23268	Thompson TrPk	55911	Indef
41 M Cochran, Dennis H	A0713708	1Apr53	SP-6	Acft Comdr B-36	75TH BOMRON	1234A	0952	25Aug53	2277	298 Foulois Dr	89326	Indef
42 M Coffey, John B	A0757465	3Sep50	NBR	Nav B-52	75TH BOMRON	1525B	0345	1May53	2277	238 Foulois Dr	None	Indef
43 M Collard, Wilbert J	A0801116	24Aug50	ECM	ECM Off	70TH BOMRON	1534A	0353	5Jun56	TDY 85 days Castle AFB, Calif B-52 Tng		50ct56	Indef
44 M Colgin, William P	A0816240	26Mar51	SP-6	Plt B-36	75TH BOMRON	1234A	1245	14Jun53	2277	190 Foulois Dr	87741	Indef
45 M Comeau, Ulysse A	A0685544	19Feb51	NBR	Rad Obsr	75TH BOMRON	1521A	0153	12Apr56	2277	Bldg 2116, Apt B	26289	Indef
46 S Confer, Louis G	A0538760	15Feb51	SP-9	Acft Comdr	70TH BOMRON	1234A	1151	2Jul53	TDY 117 days Castle AFB Calif B-52 Tng		5Jul56	Indef
47 M Cornish, Lawrence R	A02261642	11Jul53	/	Flt Surgeon	42D TACHOSP	9356	1241	8Jul54	24177	208 Brookley Ct	89197	0656
48 M Corroppoli, Vincent	A02090733	8Mar51	NBR	Nav B-52	69TH BOMRON	1525A	0549	3Aug53	TDY 100 days Castle AFB, Calif B-52 Tng		5Aug56	Indef
49 M Cullom, Robert F	A0828385	15Dec51	SP-10	Plt KC-97	42D AREFSQ	3274	1249	18Feb56	118 Foulois Dr		86251	Indef
50 M Curtis, Curtis	16475A	28Dec51	SP-9	Acft Comdr	75TH BOMRON	1245	0449	3Jun56	2277	228 Brookley Ct	None	R-AF
51 M Daniels, George E	A0772030	1Jun52	NBR	Rad Obsr	69TH BOMRON	1525A	0551	1Sep53	TDY 100 days Castle AFB, Calif B-52 Tng		5Aug56	Indef
52 M Davidson, William C	A0741029	31Oct50	P-9	Acft Comdr	75TH BOMRON	1234B	0848	18Apr56	2277	#47 Caribou TrPk	None	Indef
53 M Davis, Darrell F	A0785770	28Jan55	P-10	Co-Plt KC-97	42DAREFS	1234C	1252	1Feb55	23165	126 Foulois Dr	89402	Indef
54 M Demond, Walter G	A02075597	8Mar51	NBR	Nav B-52	69TH BOMRON	1525A	0449	25Jun53	TDY 124 days Castle AFB, Calif B-52 Tng		50ct56	Indef
55 M Derringe, Ann M	AN2214400	13May54	/	Nurse Gen Dy	42D TACHOSP	9754	0455	5May55	2411	195 Dickman Dr	89119	Indef
56 M Dietz, Glenn E	A0770205	24Jan55	SP-9	Plt B-52	75TH BOMRON	1234A	1241	1Sep53	TDY 124 days Castle AFB, Calif B-52 Tng		5Jul56	Indef
57 M Dodd, Glen A	A0667264	4Dec50	NBR	Nav B-52	75TH BOMRON	1521A	0752	8Mar56	TDY 100 days Castle AFB, Calif B-52 Tng		5Aug56	Indef
58 M Duden, Walter E	A0675569	15Feb51	SP-9	Acft Comdr	70TH BOMRON	1234A	0442	22Jun53	23268	33 Gross Dr	89243	Indef

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CAPTAINS

59	M	Eichelberger, Bertrand	AO200036	25Jan56	ECM	ECM Off	B-52	69TH BOMRON	1544	0851	24Mar56	TDY 100 days Calif B-52 Tng	CastleAFB,	5Aug56	Indef
60	M	Ekdahl, Wilson F	AO750559	15Apr54	Sus	OIC Flt Line	Maint	42D A&E	3244	0553	6Jun53	26174	226 Foulois Dr	89296	Indef
61	M	Engelke, Carl F	AO2078493	1Apr53	N	Nav	KC-97	42D AREFSQ	1534A	0853	1Feb55	24252	50 Cobb Dr	89448	Indef
62	M	Ettner, Kenneth E	AO2033254	2Mar55	/	OIC,Off Rec		HED42BOMWG	7324	0855	1Aug55	23218	161 Dickman Dr	89072	Indef
63	M	Everette, John B	17559A	15Dec51	NBR	Rad Obsr		70TH BOMRON	1525A	0351	19Jun53	TDY 95 days Calif B-52 Tng	CastleAFB,	5Jul56	R-AF
64	M	Finan, Edith C	AN725909	15Feb51	/	Nurse,Gen Dy		42D TACHOSP	9754	1252	30Apr56	24110	Bldg 2102,Apt 6	23182	Indef
65	M	Fisher, Charles H	AO2081812	24Jan56	NBR	Acft Obsr		70TH BOMRON	1525A	1241	10Apr55	25106	Colony Trk Pk	55791	Indef
66	M	Fisher, James H	AO753783	29Sep51	P-6	Plt B-36		69TH BOMRON	1234A	0545	21Jun53	25205	312 Duncan Ct	86496	Indef
67	M	Ford, Jack	AO2087527	1Mar55	NBR	Rad Obsr B-52		75TH BOMRON	1525A	0149	25Aug53	TDY 95 days Calif B-52 Tng	Castle AFB	5Jul56	Indef
68	S	Frascoti, Frank P	AO3042131	22Jul55	/	Gen Med Off		42D TACHOSP	9326	1241	23Jul55	26257	BOQ 208	26180	0757
69	M	Frye, Lee H	AO742999	1Apr53	P-10	Acft Comdr	KC-97	42D AREFS	6434	0255	19Mar56	23165	110 AndrewsCt	86658	Indef
70	M	Gallessich, Emil F	AO743581	31Oct50	NBR	Rad Obsr		69TH BOMRON	1525A	1044	20Jan54	25205	328 Duncan Ct	86476	Indef
71	M	Gish, Howard M	AO3001230	31Oct54	/	Chf,OutPatient	Ser	42D TACHOSP	9356	1241	31Oct54	24165	117 Dickman Dr	89347	1056
72	M	Gohsler, Harry R	AO824473	1Jun52	SP-11	Supply Off		42D PMS	6424	0855	7Sep55	26216	12 Cobb Dr	89268	Indef
73	M	Grady, Raymond F	AO780256	15Apr54	NBR	Sq Staff Obsr		75TH BOMRON	1525A	0545	25Aug53	25235	332 Foulois Dr	86278	Indef
74	M	Graebener, George F	AO719927	1Apr53	ECM	ECM Off		69TH BOMRON	1534A	0348	7May56	TDY 35 days B-52 Tng	CastleAFB,Calif	10Aug56	Indef
75	M	Graham, John D	AO1911016	29Nov55	P-10	Acft Comdr		42D AREFS	12340	0348	3Feb55	23165	221 Dickman Dr	89505	Indef
76	M	Gibbons, Arthur W	AO2045002	31Oct50	NBR	Rad Obsr		75TH BOMRON	1525A	0245	10May56	2277	120 Andrews Ct	None	Indef

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CAPTAINS

77	M	Green, George R. Jr	A02081734	23Feb56	NBR	ECM Off	69TH BOMRON	1521A	1241	13Feb56	25205	BOQ #112B	26180	Indef
78	M	Grundt, David L	A0944750	17Apr56	E	Acft Perf Engr	75TH BOMRON	4324	1241	21Jun53	2277	1 Burns Ave,Caribou	22133	Indef
79	S	Gulas, Marcos S	A0786100	13May54	P-9	Pilot B-52	75TH BOMRON	1234B	1241	15Apr56	2277	BOQ	26180	Indef
80	M	Hahn, Clyde H	A01696658	16Jan51	SP-9	SpWeap Off	70TH BOMRON	1435	0552	17May54	23268	Howard's Trlr Pk	54974	Indef
81	M	Hamm,David S	A02078368	1Apr53	NBR	Nav B-52	75TH BOMRON	1525B	0747	24May56	2277	246 Brookley Ct	89124	Indef
82	M	Hart, Norman W	A0716729	25Feb51	NBR	Acft Obsr	69TH BOMRON	1521A	0552	24Jul53	25215	258 Foulois Dr	86372	Indef
83	M	Hartman, William	A02092397	31Oct55	SP-10	Acft ComdrKC-97	42D AREFS	1234C	0347	15Jan55	24252	BOQ 206B	23138	Indef
84	M	Hedin, Carl J	A0819097	31Oct50	SP-6	Acft ComdrB-36	69TH BOMRON	1234A	0148	10Jun53	26281	13 Sch St,Limestone	54762	Indef
85	M	Hendrix,Alfred F	A0887030	27Nov50	NBR	RadarPred Off	HED42BOMWG	1525A	0152	4Nov53	23219	27 Gross Dr	87727	Indef
86	M	Henry, Joseph R	18413A	15Apr54	P-6	OIC EBU	42D FMS	1234A	0642	2Jun53	25201	278 Foulois Dr	86440	R-AF
87	M	Hentschel, James A	A0783925	1Apr53	NBR	Nav B-52	75TH BOMRON	1525A	0351	18Sep53	TDY95 daysCastleAFB,Calif B-52 Trng		5Jul56	Indef
88	S	Hewes, Frederick A	A02023014	1Apr53	NBR	Nav B-36	69TH BOMRON	1525A	0450	11Apr55	25205	BOQ 214	26180	Indef
89	M	Hibbard, Leland J	A0870347	1Apr53	ECM	ECM Off	70TH BOMRON	1531	1149	16Jun56	TDY85daysCastleAFB,Calif B-52 Trng		190ct56	Indef
90	M	Horensky, Edward J	A0943994	24Feb56	/	Supply Off	42D A&E	6424	1054	26213	190 Dickman Dr		89437	Indef
91	M	Horstman, William	A0720254	10Mar51	SP-9	Acft Comdr	69TH BOMRON	1234A	0645	1Jul53	TDY100daysCastleAFB, Calif B-52 Trng		5Aug56	Indef
92	M	Hudlow, Richard J	17550A	1Jun52	SP-9	Acft Comdr	75TH BOMRON	1245	0648	1Jun56	2277	202 Brookley Ct	87788	Indef
93	M	Insley, Lewis E	A0662938	28Mar52	SP-6	Plt B-36	70TH BOMRON	1234A	0345	1Feb55	23268	Bldg 2114,Apt B	2267	Indef
94	M	James, Harry E	A0685057	15Feb51	NBR	Radar Obsr	75TH BOMRON	1525A	0451	24Aug54	2277	315 Foulois Dr	86324	Indef
95	M	Javurek, James	A02078237	1Jul54	NBR	Nav B-36	75TH BOMRON	1521A	1241	1Apr56	TDY 85 days Castle AFB, Calif B-52 Trng		5Sep56	Indef
96	M	Jaycox, Raymond E	A02101580	12Mar54	E	Acft Perf Engr	70TH BOMRON	4324	0648	23Jun53	23268	69 Glenn St,Caribou	22133	Indef

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97 M Jenkins, Richard A	A07112112	19Dec50	SP-9	Acft Comdr	70TH BOMRON	1435	1153	12Nov53	TDY100daysCastleAFB, Calif B-52 Tng		5Aug56	Indef
98 M Kacharos, Willie	A0550775	1Jun52	E	AcftPerfEngr	75TH BOMRON	4324	1241	25Aug53	2277	292 Foulois Dr	86214	Indef
99 M Kelly, William H	A01911923	12Dec55	P-9	Pilot B-52	75TH BOMRON	1231B	0752	3Jun56	2277	35 Cobb Dr	86264	Indef
100M Kimball, Leland C	A0708155	15Feb51	NBR	Radar Obsr	70TH BOMRON	1525A	0446	3Jun53	TDY100 daysCastleAFB, Calif B-52 Tng		5Aug56	Indef
101M Kimble, James E	A01912283	12Mar56	ECM	ECM OFF	75TH BOMRON	1534P	1151	17Dec55	TDY95daysCastleAFB, Calif B-52 Tng		5Jul56	Indef
102M Kirkland, Roy E	A0706203	15Mar54	SP-9	Acft Comdr	75TH BOMRON	1234A	0952	25Aug53	TDY117daysCastle AFB, Calif B-52 Tng		31Aug56	Indef
103M Komlenich, Peter	A0679586	19Dec50	NBR	Radar Obsr	69TH BOMRON	1525A	0645	25Jan53	26212	142 Foulois Dr	86321	Indef
104M Kridner, John D	A0735766	1Jun52	NBR	WgBombNavSys	75TH BOMRON	1525A	0751	21Jun53	24118	148 Foulois Dr	86321	Indef
105M Kumpan, Joseph	A0889903	15Feb51	ECM	ECM Off	69TH BOMRON	3024	0346	24Jan56	TDY95daysCastleAFB, Calif B-52 Tng		5Jul56	Indef
106M Laahs, William	A0708211	27Jul51	NBR	Nav B-36	75TH BOMRON	1521F	0753	1Apr56	2277	368 Foulois Dr	86640	Indef
107M Lang, Edgar E	A0933702	1Jun52	NBR	Rad Obsr	69TH BOMRON	1525A	0448	16Apr55	TDY 40 daysMatherAFB, Calif		1Aug56	Indef
108M Larkin, Harold J	17078A	1Apr53	N	Nav KC-97	42D AREFS	1534A	0249	1Feb55	23208	102 Foulois Dr	89519	R-AF
109M Lippy, William H	A03041644	8Jul55	/	OIC AeroMedDiv	42D TACHOSP	9326	1241	8Jul55	24138	43 Cobb Dr	86412	0757
110M Lloyd, Ralph D	A0935568	1Apr53	E	Sq Staff Engr	75TH BOMRON	4324	0648	13Jun53	2277	Sch St, Limestone	54761	Indef
111M Locke, Myron D	A0945402	24Apr56	E	Acft Perf Engr	70TH BOMRON	4324	1255	25Jan56	23268	169 Dickman Dr	None	Indef
112M Longstreet, Allen J	19881A	6May54	NBR	Nav B-36	70TH BOMRON	1525A	1241	18Jul53	TDY 40days Mather AFB, Calif Rad Equip Maint Crse		26Jul56	R-AF
113M Lowenstein, Alan E	A0922884	31Jan55	/	Prosthodentist	42D TACHOSP	9856D	1241	1Mar55	23117	41 Cobb Dr	89479	0157
114M Maloney, Clement M	A0936896	8Mar51	SP-9	Acft Comdr B-52	69TH BOMRON	1234A	0649	25Jun53	TDY124daysCastleAFB, Calif B-52 Tng		5Oct56	Indef
115M Marriott, Robert J.	A0671[illegible]	31Oct50	NBR	Rad Obsr	69TH BOMRON	1525F	1155	12Dec55	25205	TDY 124daysCastleAFB, Calif B-52 Tng	5Oct56	Indef
116M Marvin, Winfred K	A0837339	1Sep51	SP-9	Plt B-52	70TH BOMRON	1234A	0149	2Jul53	TDY124daysCastleAFB, Calif B-52 Tng		5Jul56	Indef
117M Martinen, Joseph L	A0169[illegible]	8Feb51	NBR	Radar Obsr	75TH BOMRON	1525A	0748	18Apr56	2277	244 Brookley Ct	89098	Indef

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118 M Martin, Daniel J	A02090600	14Nov55	N	Nav KC-97	42D AREFS	1534A	0852	1Feb55	23208	252 Brookley Ct	89455	Indef	
119 M Massie, Hubert W	A0590605	15Mar54	NBR	Radar Obsr	75TH BOMRON	1521A	1251	24Feb56	TDY 75	days CastleAFB,Calif B-52 Trng	50ct56	Indef	
120 M Mauro, Peter T	A0723403	14Jan55	NBR	Radar Obsr	75TH BOMRON	1525A	0545	4Sep53	2277	320 Foulois Dr	89313	Indef	
121 M Maushart, Ambrose	A0768825	7Jan55	NBR	Nav B-52	75TH BOMRON	1525A	0445	10May56	2277	214 Brookley Ct	None	Indef	
122 S McCartney, Patricia	AN1912974	13May54	/	Nurse Gen Dy	42D TACHOSP	9754	0455	14May55	25138	197 Dickman Dr	89312	0657	
123 M McCartney,Thomas A	A0799217	10Feb55	SP-9	Pilot B-52	69TH BOMRON	1234A	0745	10May53	TDY100 days Calif	Castle AFB B-52 Trng	5Aug56	Indef	
124 M McCarthy, Paul M	A02100704	1Jun52	NBR	Radar Obsr	75TH BOMRON	1525B	0351	1Jun56	Asg not Joined			Indef	
125 M McCarty, Owen H	A02024914	1Apr53	N	Nav KC-97	42D AREFS	1534A	0146	16Feb55	23208	288 Foulois Dr	89459	Indef	
126 S McCarty, William F	A02059555	1Jun52	SP-10	Acft Comdr KC-97	42D AREFS	1234C	0652	1Mar55	24252	BOQ 201	26180	Indef	
127 M McDaniel, Jacque Jr	A02082713	8Mar51	P-6	Acft Comdr	75TH BOMRON	1234A	0549	10Oct53	2277	9 Sunset St,Limestone	55362	Indef	
128 M McKain, Eugene E	A0820796	4Feb55	P-9	Plt B-52	70TH BOMRON	1234A	0146	15Jun53	23268	107 Foulois Dr	89138	Indef	
129 M McLain, Jim E	A0686160	9Mar52	ECM	ECM Off	69TH BOMRON	1531	1054	1Jan56	Asg not joined			Indef	
130 M Mcleod, Roy E	A0800146	22Jul50	NBR	ChOpnsPlanSec	HED42BOMWG	1525A	0948	1Jun53	23270	354 Duncan Ct	86661	Indef	
131 M Miller, Charles V Jr	A01912378	31Jan55	/	Troop Comdr	42D TACHOSP	9025	0852	1Feb54	25148	314 Foulois Dr	86416	Indef	
132 M Miller, Warren L	A0737201	18Nov55	P-9	Pilot B-52	75TH BOMRON	1234B	0845	1May56	2277	219 Dickman Ct	89537	Indef	
133 M Morris, James E	A0766334	31Oct50	NBR	Radar Obsr	75TH BOMRON	1525A	0251	3May56	2277	132 Andrews Ct	86675	Indef	
134 M Mulkey, Reed C	18490A	15Apr54	P-6	Plt B-36	69TH BOMRON	1234A	0652	21Jun53	25205	204 Foulois Dr	86805	R-AF	
135 M Milligan, Melville F	A0887046	30Oct55	NBR	Nav B-52	75TH BOMRON	1525A	1044	20Jan54	25225	256 Brookley Ct	86237	Indef	
136 M Munson, Gene D	A0681168	29Jan52	SP-10	Acft Comdr	42D AREFS	1234C	0844	1Feb55	24252	258 Brookley Ct	89134	Indef	
137 M Neligh, Paul S	A0703646	31Oct50	NBR	Rad Obsr	70TH BOMRON	1525F	1255	25Jan56	23268	BOQ 140A	26180	Indef	
138 M Newell, Charles J	A0675273	9Aug50	SP-10	Acft Comdr	42D AREFS	1234C	0552	20Jan55	23165	295 Dickman Dr	89478	Indef	

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139 M	Nixon, Jack V	A02059575	1Sep51	SP-10	Acft Comdr	42D AREFS	1231C	0851	25Mar55	23165	194 Dickman Dr	89483	Indef	
140 M	Olive, James S	A0938895	1Apr55	SP-6	Acft Comdr	75TH BOMRON	1234A	1051	25Aug53	TDY105daysCastleAFB, Calif B-52 Tng		17Nov56	Indef	
141 M	O'Neal,John E	A02066381	15Apr54	SP-6	Acft Maint Off	42D FMS	1234A	0246	25Aug53	2277	316 Poulois Dr	86671	Indef	
142 M	Orth, James J	A0755400	26Mar51	SP-9	Acft Comdr B-52	70TH BOMRON	1234A	1047	25Jun53	TDY 100 daysCastleAFB Calif B-52 Tng		86671	Indef	
143 M	Oyer, Calvin E	A03042457	6Aug55	/	ChfMedServSect	42D TACHOSP	9386D	1241	6Aug55	23205	192 Dickman Dr	89119	0857	
144 M	Parrish,C.T.	A0704047	1Apr53	NBR	Nav B-36	69TH BOMRON	1525A	0955	9Mar56	TDY75days CastleAFB, Calif B-52 Tng		5Oct56	Indef	
145 M	Peavey,George L	A01996140	22Nov55	/	Asst Acft Maint	42D PMS	4344	0645	22Jan55	24195	68 Cobb Dr	89403	Indef	
146 M	Potter, Campbell M	17529A	1Apr53	P-10	Sq Supply Off	42D FMS	6424	0754	23Aug54	13 Cobb Dr		87753	R-AF	
147 M	Powell, William J	A0807870	23Feb53	SP-6	Pilot B-36	70TH BOMRON	1234A	0745	10May53	TDY110 daysCastleAFB, Calif B-52 Tng		1Jul56	Indef	
148 M	Rattray, William A	A02089144	25Jan55	P-10	Acft Comdr	42D AREFS	1234C	1241	1Feb55	23165	204 Brookley Ct	89449	Indef	
149 M	Reidy, James B	A0791500	16Dec50	SP-9	Acft Comdr	75TH BOMRON	1234A	0353	20Jan54	TDY 117 daysCastleAFB Calif B-52 Tng		5Jul56	Indef	
150 M	Reiley, Philip F	13398A	2Jul50	NBR	Nav B-52	75TH BOMRON	1525A	0650	1Jun56	Asg not Joined			R-AF	
151 M	Rice, Charles T	A02102067	5Mar54	NBR	Co-ObsrB-36	70TH BOMRON	1525F	0955	10Nov55	TDY85daysCastleAFB,Calif B-52 Tng		5Oct56	Indef	
152 M	Richner, Sheldon I	A0832009	26Jan55	SP-9	Pilot B-52	75TH BOMRON	1234A	0554	2Jul54	TDY117 daysCastleAFB Calif B-52 Tng		5Jul56	Indef	
153 M	Ridley, Bill B	A0530079	1Apr53	SP-6	Pilot B-36	69TH BOMRON	1234A	1155	12Dec55	TDY130 daysCastleAFB Calif B-52 Tng		5Oct56	Indef	
154 S	Roberts,William H	A01909525	26Jan55	P-9	Pilot B-52	75TH BOMRON	1234A	0642	25Aug53	TDY124 daysCastleAFB, Calif B-52 Tng		5Jul56	Indef	
155 M	Robertson, Archibald	A0798030	19Dec50	SP-10	Acft Comdr	42D AREFS	3011	1253	23Feb56	23165	Bldg 2110,Apt D	23176	Indef	
156 M	Rolby,George A	A02102088	18Jun51	NBR	Nav B-52	75TH BOMRON	1521A	0949	8Mar56	TDY100daysCastleAFB Calif B-52 Tng		5Aug56	Indef	
157 M	Romeo, Albert W	A02060202	1Jun52	NBR	Rad Obsr	70TH BOMRON	1525A	0545	1Jul53	23268	330 Duncan Ct	89164	Indef	
158 M	Rush, Ernest W	A0759824	16Jan51	N	Sq Supp Off	75TH BOMRON	6424	0156	21Feb56	24233	181 Dickman Dr	89287	Indef	
159 M	Rutkovitz,Daniel E	A01849044	29Nov55	E	Acft Perf Engr	69TH BOMRON	4324	0845	24Feb56	TDY 44 days CastleAFB, Calif Flt Fuel Mgt Crse		10Jul56	Indef	
160 M	Samdack,Victor L	A0758043	19Dec50	SP-9	Acft Comdr B-52	75TH BOMRON	1234A	0449	1Sep52	TDY 124 days Castle AFB B-52 Tng		5Jul56	Indef	

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161S	Salzberg, Milton	A03000521	9Jun55	/	Dental Off	42D TACHOSP	9826	1241	24Jul54	23177	804 2268		26180	0756
162M	Scannell, Wallace A	20567A	13May54	P-9	Acft Comdr B-52	75TH BOMRON	1234B	0551	19Apr56	2277	255 Dickman Dr		89069	R-AF
163M	Schain, Richard J.	A03041681	22Jul55	/	Gen Med Off	42D TACHOSP	9326	1241	22Jul55	26326	272 Brookley Ct		89065	0757
164M	Schappell, Kenneth D	A0842840	7Feb55	Sus	Supp Lias Off	HED42BOMWG	6424	0454	14Apr54	23165	270 Brookley Ct		86668	Indef
165M	Schlueder, Ollie B	A01639605	1Mar52	/	Sq Intell Off	HED42BOMWG	2054	0855	25Sep55	23268	Bldg 2120 Apt C		2275	Indef
166M	Scott, Gordon W	A03042972	14Aug55	/	Chf,Surg Serv	42D TACHOSP	9416D	1241	13Sep55	25104	152 Foulois Dr		89011	0857
167M	Schuricht, James G	A02075315	1Sep51	NBR	Nav B-52	70TH BOMRON	1521A	0854	24Feb56	TDY35daysCastle AFB Calif B-52 Tng			10Aug56	Indef
168M	Searle, Jack R	A0712920	1Feb51	NBR	Nav B-52	70TH BOMRON	1521A	0145	12Apr56	TDY75daysCastleAFB, Calif B-52 Tng			50ct56	Indef
169M	Shauck, William A	A0703657	23Nov50	NBR	Nav B-36	75TH BOMRON	1525A	0945	4Sep53	2277	247 Foulois Dr		87792	Indef
170M	Sherry, Russell C	A0886394	31Oct50	/	Acft Maint Off	42D PMS	4344	0955	10ct55	24195	BOQ 107A		26180	Indef
171M	Shtogren,Emil	A0746622	19Dec50	NBR	Rad Obsr	75TH BOMRON	1525A	0749	20Jan54	2277	203 Dickman Dr		87772	Indef
172M	Slaughter, Talmadge	A0687214	1Apr53	SP-10	Acft Comdr	42D AREFS	1234C	0944	1Jan55	23165	277 Dickman Dr		89521	Indef
173S	Slevin, John W	A0679283	15Apr54	ECM	ECM Off	69TH BOMRON	1554	0554	21Apr56	23165	Asg not Joined			Indef
174M	Smith, James W	A0552377	1Jun52	SP-6	Acft Comdr	70TH BOMRON	1325A	1255	25Jan56	23268	202 Foulois Dr		87755	Indef
175M	Smith, Luther E Jr	A02056042	15Feb51	SP-10	Plt KC-97	42D AREFS	3044	0754	1Apr56	23165	142 Andrews Ct		None	Indef
176M	Smith, Newman T	A0551895	1Apr53	SP-9	Acft Comdr	69TH BOMRON	1234A	0951	1Sep53	TDY 214daysCastle AFB Calif B-52 Tng			5Jul56	Indef
177M	Smith, Ralph W	A0739522	15Apr54	NBR	Rad Obsr B-52	75TH BOMRON	1525A	1241	25Aug53	TDY 100 daysCastleAFB Calif B-52 Tng			5Aug56	Indef
178S	Snyder, Myrna A	21031A	16Apr48	/	Chf,NursingServ	42D TACHOSP	9754	0954	10Oct54	26257	191 Dickman Dr		89274	R-AF
179M	Southworth,James R	A0780751	1Apr53	SP-10	Acft ComdrKC-97	42B AREFS	1234C	0146	1Mar55	23165	281 Dickman Dr		89568	Indef
180M	Spearman, James H	A0823512	1Apr53	SP-6	Wg Dir Safety	HED42BOMWG	1234A	0845	25Jun53	TDY105days,Castle AFB Calif B-52 Tng			17Nov56	Indef
181M	Spencer, Thomas M	A0744099	1Jun52	NBR	Nav B-36	70TH BOMRON	1525F	0156	25Jan56	23268	BOQ 131 A		26180	Indef

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182M Stair, Manning M	17987A	1Apr53	SP-9	Pilot B-52	75TH BOMRON	1245	0845	10May56	2277	346 Duncan Ct	89368	R-AF		
183M Stickler, William C	AO555304	19Dec50	SP-9	Acft Comdr	75TH BOMRON	1234A	1249	25Aug53	TDY100days B-52 Trng	CastleAFB,Calif	5Aug56	Indef		
184M Sulkowski,Joseph T	AO717116	19Dec50	NBR	Radar Obsr	75TH BOMRON	1525A	0749	1Sep53	TDY95days B-52 Trng	Castle AFB,Calif	5Jul56	Indef		
185M Sullivan,John H	AO2065645	15Apr54	NBR	Sq Staff Obsr	69TH BOMRON	1525A	0147	4Sep53	25205	366 Foulois Dr	8653	Indef		
186M Suprenant, Charles E	12829A	2Jul50	SP-9	Acft Comdr B-52	75TH BOMRON	1245	0945	10May56	2277	18 Cobb Dr	87748	R-AF		
187M Syfrett, Dovie B Jr	AO837748	19Dec50	SP-52	Plt B-52	70TH BOMRON	1231A	0355	1Apr55	TDY110 days B-52 Trng	CastleAFB,Calif	5Jul56	Indef		
188MTatum, John B	AO813085	19Dec50	SP-10	Acft Comdr	42D AREFS	1234C	0247	16Feb55	23165	32 Gross Dr	89454	Indef		
189M Taylor, James D	AO700156	15Apr54	N	Nav KC-97	42D AREFS	1534A	0354	1Feb55	26212	20 Cobb Dr	89512	Indef		
190M Taylor, James D	AO2071930	15Apr53	NBR	Nav B-52	69TH BOMRON	1534A	0653	1Apr56	TDY85days B-52 Trng	CastleAFB,Calif	21Aug56	Indef		
191M Taylor, Richard	AO735001	1Apr53	NBR	Nav B-52	70TH BOMRON	1525F	1255	25Jan56	TDY100 days Calif B-52 Trng	Castle AFB,	5Aug56	Indef		
192M Tieman, August	AO759774	15Feb51	SP-6	Pilot B-36	70TH BOMRON	1324A	1055	10Nov55	TDY 180 days Operation Bootstrap	Omaha Univ	2Jul56	Indef		
193M Townley, Robert E	AO9444231	13May54	NBR	Radar Obsr	75TH BOMRON	1525B	0646	1May56	2277	207 Dickman Dr	87708	Indef		
194M Townsley,Harold R	AO1849545	23Jan56	/	Flt Maint Off	42D FMS	4344	0653	21Jul53	23152	Bldg 2114,AptD	25298	Indef		
195M Trant,Collie D	AO2072043	16Feb55	ECM	ECM Off	70TH BOMRON	1531	0753	16Jul56	TDY 85days Calif B-52 Trng	Castle AFB	19Oct56	Indef		
196M Treglia, Richard R	AO2253457	5May53	/	Staff Supply Off	HSD,2BOMWG	6424	1054	23Oct54	24156	293 Dickman Dr	87705	Indef		
197M Tucci, Leon J	AO783653	15Mar54	SP-9	Acft Comdr	70TH BOMRON	1234A	1054	1Jul53	TDY 117 days Calif B-52 Trng	Castle AFB	5Jul56	Indef		
198M Ulrich, Arthur J	16494A	22Jul50	E	SqStaffAcftEngr	70TH BOMRON	4324	0349	1Jul53	TDY44days B-52 Trng	CastleAFB,Calif	5Aug56	R-AF		
199M Waggoner,Cecil E	AO939948	27Jan55	SP-6	Acft Comdr	70TH BOMRON	1234A	1241	20Jun53	23268	13 Crosby Ave,Carl	8401	Indef		

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CAPTAINS

200 M	Walter, Ralph H	A0510663	15Feb51	SP-10	Acft Comdr	42D AREFS	12340	0340	21Jan55	23165	136 Andrews Ct	86473	Indef
201S	Warmflash, Bernard	A03000505	9Jun55	/	Dental Off	42D TACHOSP	9826	1241	70ct56	23117	B04	2b180	0856
202M	Warren, Foster G	17566A	30Mar51	SP-9	Acft Comdr	69TH BOMBDN	1234B	0551	25Apr56	25205	Bldg 2112	2118	R-AF
203M	Werner, Harold B	A02077506	17Feb55	NBR	Nav B-36	75TH BOMBDN	1521A	1248	12Apr56	2277	132 Foulois Dr	86647	Indef
204M	Whitaker, John P	A0591086	13May54	NBR	Nav B-52	70TH BOMBDN	1521A	1151	12May56	TDY 75days B-52 Tng	CastleAFB,Calif	5Oct56	Indef
205M	Wiederhold, Kenneth	A02092606	16Jan51	P-9	Acft Comdr	70TH BOMBDN	1324A	0955	10Nov55	TDY130 days B-52 Tng	CastleAFB,Calif	5Oct56	Indef
206M	Williams,Freeman J	A01908786	1Apr53	SP-9	Wg Fly SafetyOff	HED42BOMWG	10400	0654	23142	108 Andrews Ct		87779	Indef
207M	Williamson,Willie G	22692A	19Dec50	NBR	Staff Obsr	70TH BOMBDN	1525A	0845	3Jun53	23268	136 Foulois Dr	86305	R-AF
208M	Wiseman, Abraham	A0758b1	1Apr53	NBR	Nav B-52	70TH BOMBDN	1525A	0644	1Jul53	TDY95days B-52 Tng	CastleAFB,	Calif	5Jul56	Indef
209M	Woodward, David	A01911896	29Dec55	P-10	Acft Comdr	42D AREPS	12340	0352	21Jan55	23165	223 Dickman Dr	89523	Indef
210M	Wright, Linnwood	A0930956	1Apr53	SP-9	Acft Comdr	75TH BOMBDN	1245	1250	1May56	2277	212 Brookley Ct	87729	Indef
211M	Wurschinger, Frank P	A02078745	16Jan51	NBR	Nav B-52	70TH BOMBDN	1521F	0750	1Jun56	Asg not joined			Indef
212M	Xenakis,Stanley	A01556077	13May54	ECM	ECM Off	70TH BOMBDN	1531	1252	7May56	TDY 100days B-52 Tng	CastleAFB,	Calif	53ep56	Indef
213M	Yeskovich, Henry R	A02078137	1Jun52	NBR	Nav B-52	70TH BOMBDN	1521F	0348	1Jun56	Asg not joined			Indef
214M	Zickler, Lillian L	AN1906249	1Apr53	/	Nurse Gen Dy	42D TACHOSP	9754	0954	22Oct54	24161	189 Dickman Dr	86648	Indef

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FIRST LIEUTENANTS

21 S	Cockrum, Robert K Jr	A02216359	17Jul53	P-10	Plt KC-97	42D AREFS	1234C	1241	15Jan55	24252	BOQ #141A	23138	Indef
22 S	Cole, Charles S	A03023737	7Apr55	NBR	Nav B-52	70TH BOMRON	1525A	1241	4Apr54	TDY 100 days to Castle AFB Calif B-52Tng		5Aug56	Indef
23 M	Cone, Ralph	A02249348	27Sep52	E	Acft Perf Engr	75TH BOMRON	4324	0746	25Aug53	2277	HowardTrPkLinestone	55632	Indef
24 M	Congreve, William III	A03014207	27Feb55	E	Acft Perf Engr	70TH BOMRON	4321	1241	12Apr55	23268	103 Dickman Dr	86863	0856
25 M	Connors, Francis J	A02221771	28Nov52	ECM	ECM Officer	70TH BOMRON	1534A	0247	19May56	23268	Asgd not jd		Indef
26 M	Conway, James E	A03036184	27Feb56	E	Acft Perf Engr	69TH BOMRON	4324	1241	14Apr55	23268	149 Dickman Dr	89076	0857
27 S	Coslett, Oliver C.	A03009117	1Apr56	ECM	ECM Officer	75TH BOMRON	3021	1241	5Feb56	TDY to 95da Castle AFB, Calif B-52 Tng		5Jul56	0358
28 M	Craft, Jack D.	A02224327	23Dec56	P-9	Plt B-52	69TH BOMRON	1234A	1253	15Jan54	TDY 100 da Castle AFB, Calif B-52 Tng		5Aug56	Indef
29 M	Craft, Daniel F	A03037150	18May56	N	Nav KC-97	42D AREFS	1534A	1241	20Jan55	23208	187 Dickman Dr	98474	1157
30 M	Crawford, Lowell L	27962A	11Jun55	NBR	Co-Obsr B-36	69TH BOMRON	1525A	1241	1Jan54	25205	29 Cobb Dr	86679	R-AF
31 M	Culbreth, Walter E	A03020687	23Dec55	P-10	Co-Plt KC-97	42D AREFS	1224P	1241	1Aug55	24252	35 Cobb Dr	86856	0657
32 S	Deanhardt, William J	A03023739	7Apr55	NBR	Rad Obsr B-36	69TH BOMRON	1525A	1241	18Mar54	25205	BOQ #2100	25158	1056
33 S	Dehart, John S.	A03022558	17Feb55	NBR	Co-Obsr B-36	69TH BOMRON	1525A	0952	11Jan54	25205	BOQ #119A	26180	0856
34 S	Delgrosso, Fausto D.	A03022559	17Feb55	NBR	Co-Obsr B-36	75TH BOMRON	1525A	1241	11Jan54	2277	BOQ 2101 Apt B	25159	0856
35 S	Delmanowski, Ronald H.	A03024349	11Jun55	NBR	Co-Obsr B-36	69TH BOMRON	1525A	1241	1Jun54	24215	BOQ	26180	1256
36 M	Dimeo, Joseph	A01907624	2Apr53	ECM	ECM Officer	70TH BOMRON	3024	0945	1Jun56	TDY to Castle AFB, Calif 80 da. B-52Tng		16Oct56	Indef
37 M	Dingeldein, Robert L.	A03009216	23Nov54	U	Gunnery Off	70TH BOMRON	3244	1241	8Jul55	23268	3Katadin Ave Car		Indef
38 M	Dooley, Joseph W. Jr.	A03020662	23Dec55	P-10	Co-Plt KC-97	42D AREFSQ	1224P	1241	1Aug55	23165	Bldg 2105 Apt A	23160	0657
39 S	Dow, Gail M.	A03023700	14Apr55	Sus	OIC Fabr Br	42D FMSQ	4361	1241	16Jul54	23207	45 Cobb Dr, LAFB	87713	1256
40 M	Doyle, B.B.Jr.	A03022560	17Feb55	NBR	Nav B-52	69TH BOMRON	1525A	1241	11Jan54	TDY 95da Castle AFB, Calif B-52 Tng		5Jul56	0856
41 S	Earles, Lawrence E.	A03008118	3May56	ECM	ECM Officer	69TH BOMRON	1641	0852	15Feb56	25205	BOQ 202A	26180	0856

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FIRST LIEUTENANTS

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	M	Andrews, Robert W	A02235397	20Feb54		Supply Off	42D AREFS	6424	1255	9Jan56	24109	278 Dickman Dr	89486	Indef
2	S	Arnene, Edward V	A03024016	30Apr55	NBR	Sq Observer	69TH BOMRON	1525A	1241	31Mar54	25205	BOQ #101A	26180	1056
3	M	Becker, George R	A03009084	19Nov55	ECM	ECM Officer	75TH BOMRON	3021	0356	2Mar56	TDY 75 days Castle AFB Calif B-52 Tng		50ct56	1057
4	S	Beisel Charles J	A03022557	17Feb55	NBR	Nav B-36	69TH BOMRON	1525A	1241	11Jan54	25205	BOQ #2100	25158	0856
5	M	Benson, Vernell C	A03035256	8Jul56	P-10	Co-Plt KC-97	42D AREFS	1234A	1241	1Mar55	23165	160 Feuleis Dr	89229	0757
6	S	Biagietti, Fabio P	A02208389	25Mar56		Photo Rad Int	HED42BOMWG	7321	1241	1Jan56	24112	BOQ #202A	26180	0957
7	M	Blakely, Harold L	A03022948	14Mar55	E	Acft Perf Engr	75TH BOMRON	4324	1241	1Jul54	2277	230 Brookly Ct	86343	Indef
8	M	Blackman, Lawrence A	A02225673	19Apr54	ECM	ECM Officer	75TH BOMRON	1561	1241	21Apr56	TDY Castle AFB Calif 70days B-52 Tng		4Aug56	0856
9	M	Blum, Earl G	A03023330	2May55	P-10	Plt KC-97	42D AREFS	1234C	1241	23Jun55	23165	154 Andrews Ct	89510	1156
10	S	Bond, Richard A	A02205099	1Mar56		OIC FireConSys	42D AAEMSQ	3231	1241	1Jul55	2135	BOQ #206B	23138	0857
11	M	Brage, Carl W	A03023736	7Apr55	NBR	Nav B-52	75TH BOMRON	1525A	0250	18Mar54	2277	302 Feuleis Dr	89349	Indef
12	M	Brelin, James F	A02251040	8Apr54	NBR	Rad Obsr B-52	75TH BOMRON	1525A	1241	7Apr54	TDY Castle AFB Calif 100 days B-52 Tng		5Aug56	0357
13	M	Bromley, George R	A03025183	26Jul55	E	Acft Perf Engr	70TH BOMRON	4324	1241	26Aug54	20288	40 Cobb Dr	86354	0157
14	M	Brown, William	A02252841	18Feb54	ECM	ECM Officer	69TH BOMRON	3034	0855	3Sep55	25205	234 Brookley Ct	86386	0755
15	S	Bruce, Donald R	A03022828	8Mar55	E	Acft Perf Engr	75TH BOMRON	4324	1241	6Jul54	2277	BOQ 2100 Apt B	26180	0956
16	S	Buswell, John D Jr	A03024432	18Jun55	NBR	Rad Obsr B-36	69TH BOMRON	1525A	1241	7Jun54	25205	BOQ #124A	26180	1256
17	S	Caldwell, Kenneth A	A03025781	14Oct55	F-9	Pilot B-52	75TH BOMRON	1231B	1241	17Apr56	2277	BOQ #111B	26180	0957
18	S	Carter, Buddy V	A03005010	1Nov54	P-10	Co-Plt KC-97	42D AREFS	1234C	1241	16Feb55	23165	BOQ #210B	23139	Indef
19	S	Carter, Lorne S	A03017612	18Jun55	N	Nav KC-97	42D AREFS	1534A	1241	20Jun55	23165	336 Feuleis Dr	89456	Indef
20	S	Church, Joe L	22524A	6Jan53	P-9	Plt-B-52	69TH BOMRON	1234C	0254	1Mar54	TDY 100 days Castle AFB Calif B-52 Tng		5Aug56	B-AF

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42	M	Eatinger, Robert J.	A03024350	11Jun55	NBR	Co-Obsr B-36	70TH BOMRON	1525A	1241	1Jun54	23268	150 Andrews Ct,LAFB	87793	Indef
43	M	Eaton, William F.	A02252871	22Feb54	ECM	ECM Officer	69TH BOMRON	3024	0256	24Mar56	TDY 75da Castle AFB, Calif B-52 Tng		50ct56	Indef
44	S	Eichenberger, J.P.	A02207964	18Feb56	P-10	Co-Plt KC-97	42D AREFSQ	1124Q	1241	26Oct55	23165	274 Feleuis Dr	86305	0857
45	M	Elmore, Willie E. Jr.	28681A	17Feb55	NBR	Rad Obsr B-52	69TH BOMRON	1525A	1241	11Jan54	TDY 100da. Castle AFB, Calif B-52 Tng		5Aug56	R-AF
46	M	Emersen, Barry G.	A03043016	22Jul55	/	B ase Vet	42D TACHOSP	9921	1241	22Jul55	23242	306 Duncan Ct, LAFB	86823	0757
47	M	Ewing, Theodore G.	A03024118	6May55	NBR	Co-Obsr B-36	75TH BOMRON	1521A	0442	3May54	2277	192 Dickman Dr,LAFB	89251	1156
48	S	Farrell, Walter J.	A03024020	20May55	NBR	Co-Obsr B-36	69TH BOMRON	1525A	1241	1Apr54	25205	BOQ #243A	26180	1156
49	S	Fleischer, Charles	A03036093	11Feb56	E	Acft Perf Engr	69TH BOMRON	4321	1241	15Feb55	25205	BOQ #244A	26180	0857
50	M	Francis, John D.	A03022554	24Feb55	NBR	Acft Obsr	70TH BOMRON	1521A	1154	14Jul54	23268	243 Dickman Dr,LAFB	89216	0856
51	M	Franz, Gerdon G.	A03009352	26Jul55	U	Armmt Ops Off	69TH BOMRON	3244	1241	16Apr54	23280	171 Feuleis Dr,LAFB	89259	0157
52	M	Fisher, Everett	A02210437	2May56	N	Nav KC-97	42D AREFS	1531P	1241	18Mar56	23165	103 Feuleis Dr,LAFB		1057
53	M	Gallup, William C	A03023931	4Jun55	E	Acft Perf Engr	70TH BOMRON	4324	1241	6Jul54	23268	27 Cobb Dr, LAFB	86614	1256
54	M	George, Ira E	A01864973	19Aug53		Supp Off	69TH BOMRON	6424	1154	20Nov54		BOQ	26180	Indef
55	M	Gilmore, William B	A02222876	70ct53	ECM	ECM Off	70TH BOMRON	1531	1145	16Jul56	TDY 85 days Castle AFB Calif B-52 Tng		50ct56	Indef
56	M	Gerden, Duane A	A03021314	1Feb56	P-10	Co-Pilot KC-97	42D AREFS	1224P	1241	11Sep55	23165	168 Feuleis Dr, LAFB	89453	0757
57	M	Graf, Miller	28519A	18Mar54	E	Acft Perf Engr	69TH BOMRON	4324	1241	26Aug54	25205	44 Cobb Dr, LAFB	87774	R-AF
58	M	Gustafser, John R	A03025817	70ct55	E	Acft Perf Engr	69TH BOMRON	4324	1241	1Nov54	23268	348 Duncan Ct,LAFB	89225	0457
59	S	Hairston, James R	A01854348	16Sep52		Intell Off	70TH BOMRON	2054	0654	13Jun54	23268	BOQ # 219A	26180	Indef
60	S	Hanaway, Francis J	A03022562	17Aug53	NBR	Radar Obsr B-36	70TH BOMRON	1521A	1241	11Jan54	TDY 85 days Castle AFB Calif B-52 Tng		21Aug56	Indef
61	S	Hansen, Nervel L	A03022563	17Feb55	NBR	Co-Obsr B-36	69TH BOMRON	1525A	1241	11Jan54	25205	BOQ #201A	26180	0856

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FIRST LIEUTENANTS

62	S	Hanzlik, Paul A	A03006256	16Dec54	P-6	Co-Pilot B-36	75TH BOMRON	1231A	1241	18Jan54	24197	BOQ #138A	26180 0656
63	M	Hastings, Robert W	A03024696	16Jun55	P-9	Plt B-52	75TH BOMRON	1234A	1241	10Mar54	TDY 100 days Castle AFB Calif B-52 Tng		5Aug56 Indef
64	S	Havens, John W	A03023743	7Apr55	NBR	Nav B-36	75TH BOMRON	1525A	1241	18Mar54	2277	Bldg 2101 Apt D	26180 1056
65	M	Heckendorn, William	A03024351	11Jun55	NBR	Nav B-52	70TH BOMRON	1525A	1241	1Jun54	TDY 85 days to Castle AFB Calif B-52 Tng		25Sep56 Indef
66	M	Hecker, Alvin A	A03025907	14Oct55	P-9	Pilot B-52	75TH BOMRON	1231B	1241	1Jun56	2277	237 Dickman Dr	None Indef
67	M	Hersh, Harold J	A03042634	16Sep55	/	Dental Officer	42D TACHOSP	9826	1241	16Sep55	23117	342 Foulois Dr	89433 0957
68	M	Highfield, Eugene R	A02237429	31Mar54	NBR	Radar Obsr B-36	75TH BOMRON	1525A	1241	15Dec53	2277	336 Duncan Ct	89236 1156
69	M	Helman, Frank B	A03021848	1Feb55	P-6	Pilot B-36	69TH BOMRON	1435	1241	4Dec53	25205	356 Foulois Dr	89252 0756
70	S	Hughes, Alice A	AN2242897	27May56	/	Nurse, Gen Dy	42D TACHOSP	9754	1241	21Nov54	23236	199 Dickman Dr	89366 1156
71	M	Isele, Thomas A Jr	A03022564	17Feb55	NBR	Nav B-36	75TH BOMRON	1525A	1241	11Jan54	2277	148 Andrews Ct	89030 0856
72	M	Jenkins, Alva C	A0226467	19Jun54	P-6	Co-Plt B-36	70TH BOMRON	1231A	0654	1Jun54	TDY 98 days Maxwell AFB Sq Off Crse		1056
73	S	Johnsen, Arden L	A03031639	29Apr56	/	Intell Off	HED42BOMWG	2051	1241	29Aug55	23173	BOQ #222A	23138 1056
74	M	Johnsen, Donald D	A02230365	8Mar54	P-6	Pilot B-36	70TH BOMRON	1234A	1255	25Jan56	23268	274 Brookly Ct	Indef
75	M	Jordan, Donald L	A02252998	22Apr54	ECM	ECM Off	75TH BOMRON	3024	1241	14Mar54	2277	288 Duncan Ct	86602 0357
76	M	Jorden, John S	A0940164	22Nov52	E	Acft Perf Engr	75TH BOMRON	4324	0349	5Jul53	2277	162 Foulois Dr	86626 Indef
77	M	Kamm, Richard W	A03036615	1Apr56	E	Acft Perf Engr	69TH BOMRON	4321	0252	12Sep55	25205	250 Foulois Dr	89015 0957
78	M	Joyner, Donald	A03024237	25May55	NBR	Nav B-36	75TH BOMRON	1525A	1241	17May54	25235	31 Cobb Dr	97794 1156
79	M	Kelsay, Richard R	A030233316	2May55	P-6	Plt B-36	75TH BOMRON	1231A	0147	20Feb54	2277	158 Andrews Ct	86289 1156
80	M	Kergesien, Phil J	25141A	2Dec54	ECM	ECM Off	75TH BOMRON	3051	1241	16Apr56	2277	301 Dickman Dr	S-AF
81	M	Knapp, Robert R	A03024353	11Jun55	NBR	Co-Obsr B-36	70TH BOMRON	1525A	1241	1Jun54	23268	169 Foulois Dr	87773 1256

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82	M	Kruest, Smauel A	A02101447	3Feb54	E	Acft Perf Engr	70TH BOMRON	4324	1241	13Aug53	23268	260 Feuleis Dr	89202	Indef
83	S	Kuethe, Dale E	A02223949	4Dec53	P-10	Pilot KC-97	42D AREFS	1234C	1241	20Jan55	23208	BOQ #215B	23138	1057
84	S	Larsen, Norman W	A03024121	6May55	NHR	Co-Obsr B-36	69TH BOMRON	1525A	1241	7May54	25205	BOQ #125A	23138	1056
85	S	LaRuffa, August J	A03034360	2Dec55	E	Acft Perf Engr	69TH BOMRON	4324	1241	26Dec54	23268	BOQ #102A	26180	0657
86	S	Larsen, Andres P	24627A	31Mar54	NHR	Rad Obsr B-52	70TH BOMRON	1525A	1241	16Dec53	TDY 100 days to Castle AFB Calif B-52 Tng		5Aug56	R-AF
87	S	Lehman, Eugene H	A02249232	12Mar54	ECM	ECM Off	70TH BOMRON	3034	0256	18Mar56	23268	BOQ #212A	26180	Indef
88	M	Lehman, John H	A03036189	27Feb56	E	Acft Perf Engr	69TH BOMRON	4321	0152	14Apr55	12 Gross Dr		87797	0857
89	S	Leja, Joseph C T	A03000107	12Sep55	/	OIC Pharmacy	42D TACHOSP	9031	1241	6Aug54	24102	BOQ #110A	23138	0357
90	M	Lesser, David A	A03021804	1Feb55	P-11	Spec Weap Off	75TH BOMRON	1435	1241	1May55	24130	248 Feulois Dr	86605	0756
91	M	Lee, Joseph	A0938257	9Mar53	ECM	Officer	75TH BOMRON	1531	0852	11Mar56	TDY 100 days Castle AFB Calif B-52 Tng		5Jul56	Indef
92	M	Lenz, Richard A	A0225099	30Mar54	P-10	Pers Equip Off	42D AREFS	1234C	1241	1Jan55	25112	350 Duncan Ct	86459	Indef
93	S	Little, John C	A02204426	21Jan56	P-6	Co-Plt B-36	69TH BOMRON	1124Q	1241	10Sep55	24205	BOQ #108A	26180	0757
94	M	Little, Richard W	A03008608	9Jun56	/	Intell Photo Off	HED42BOMWG	2051	1241	7Sep55	24112	113 Dickman Dr	96400	1257
95	M	Loveland, Thomas C	A01905861	19Sep52	E	Acft Perf Engr	70TH BOMRON	4324	0944	4Jul53	23268	101 Feulois Dr	87786	Indef
96	M	Lundquist, Bruce F	A02207091	14Jun56	/	Sq Commandant	HED42BOMWG	7321	1241	11Nov55	25118	Bldg 2106A	26251	0158
97	S	Madden, Donald J	A03009434	26Jul55	ECM	ECM Off B-52	75TH BOMRON	3024N	1241	16Apr56	2277	BOQ #115	26180	0157
98	M	Madison, Selemen	22479A	22Dec52	P-10	Co-Pilot KC-97	42D AREFS	1234C	0946	16Feb55	23165	3157 AdamsTrFkCar.	93157	R-AF
99	S	Malley, Hubert	A02220237	23Mar54	NHR	Rad Obsr B-36	70TH BOMRON	1521A	1241	10Apr55	23268	147 Dickman Dr	89277	0457
100	M	Markalenis, Vince	A03035068	30Dec55	E	Acft Perf Engr	75TH BOMRON	4324	1241	15Feb55	2277	10 Gross Dr	89471	Indef
101	M	Markham, Albert J	A0943618	17Feb54	P-10	Co-Plt KC-97	42D AREFS	1234C	0546	3Feb55	23165	207 Dickman Dr	89547	Indef

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FIRST LIEUTENANTS

102M	Marrs, Robert J Jr.	A03024240	25May55	NHP	Co-Obsr B-36	70TH BOMRON	1525A	1241	17May54	23268	33 Cobb Dr	8667	1156
103M	Mattimore, Robert A Jr.	A03024240	15Jul55	E	Acft Perf Engr	69TH BOMRON	4324	1241	1Aug54	23268	123 Dickman Dr	86285	0157
104M	Maynard, Cyril D	A02248861	4Dec53	E	AcftPerf Engr	75TH BOMRON	4324	0346	1Sep53	2277	358 Duncan Ct	89110	Indef
105S	Mauri, William P	A03025823	70ct55	E	Acft Perf Engr	70TH BOMRON	4321	1241	140ct54	23268	13 Grass Dr	26180	0457
106M	McDenaugh, John P	28430A	4Sep53	P-10	Acft Comdr KC-97	42D AREFS	12340	0342	1Feb55	23165	209 Dickman Dr	89493	R-AF
107M	McEvoy, John A	A03021724	1Feb55	P-6	Pers Equip Off	70TH BOMRON	1435	1241	4Dec53	23268	366 Dickman Dr	86452	0756
108S	McGowan, Martin P	A02253001	18Apr54	ECM	ECM Off B-52	75TH BOMRON	3024	0342	16Apr56	TDY 100 days Castle AFB Calif B-52 Tng		5Aug56	0357
109S	McGrath, David F	A03023525	29Mar55	E	Acft Perf Engr	69TH BOMRON	4324	1241	11Apr54	25205	BOQ #227A	26180	0956
110S	McKaig, Robert L	A03034361	2Dec55	E	Acft Perf Engr	69TH BOMRON	4324	1241	26Dec54	25205	BOQ # 135A	26180	0657
111S	McVay, James W	A030323526	29Mar55	E	Acft Perf Engr	69TH BOMRON	4324	1246	11Apr54	25295	352 Feuleis Dr	86430	0956
112M	McCleskey, Paul J	A03024022	30Apr55	NBR	Nav B-36	75TH BOMRON	1521A	1241	1Apr54	2277	259 Dickman Dr	89597	1056
113S	McMahen, Thomas R	A03024342	4Jun55	NBR	Co-Obsr B-36	69TH BOMRON	1525A	0548	22Jun54	25205	Bldg 2100 Apt A	26297	1256
114M	McManus Charles D	A02220262	12Mar54	NBR	Nav B-52	70TH BOMRON	1525A	0646	11Jan54	TDY 95 days Castle AFB Calif B-52 Tng		5Jul56	Indef
115S	Medeiros, Lionel R	A03022566	17Feb55	NBR	Nav B-36	69TH BOMRON	1525A	1241	4Apr54	25205	BOQ #242A	26180	0856
116S	Mikulski, Walter J	A03023771	23Apr55	E	Acft Perf Engr	69TH BOMRON	4324	1241	6Jul54	25205	BOQ #132A	26180	1056
117S	Miller,Thomas Jr	A02204430	21Jan56	P-W	Co-Plt KC-97	42D AREFS	1124Q	1241	10Sep55	23165	BOQ #2	26180	0757
118M	Milller, Richard S	A02207141	26Feb56	P-5	Co-Plt KC-97	42D AREFS	1124Q	1241	260ct55	23165	224 Feuleis Dr	86487	0857
119M	Mills, Royce L	A01855323	29Jun53	P-9	Plt B-52	75TH BOMRON	1234A	0654	16Jul54	TDY 130 days Castle AFB Calif B-52 Tng		5Aug56	Indef
120M	Montague, Paul G Jr.	A03002708	210ct54	E	Acft Perf Engr	75TH BOMRON	4321	1241	140ct54	2277	135 Dickman Dr	87752	0957
121M	Morris, Arthur L	A02222450	9Jun53	P-10	Acft CmdrKC-97	42D AREFS	12340	1241	1Mar55	23165	Long Bd,Limeste	90448	Indef

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FIRST LIEUTENANTS

122M Nealen, William L	A03023527	29Mar55	E	Acft Perf Engr	75TH BOMRON	4324	1241	11Apr54	2277	167 Feuleis Dr	89574	0956
123M Neff, Robert E	A03024530	4Jun55	E	Acft Perf Engr	75TH BOMRON	4324	1241	15Jul54	2277	210 Brookly Ct		1256
124S Nelsen, Howard P	A02208367	1Feb56	P-6	Ce-Plt B-36	75TH BOMRON	1124Q	1241	10Sep55	2277	BOQ #214B	26180	0757
125M Newby, Edward L	A03024343	4Jun55	NBR	Ce-Obsr B-36	75TH BOMRON	1525A	1241	1Jun54	2277	102 Dickman Dr	89139	Indef
126S Nordquist, Richard H	A02252832	18Mar54	ECM	ECM Off B-52	75TH BOMRON	3024	1241	5Mar56	2277	BOQ #207	26180	Indef
127S O'Brien, Edward P	A03025065	26Jul55	E	Acft Perf Engr	75TH BOMRON	4324	1241	12Aug54	2277	BOQ 126A	26180	0157
128S O'Conner, Jean E	AN2242777	17Feb56	/	Gen Nurse	42D TAC HOSP	9754	1241	8Aug54	24110	195 Dickman Dr	89119	0756
129S O'Keefe, Robert W	A03024125	6May55	NBR	Nav KC-97	42D AREFS	1521A	1241	3May54	23208	173 Dickman Dr	89131	Indef
130M Outlaw, William D	A02236556	3Sep53	E	Acft Perf Engr	69TH BOMRON	4324	0649	TDY 98 days Maxwell AFB Ala Sq Off Crse				1Jul56 Indef
131M Parkhill, Gerden Jr.	A02222849	29Sep53	P-10	Ce-Plt KC-97	42D AREFS	1234C	1241	23165	37 Grass Dr		89513	Indef
132S Parks, Russell	A03024024	30Apr55	NBR	Ce-Obsr B-36	69TH BOMRON	1525A	1241	1Apr54	25205	Bldg 2101 Apt B	26180	1056
133S Parker, Robert S	A03024023	30Apr55	NBR	Ce-Obsr B-36	75TH BOMRON	1521A	1241	1Apr54	277	227 Dickman Dr	86335	1056
134S Passman, Donald J	A03034078	19Nov55	ECM	ECM Officer	70TH BOMRON	1531P	1241	21Apr56 B-52 Tng	TDY 85daysCastleAFBCalif		25Sep560557	
135M Piersen, Charles A	A03008397	18Dec55	/	Jeb Cent Off	HED42BOMWG	4351	1241	16Oct54	TDY Chanute AFB Ill Maint Engr Crse		5Jul56	0657
136M Petersen, Richard	A03024242	25May55	NBR	Ce-Obsr B-36	75TH BOMRON	1525A	1241	10ct54	2277	160 Andrews Ct	89325	Indef
137M Ender, Sanford	A03010181	13Feb55	E	Acft Perf Engr	70TH BOMRON	4321	1241	15Feb55	26292	35 Grass Dr	89472	0856
138S Ramisch, Mathew J Jr.	A03025538	15Sep55	P-10	Ce-Plt KC-97	42D AREFS	1234C	0556	1Jun56	23165	BOQ	23138	0357
139S Rauheim, James M	A02208221	15Feb56	P-10	Acft Comdr KC-97	42D AREFS	1124Q	1241	26Oct55	23165	17 Cobb Dr	86353	0857
140S Rees, Davis S	A03024027	30Apr55	NBR	Nav B-52	69TH BOMRON	1525A	1241	17May54	TDY Castle AFB Calif B-52 Tng		5Sep56	Indef
141M Reese, Richard V	A0944117	12Sep52	N	Navigator KC-97	42D AREFS	1534A	0153	21Jan55	23208	320 Duncan Ct	89031	Indef

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FIRST LIEUTENANTS

142S Rehm, Daniel J	A03023234	2May55	P-6	Pilot B-36	69TH BOMRON	1231A	1241	25Feb54	25205	BOQ 207A	26180	1156
143M Remeau, Leland D	A01912172	17Sep52	P-10	Acft Comdr KC-97	42D ARWPS	1234C	0347	21Jan55	23165	360 Dickman Dr	89031	Indef
144S Richardsen, Reynolds	A02249254	12Mar54	ECM	ECM Off	70TH BOMRON	3021	0256	6Apr56	26167	BOQ 221	26180	0756
145M Richersen L G	A01855724	20Oct53	/	OIC Jeb Cent Sec	8ED42BOMWG	4344	0547	6May53	26135	188 Dickman Dr	86489	Indef
146M Rose, Jack A	A03009356	26Jul55	U	Sq Arm Opn Off	75TH BOMRON	3241	1241	16Apr54	25127	240 Brookly Ct	None	0157
147M Ross, Joseph G	A03008101	11Jun55	/	Wg Adj	8ED42BOMWG	7324	1055	10Nov55	2197	Bldg 2113 Apt3	26140	1256
148M Ross, Wendall D	A02098754	14Apr53	ECM	ECM Off B-52	70TH BOMRON	1544	0554	24Mar56	TDY 100 days Calif B-52 Trng	CastleAFB	5Aug56	Indef
149M Rowe, Jervis C	A03021080	6Jan56	P-10	Co-Plt KC-97	42D ARWPS	1124Q	1241	26Oct55	23165	257 Dickman Dr	86622	0757
150M Ruppel, John J	A03037339	9Jun56	E	Acft Perf Engr	69TH BOMRON	4321	2353	17Jun55	23143	332 Duncan Ct	89024	1257
151M Ruppert, Warren G	A02101125	27Jan53	E	Acft Perf Engr	70TH BOMRON	4324	0955	10Nov55	23268	22 Gross Dr	86358	Indef
152M Ryan, Donald E	A03023128	7Apr55	NBR	Nav B-52	75TH BOMRON	1521A	1154	1Jul55	2277	137 Dickman Dr	86205	Indef
153M Sanetra, Norman S	A02205439	31Jan56	ECM	ECM Off B-52	69TH BOMRON	1531P	1241	7Apr56	24143	Asg not joined		0757
154M Santere, Lewis J	A03024539	11Jun55	E	Acft Perf Engr	69TH BOMRON	4324	1241	6Jul54	23268	BOQ 133A	26180	1256
155S Saltz, Melvyn	A03022568	17Feb55	NBR	Rad Obsr B-36	69TH BOMRON	1525A	1241	11Jan54	25205	BOQ 139A	26180	0856
156S Salvucci, John F	A03024344	4Jun55	NBR	Sq Staff Obsr	75TH BOMRON	1525A	1241	1Jun54	2277	BOQ 111A	26180	Indef
157M Scales, Donald F	A03022569	17Feb55	NBR	Co-Obsr B-36	70TH BOMRON	1525A	1241	11Jan54	23268	254 Brookly Ct	86253	0856
158M Schaeffer, Sel	A03042780	16Sep55	/	Dental Off	42D TAC HOSP	9826	1241	16Sep55	23117	34 Cobb Dr	89226	0957
159S Schuk, Frederick G	A03009102	1Apr56	ECM	ECM Off	75TH BOMRON	4341	1241	16Apr56	2777	BOQ 221	26180	0358
160S Shaffer, Frederick	A03024028	30Apr55	NBR	Co-Obsr B-36	75TH BOMRON	1525A	1241	2Apr54	2277	BOQ 2101 Apt3	26180	Indef
161M Selarek, James	A02206534	15Feb56	P-6	Co-Plt B-36	70TH BOMRON	1124Q	1241	26Oct55	23268	177 Dickman Dr	86282	0857

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KODAK SAFETY FILM

FIRST LIEUTENANTS

162M	Sorensen, Eugene W	A02249292	18Sep52	E	Staff Acft Perf Off	42D AREFS	4324	1245	21Jan55	23165	52 Cobb Dr	89407	Indef
163M	Spears, Billy K	A03024029	30Apr55	NBR	Radar Obsr B-36	70TH BOMRON	1525A	1241	1Apr54	23268	370 Foulois Dr	89333	1056
164S	Sperry, Donald H	A03024030	30Apr55	NBR	Nav B-52	75THBOMRON	1525A	1241	31Mar54	TDY 100 days Castle AFB Calif B-52 Trng		5Aug56	Indef
165M	Stare, George M	A01906019	16Oct53	E	Acft Perf Engr	75THBOMRON	4324	1241	1Sep53	2277	291 Dickman Dr	86460	Indef
166M	Stewart, Robert B Jr.	A02251185	23Feb54	ECM	ECM Off	69THBOMRON	3024	0256	16Mar56	25174	167 Dickman Dr	89336	1256
167S	Strei, Kenneth D	A03024345	4Jun55	NBR	Ce-Obsr B-36	75THBOMRON	1521A	1241	1Jun54	2277	BOQ 218B	24115	Indef
168S	Strum, Arthur	A03024531	4Jun55	E	Acft Perf Engr	69THBOMRON	4321	1241	6Jul54	25205	BOQ 213B	26180	1256
169M	Sutton, Earl W	A02251252	19Mar54	ECM	Sq ECM Off	70THBOMRON	3024	1241	1Mar54	23268	SenerTrPkLimestone	55471	0956
170S	Schwei, Robert M	A02251254	18Mar54	ECM	ECM Off	69THBOMRON	3024	0256	21Feb56	25205	BOQ 220	26180	0956
171M	Snow, Quentin E	A03015744	20Apr55	P-11	Ce-Fly KC-97	42D AREFS	1124P	2556	1Jun56	23165	138 Andrews Ct	none	0159
172S	Sullivan, John F	A02209630	11Apr56	N	Nav KC-97	42D AREFS	1531F	1241	26Mar56	23165	BOQ 227	26180	1057
173M	Sullivan, John J Jr.	A03026134	14Oct55	P-9	Pilot B-52	75THBOMRON	1231B	0242	1Jun56	23208	Asg not joined		0457
174M	Tate, Royce D	A02248771	27Mar54	NBR	Ce-Obsr B-36	70THBOMRON	1525A	1241	11Jan54	23268	300 Duncan Ct	86693	Indef
175S	Tanner, Donald W	A03037342	9Jun56	E	Acft Perf Engr	70THBOMRON	4321	1241	17Jun55	23268	21 Grass Dr	89068	1257
176S	Testerman, Robert E	A02204527	3Feb56	ECM	ECM Off B-52	69THBOMRON	1531F	1241	7Apr56	TDY 124days Castle AFB Calif B-52 Trng		5Aug56	0857
177M	Sullivan, Kevin I	A02206369	8Apr56	/	Sq Adjutant	42D A&E	7321	25272	1Aug55	226 Brookly Ct		87775	1057
178S	Thomas, Walter A Jr	A02056841	2Mar53	ECM	ECM Off	69THBOMRON	1554	0754	24Mar56	TDY 124 days Castle AFB Calif B-52 Trng		5Aug56	Indef
179M	Tyrrell Arthur I	A03007198	19Dec54	/	Sq Adjutant	42D FMS	7324	0955	5Oct55	23232	BOQ 14-A	23138	Indef
180M	Wainright, Julian R	A03020826	23Dec55	P-10	Ce-Flt KC-97	42D AREFS	1224P	1241	1Aug55	23165	245 Foulois Dr	89172	0657
181M	Villforth, John C	A02261891	30Jul55	/	Sanitation Engr	42D TACHOSP	9124	1241	30Jan54	298 Duncan Ct		89096	0157

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FIRST LIEUTENANTS

182M Veerhess, Robert L	A02205527	18Feb56	P-10	Co-Plt KC-97	42D AREFS	1124Q	1241	26Oct55	2277	106 Faulels Dr	86334	0857	
183S Walus, Kenneth W	A03024453	19Jun55	NBR	Co-Obsr B-36	75TH BOMRON	1521A	1241	7Jun54	2277	BOQ 112	26180	1256	
184M Warren, Thomas F III	A03024034	30Apr55	NBR	Co-Obsr B-36	69TH BOMRON	1525A	1241	31Mar54	25205	263 Dickman Dr	86438	1056	
185M Warrington, James	A0945516	70ct52	NBR	Nav B-52	75TH BOMRON	1525A	1241	1May56	24252	290 Duncan Ct	86890	Indef	
186S Watnee, Lloyd E Jr	A03024035	30Apr55	NBR	Nav B-52	70TH BOMRON	1525A	1241	31Mar54	TDY 100 days Castle AFB Calif B-52 Trng		5Aug56	Indef	
187M Watson, Gerald E	A02247778	14Mar54	P-10	Plt KC-97	42D AREFS	1234C	1241	20Jan55	23165	58 Cobb Dr	89575	0957	
188M Weinberg, Richard	A03024128	6May55	NBR	Co-Obsr B-36	69TH BOMRON	1525A	1241	3May54	25285	17 Grass Dr	89117	1156	
189M Weiss, Carl B	A0302289	24Feb55	NBR	Co-Obsr B-36	70TH BOMRON	1521A	1054	14Jul55	24210	371 Faulels Dr	87776	0856	
190M Whitener, Robert P	A02204790	1Feb56	P-6	Pilot B-36	69TH BOMRON	1124Q	1241	10Sep55	23268	37 Cobb Dr	86232	0757	
191S Wiley, Roy H	A03006274	16Dec54	P-6	Plt B-36	70TH BOMRON	1224P	1241	3Feb54	23268	Bldg 2100 Apt A	26180	Indef	
192M Wright, Richard W	A03005399	31Oct54	P-10	Co-Plt KC-97	42D AREFS	1234C	1241	16Feb55	23165	264 Brookly Ct	89582	Indef	
193M Wylie, Charles	A03035974	17Feb56	P-10	Co-Pilot KC-97	42D AREFS	1224F	0356	25Apr56	23165	116 Andrews Ct	26376	0857	
194S Zackery, Francis C	A03025561	26Jan56	P-6	Co-Pilot B-36	70TH BOMRON	1224F	1241	1Jul54	23268	BOQ 205	26180	0357	

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SECOND LIEUTENANTS

1 S Alton, Robert H	A03056804	8Jul55	ECM	ECM Officer B-52	75TH BOMRON	1531P	1241	24Mar56	2277	TDY 100 days Castle AFB Calif B-52 Tng	5Aug56	0758
2 S Amend, John S	A03056805	23Aug55	N	Nav KC-97	42D AREFS	1531P	1241	26Mar56	23208	BOQ #209	26180	0858
3 M Baechle, William	A03039118	9May55	N	Nav KC-97	42D AREFS	1531P	1241	22May55	23208	133 Dickman Dr	86615	0558
4 M Bellamy, Owen H Jr	A03039940	29Apr55	P-10	Co-Pilot KC-97	42D AREFS	1124Q	1241	16Jul55	23165	245 Dickman Dr	89552	0458
5 M Berry, Gilbert L	A03057307	1Aug55	P-10	Co-Pilot KC-97	42D AREFS	1124Q	1241	10Oct55	23165	114 Andrews Ct		0758
6 S Bethke, George E	A03037982	15Feb55	N	Nav KC-97	42D AREFS	1531P	1241	1Mar55	23208	BOQ 118A	23138	0258
7 M Breylen, Robert E	A03030756	1Jun55	P-10	Co-Pilot KC-97	42D AREFS	1124Q	1241	13Sep55	23165	Bldg 2401 Apt C	26283	0558
8 S Case, Dean R	A0303991	9May55	N	Nav KC-97	42D AREFS	1531P	1241	22May55	23208	BOQ #211A	23138	0558
9 M Clark, George Jr	A03033547	10Mar55		Sq Adjutant	HED42BOMWG	7321	1241	15Jun55	23224	152 Andrews Ct	89179	0657
10S Daniels, Pete P	A03046864	29Oct55		Intell Off	69TH BOMRON	2051	1241	29Oct55	25205	BOQ #235	26180	1057
11M Davis, Clifford Y	A02205229	11May55		Intell Off	75TH BOMRON	2051	1241	12Jun56	2277	20 Gross St		0058
12S Dickerman, Robert D	A03031782	13Dec54		Personnel Off	HED42BOMWG	7321	1241	29Aug55	23218	BOQ #128A	23138	1256
13S Demain, Luther W	A03057059	9Aug55	ECM	ECM Off B-52	70TH BOMRON	1531P	1241	9Apr56		TDY 124 days Castle AFB Calif B-52 Tng	5Sep56	0858
14S Donaldson, Robert D	A03039995	9May55	N	Nav KC-97	42D AREFS	1531P	1241	22May55	23165	BOQ#145	26180	0558
15M Dooley, James H, Jr	A03039570	22Apr55	ECM	ECM Off	75TH BOMRON	1531P	1241	12Feb56	2277	294 Feulois Dr		0458
16M Dreyer, Paul H	A03037448	18Dec54	E	Acft Perf.Engr	69TH BOMRON	4321	1241	1Jul55	25205	154 Feulois Dr	89421	1257
17S Duffy, Daniel H	A03056813	23Aug55	ECM	ECM Off	69TH BOMRON	1531P	0251	4May56	25205	BOQ #115	26180	0858
18S Folsom, Carl M	A03039572	22Apr55	ECM	ECM Off	75TH BOMRON	1531P	1241	17Dec55	2277	BOQ #238	26180	0458
19S Grant, Thomas A	A03039120	22Mar55	ECM	ECM Off	69TH BOMRON	1531P	1241	5Nov55	25205	BOQ #237	26180	0358
20M Gusloff, Richard F	A03043508	2Sep55		Hosp Adj	42D TACHOSP	9021	1241	3Jan56	24182	334 Duncan Ct	89048	0958

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SECOND LIEUTENANTS

21S Heyer, Robert R	A03037994	15Feb55 N	Nav KC-97	42D ARWPS	1531F	1241	1Mar55	27165	BOQ 2159		26180 0258
22M Kaiser, Albert R	A03039960	29Apr55 P-10	Co-Pilot KC-97	42D ARWPS	1124Q	1241	17Jul55	23165	125 Dickman Dr		89301 0458
23M Kenyon, Richard J	A03039900	29Apr55 P-10	Co-Pilot KC-97	42D ARWPS	1124Q	1241	17Jul55	23165	262 Brookley Ct		86610 0458
24S Kettner, Karl A	A03038836	22Mar55 ECM	ECM Off	75TH BOMBON	1531F	1241	5Sep55	2277	BOQ 239		26180 0458
25S Kimball, James W	A03037998	15Feb55 N	Nav KC-97	42D ARWPS	1531A	1241	1Mar55	23165	BOQ 115A		26180 0258
26S Maccagnan, Victor P	A03028344	30Oct55	Intell Off	42D ARWPS	2051	1241	30Oct55	TDY 90days Tex	Sheppard AFB		02Aug56 1057
27S McGlinn, John G, Jr	A03039599	22Apr55 ECM	ECM Off	75TH BOMBON	1531F	1241	17Dec55	2277	BOQ		26180 0458
28S Meyer, Gary H	A03039788	19Apr55 P-10	CoPilot KC-97	42D ARWPS	1124Q	1241	15Jun55	24252	BOQ 144A		26180 Indef
29M Neiman, Bernhardt	A03038781	4Mar55 ECM	ECM Off	75TH BOMBON	1531F	1241	5Sep55	2277	191 Dickman Dr		0359
30S Parkes, Donald	A03038004	15Feb55 N	Nav KC-97	42D ARWPS	1534A	1241	1Mar55	24216	BOQ 115A		26180 0258
31M Sage, Ted A	A03038007	15Feb55 N	Nav KC-97	42D ARWPS	1534A	1241	1Mar55	23208	175 Dickman Dr		90570 0258
32M Scarth, Peter	A03026471	27May55	Personnel Off	HED42BOMG	2121	2141	11Nov55	25157	Bldg 2106 Apt C		23247 0458
33M Schnee, Frank W	A03039162	22Mar55 ECM	ECM Off	75TH BOMBON	1531F	1241	5Dec55	2277	62 Cobb Dr		0359
34S Seppala, Dale S	A03038008	15Feb55 N	Nav KC-97	42D AFWS	1531A	1241	1Mar55	23208	BOQ 117A		23138 0259
35S Smith, Rebecca J	AN2243031	14Mar55	Gen Nurse	42DDACHOSP	9734	1241	14Mar55	24257	199 Dickman Dr		90366 0367
36M Shuman, Robert R	A03032050	14Feb55	Personnel Off	HED42BOMG	7321	1241	29Aug55	25174	238 Brookly Ct		08477 Indef
37M Smith, James R	A03038010	15Feb55 N	Nav KC-97	42D ARWPS	1534A	1241	1Mar55	23208	354 Foulois Dr		90581 0258
38M Stai, Ronald L	A03038012	15Feb55 N	Nav KC-97	42D ARWPS	1531A	1241	1Mar55	23208	193 Dickman Dr		0258
39M Turner, Richard F	A03039929	29Apr55 P-10	Co-PilotKC-97	42D ARWPS	1124Q	0300	16Jul55	23165	78 Cobb Dr		86258 Indef
40M Warren, Walter Jr	A03039019	15Feb55 N	Nav KC-97	42D ARWPS	1531F	1241	1Mar55	23208	228 Foulois Dr		86043 0255

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SECOND LIEUTENANTS

41M Weik, Donald R Jr	A03037512	18Dec 54	E	Acft Perf Engr	70TH BOMRON	4321	1241	1Jul55	23268	242 Feulois Dr	86417 1257
42S White, Edward C	A03038030	15Feb55	N	Nav KC-97	42D AREFS	1531A	1241	1Mar55	23208	BOQ 234A	26180 0258
43S Wiig, Robert B	A03032768	11Apr55		Mgmt AnalysesOff	HED42BOMWG	6881	1241	29Aug55	26167	BOQ 103A	26180 0457

WARRANT OFFICERS

CWO (W-3)

1 M Park, Floyd F	951015E	8Oct55		TO C&Rec Off	HED42BOMWG	43100	1052	1Jun53	23213	Bldg 2114 Apt A	2175 B-AF

CWO(W-2)

1 M Schaffer, Robert L	AW2201064	6Dec55		Acft Maint Off	42D FMS	43100	0948	1Jul53	24195	Coleny TrPk,Limestone	55882 Indef

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Losses

1 June 1956 to 30 June 1956

MAJORS

1.	Brice, Jeane C.	AO886050	1A16	SP-11	Rsg	42D Opr Sq, Loring AFB, Me	PARA 7, SO 120, Hq 45th Air Division EDCSA 15 Jun 56
2.	Justin, Chester A	12597A	1525A	NBR	Rsg	Det #1,ITUSAF,Syracuse Univ,N.Y.	PARA 10,SO 103, Hq 45th Air Division EDCSA 1 Jun 56
3.	Kiefer, Margaret M	21946W	9716	/	Sep		PARA 35,SO 101, Hq DAF Eff 1 Jun 56
4.	Newton, David	AO[illegible]	4324	E	Rsg	95th Bomb Wing,Biggs AFB,Texas	PARA 23,SO 83, Hq 45th Air Division EDCSA 1 Jun 56

CAPTAINS

1.	Brand, John H	AO886541	1521A	NBR	Rsg	42D Supply Sq,Loring AFB,Me	PARA 2,SO 116, Hq 45th Air Division EDCSA 9 Jun 56
2.	Luetchford,Wayne H	AO1848531	1525A	NBR	Sep		PARA 1,SO 108, Hq 45th Air Division Eff 13 Jun 56
3.	Regnier, Guilbert	AO2093141	1525A	NBR	Rsg	3415th Tech Trng Gp,Lowry AFB,Colo	PARA 7,SO 110, Hq 45th Air Division EDCSA 15 Jun 56
4.	Tarver,Charles F	AO668828	1525F	NBR	Rsg	Hq 42D Bomb Wing,Loring AFB,Me	PARA 1,SO 118, Hq 45th Air Division EDCSA 8 Jun 56

FIRST LIEUTENANTS

1.	Becker,Robert G	AO3024115	1525A	NBR	Rsg	22D Bomb Wing,March AFB,Calif	PARA 2, SO 86, Hq 45th Air Division EDCSA 1 Jun 56
2.	Davey, Thomas E	AO3006196	1Z34C	P-10	Sep		PARA 28,SO 113, Hq 45th Air Division Eff 15 Jun 56
3.	Dietrich, John W	AO3006096	1A31	P-10	Sep		PARA 10,SO 117, Hq 45th Air Division Eff 15 Jun 56
4.	Donaldson,Eldon L	AO3005409	1Z34C	P-10	Sep		PARA 6,SO 103, Hq 45th Air Division Eff 1 Jun 56
5.	Grider, Ebel E	AO3024446	1521A	NBR	Rsg	32D Bomb Wing,March AFB,Calif	PARA 3,SO 81, Hq 45th Air Division EDCSA 1 Jun 56
6.	Heston, James K	AO8207277	1124Q	P-6	Rsg	4050th ARSPS,Westover AFB,Mass	PARA 7,SO 109, Hq 45th Air Division EDCSA 1 Jun 56
7.	Kittredge, Edwin L	AO3022965	4341	E	Rsg	22Nth Bomb Wing,March AFB,Calif	PARA 2,SO 86, Hq 45th Air Division EDCSA 1 Jun 56
8.	Parsons, William	AO3022567	1525A	NBR	Rsg	3305th Pilot Trng Gp,Malden AFB,Mo	PARA 6,SO 98, Hq 45th Air Division EDCSA 6 Jun 56
9.	Rose, Bill L	AO3006395	1Z34A	P-6	Sep		PARA 26,SO 109,Hq 45th Air Division Eff 16 Jun 56

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LOSSES (Cont'd)

First Lieutenants

10.	Shoemaker, Richard L	A03072570	1521A	NBR	Rsg	95th Bomb Wing,Biggs AFB,Texas	PARA 10,SO 93, Hq 45th Air Division EDCSA 1 Jun 56
11.	Small, George B	A03006211	1231A	P-6	Sep		PARA 14,SO 118,Hq 45th Air Division Eff 15 Jun 56
12.	Stone, Parker J	A02207978	1124Q	P-6	Rsg	42D Supply Sq,Loring AFB,Me	PARA 3,SO 114, Hq 45th Air Division EDCSA 9 Jun 56
13.	Wiersbicki,Joseph	A03009271	3244	U	Rsg	3301th Plt Tng,Moore Field,Mo	PARA 17,SO 104, Hq 45th Air Division EDCSA 1 Jun 56
14.	Wooley, Patrick V	A02219700	1534A	N	Sep		PARA 16,SO 117, Hq 45th Air Division Eff 29 Jun 56

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FM COMAF 8 WESTOVER AFB MASS
TO RJWFFB/COMAIRDIV 21 FORBES AFBKANS
RJEPLM/COMAIRDIV 45 LORING AFB ME

/UNCLAS/FLM 67312. THIS MESSAGE IN TWO PARTS. PART I. FOLLOWING SAC MESSAGE DPLMD 38956, 10 MAY 56, IS QUOTED FOR YOUR INFORMATION AND NECESSARY ACTION: "DUE TO REALLOCATION OF C-119 TYPE AIRCRAFT THE FOLLOWING STATIONS ARE INCREASED OR DECREASED SPACES (BY NUMBER AND GRADE) AS INDICATED:EFF.JULY 56 REPORTING.

STATION	INCREASE			DECREASE		
	******EXTRACT******					
	TSG	SSG	AlC	TSG	SSG	AlC
49TH AIR DIV	3	3	3			

****

PART II. REQUEST UNIT MANNING DOCUMENT CHANGE REQUESTS BE FORWARDED THIS HEADQUARTERS REFLECTING DELETIONS OR ADDITONS AS INDICATED ABOVE. THIS ACTION IS EFFECTIVE FOR JULY 56 REPORTING.

12/1819Z MAY

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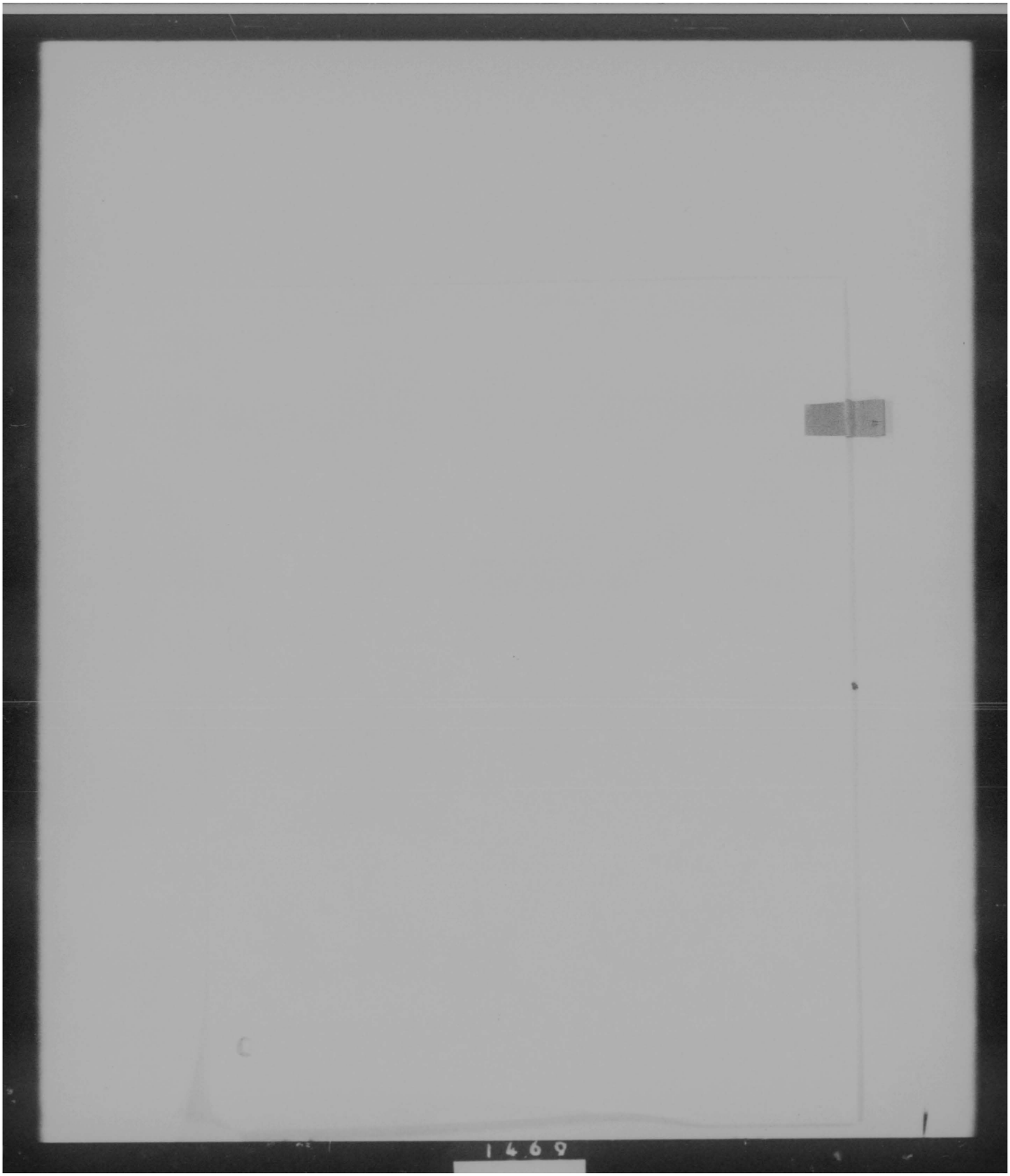

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HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

15 May 1956

MAN

SUBJECT: Transportation Services (Function Code 43000) Unit Manning Document Change Request

TO: Commander
Eighth Air Force
ATTN: PLM
Westover Air Force Base
Massachusetts

1. A review of the workload in the Transportation Services Function indicates that current authorizations (6 spaces) in the air transportation career field are inadequate to meet the increased demand for air freight services.

2. Adequate and qualified air freight terminal personnel must be provided for a twenty four (24) hour per day seven (7) days per week operation to meet the Logair Services Agreement dated 21 March 1955. In addition Air Freight Services must be capable of performing the ground handling functions for several other types of cargo flights, namely; Scheduled Base Aircraft; Opportune Transient Aircraft; SAC Directed Airlift; and Cargo Exchange Flights from Depots.

3. Total Air freight activities for the past four (4) months averages fifty one (51) flights and three hundred seventy eight thousand (378,000) pounds of cargo processed monthly. The majority of this workload is accomplished between the hours of 0800 and 2000 daily. Howev er flights between 2000 hours of one day and 0800 of the following day are frequent enough to establish a requirement for a three (3) shift operation.

4. The following realignment of current Non T/O authorizations in the 42d Motor Vehicle Squadron will provide the capability to meet a major part of immediate requirements.

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HQ 45TH ADIV MAN Subject: Transportation Services (Function Code 43000) Unit Manning Document Change Request

DELETIONS

FUNCTION	JOB TITLE	AFSC	NO & GRADE	
TRANS SERV (43000)	TRAFFIC SUPV	60270	1	MSG
	CLERK	70250	1	A1C
	SURFACE TRANS HLPR	60310	2	A3C
MTR GND EQP MAINT (92010)	SPECIAL VEH RPMN	47152	1	SSG

ADDITIONS

TRANS SERV (43000)	AIR FREIGHT SPECL	60152	1	SSG
	AIR FREIGHT SPECL	60152	1	A1C
	AIR TRANS HELPER	60110	2	A3C
MTR GND EQP MAINT (92010)	VEHICLE MAINT TECH	47170	1	MSG

A two (2) month study of local air freight operations has been initiated. Additional requirements, if any, substantiated by detailed workload and manhour data will be submitted following completion of the study.

5. It is requested that the attached Unit Manning Document Worksheets reflecting the changes listed above be approved.

FOR THE COMMANDER:

/s/t/RICHARD L. LALLY
2d Lt, USAF
ASTADJ

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HQ 45TH ADIV MAN Subject: Transportation Services (Function Code 43000) Unit Manning Document Change Request

PLM (15 MAY 1956) 1st IND

HEADQUARTERS EIGHTH AIR FORCE, Westover AFB, Massachusetts 23 MAY 1956

TO: Commander, 45th Air Division, Loring Air Force Base, Maine

The changes requested in basic correspondence are approved and will be reflected in the next publication of manning documents.

BY ORDER OF THE COMMANDER:

1 INCL
Withdrawn 1 copy

/s/t/JOHN W. HOBLITZEL, JR.
Captain, USAF
ASTADJ

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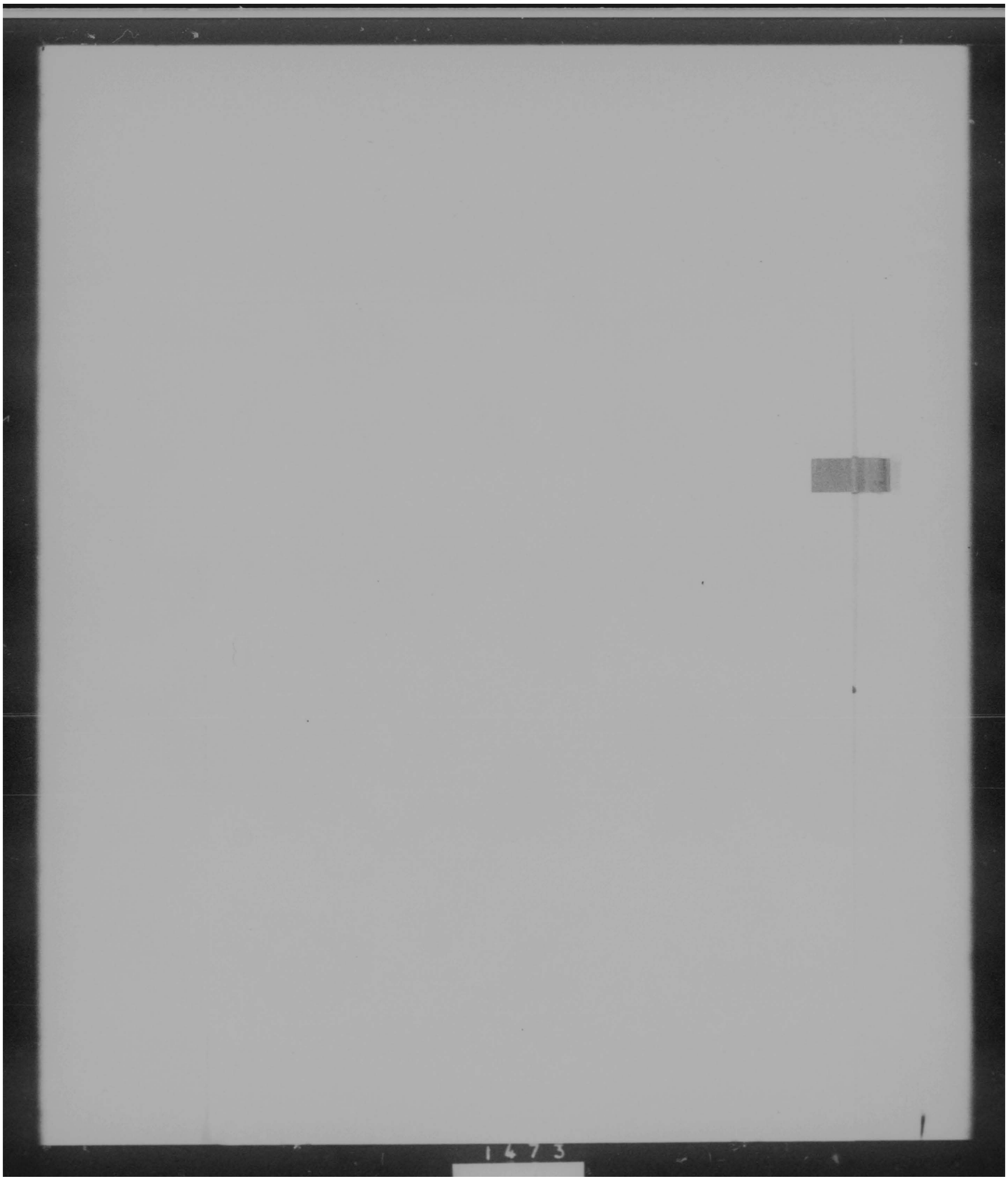

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FM COMAF 8 WESTOVER AFB MASS
TO RJEPDW/COMAIRFLWG 4060 DOW AFBME
INFO RJEPLM/COMAIRDIV 45 LORING AFB ME

/UNCLAS/PLM 67256. EFFECTIVE FOR MAY 56 REPORTING THE 4060TH AREFWG AND 45TH AIR DIVISION ARE BOTH DECREASED 1 OFFICER (LT) AND 2 AIRMEN (1 S/SGT, 1A/1C). CONCURRENTLY BOTH THE 817TH AND 820TH AIR DIVISION ARE DECREASED 1 OFFICER (LT) AND 2 AIRMENT (1 S/SGT, 1A/1C). THIS REALLOCATION IS DUE TO REALLOCATION OF HELICOPTER TYPE AIRCRAFT.XX 1 OFFICER AND 2 AIRMEN ARE NOW IN THE ESTABLISHED MANNING STANDARD FOR EACH HELICOPTER. IF ADDITIONAL PILOTS ARE REQUIRED TO MEET SAC REG 60-14 REQUIREMENTS THEY WILL BE PROVIDED AND TRAINED FROM WITHIN CURRENT RESOURCES. HQ SAC IS CONTINUING THEIR EFFORTS TO PROVIDE THE ADDITIONAL OFFICER FOR EACH H-19 HELICOPTER. REQUEST UNDS BE SUBMITTED INDICATING ABOVE ACTION.

25/2314Z APR RJEPEO

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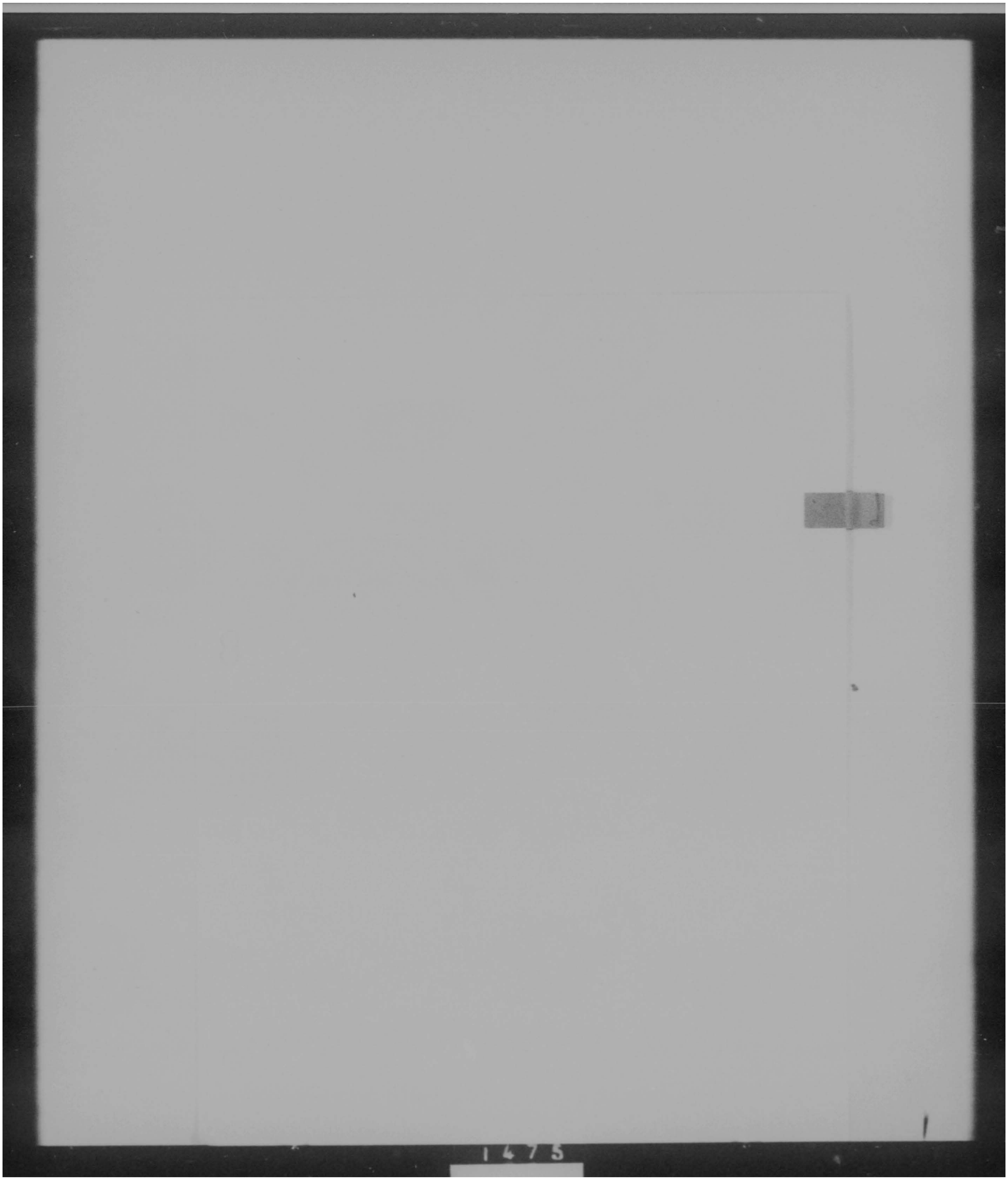

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FM COMAF 8 WESTOVER AFB MASS

TO COMAIRDIV 45 LORING AFB ME

/UNCLAS/PLM 67346. SUBJ: REORGANIZATION OF MEDICAL FACILITIES. REF OUR LETTER PLM, 15 MAR 56, SAME SUBJECT: EFFECTIVE FOR JUN 56 AND THEREAFTER, THE FOLLOWING MEDICAL AUTHORIZATION IS OUTLINED AS FOLLOWS:

T/O AUTH UNIT	UMD 9022, 1 JUL 56 T/O 1-8020, 1 JUN 55	T/O STR OFF	AMN
42D TAC HOSP	IIAC, AE, AF, 4XIIAD IIF, 2XIIA	34	115

NON-T/O AUTH
JUNE 56 - 4034th USAF HOSP: 22 OFF (1 LT COL, 4 MAJ, 10 CAPT, 7 LT); 16 AMN (1 M/SGT, 2 T/SGT, 3 S/SGT, 5 A/1C, 4 A2C, 1 A3C); 37 CIVILIANS P478 (34 GRADED 3 UNGRADED).
JULY -56 - 4034TH USAF HOSP: 43 ~~CX~~ CIVILIANS P478 (PLUS 6 GRADED).
MANDATORY GRADES AND AFSC'S REFLECTED IN INCLOSURE 2 OF REFERENCED LETTER ABOVE WILL BE INCLUDED IN JUNE 1956 REPORTING. FOOD SERVICE

PAGE TWO RJEPEO 29
PORTION WILL BE INCLUDED IN T/O OR NON-T/O UMD'S UNDER CODE RSECTION 36500 AS OUTLINED IN AFM 171-8. HOSPITAL ENGINEER POSITION WILL BE PROVIDED FROM CIVILIAN RESOURCES AUTHORIZED IN JUNE 1956 REPORTING. ADDITIONAL INFORMATION WILL BE FORTHCOMING INCLUDING COPIES OF UMD's.
04/1423Z JUN RJEPEO.

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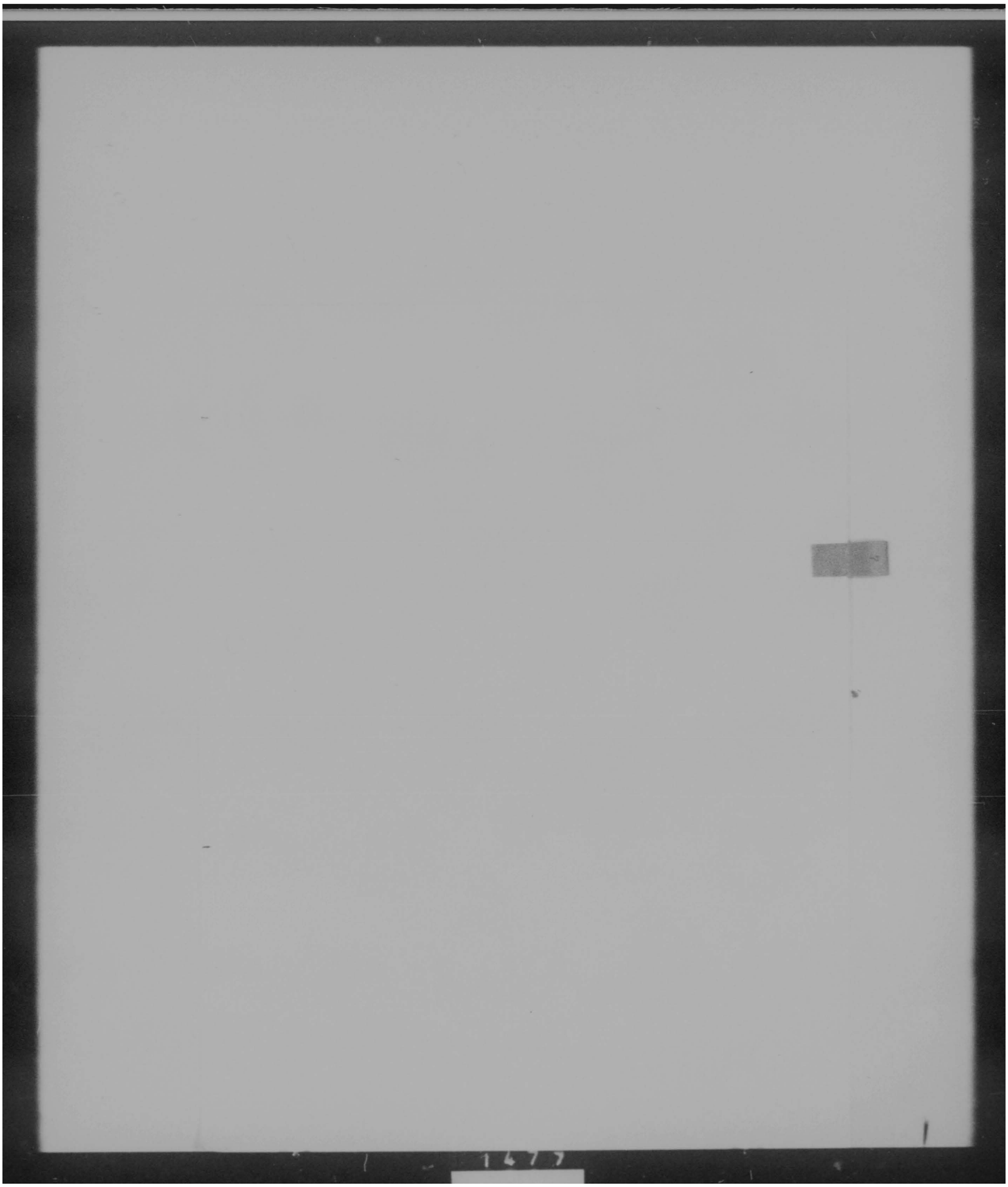

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FM COMAF 8 WESTOVER AFB MASS
TO COMAIRDIV 45 LORING AFB ME

/UNCLAS/PLM 67309. FOLLOWING SAC MSG DPLMD 38574, 9 May 56, IS QUOTED FOR YOUR INFORMATION AND NECESSARY ACTION: "THE FOLLOWING MANNING RESTRICTIONS AND AUTHORIZED OVERAGES WILL APPLY TO UMD'S INDICATED EFFECTIVE JUNE 1956. UMD 2504A DATED 1 APRIL 1956 BOMB SQUADRON

FUNCTIONAL CODE	GRADE	AFSC	DELETE
8001014	A2C	42330	15
8001015	A1C	42350	9
UMD4544A DATED 1 APR 56			PERIODIC MAINT SQ
8001017	A2C	42132	7
	A1C	42152	1
	SSG	42152	6
	A2C	42330	7
	A1C	42350	23
	SSG	42350	10
UMD 3374F DATED 1 APRIL 1956			FIELD MAINT SQ
8031010	A2C	42330	12
	A1C	42350	22
	SSG	42350	24
	TSG	42370	1
	MSG	42370	1
8041010	A1C	42152	4
	SSG	42152	7
	TSG	42172	2
	A2C	42231	5
	A1C	42251	12
	SSG	42251	9
	TSG	42271	1

THE FOLLOWING WILL BE ADDED AS AUTHORIZED OVERAGE EFFECTIVE 1 JUNE 1956
UMD 2234A DATED 1 APRIL 1956 ARM & ELECT SQ ADD

8201012	A2C	46230	5
	A1C	46250	12
	SSG	46250	4
	TSG	46270	2
	MSG	46270	3

THIS CHANGE WILL BE REFLECTED IN THE JUNE 1956 MAF WITH CODE LETTER "A"
/11 MAY 56/

EXHIBIT 3

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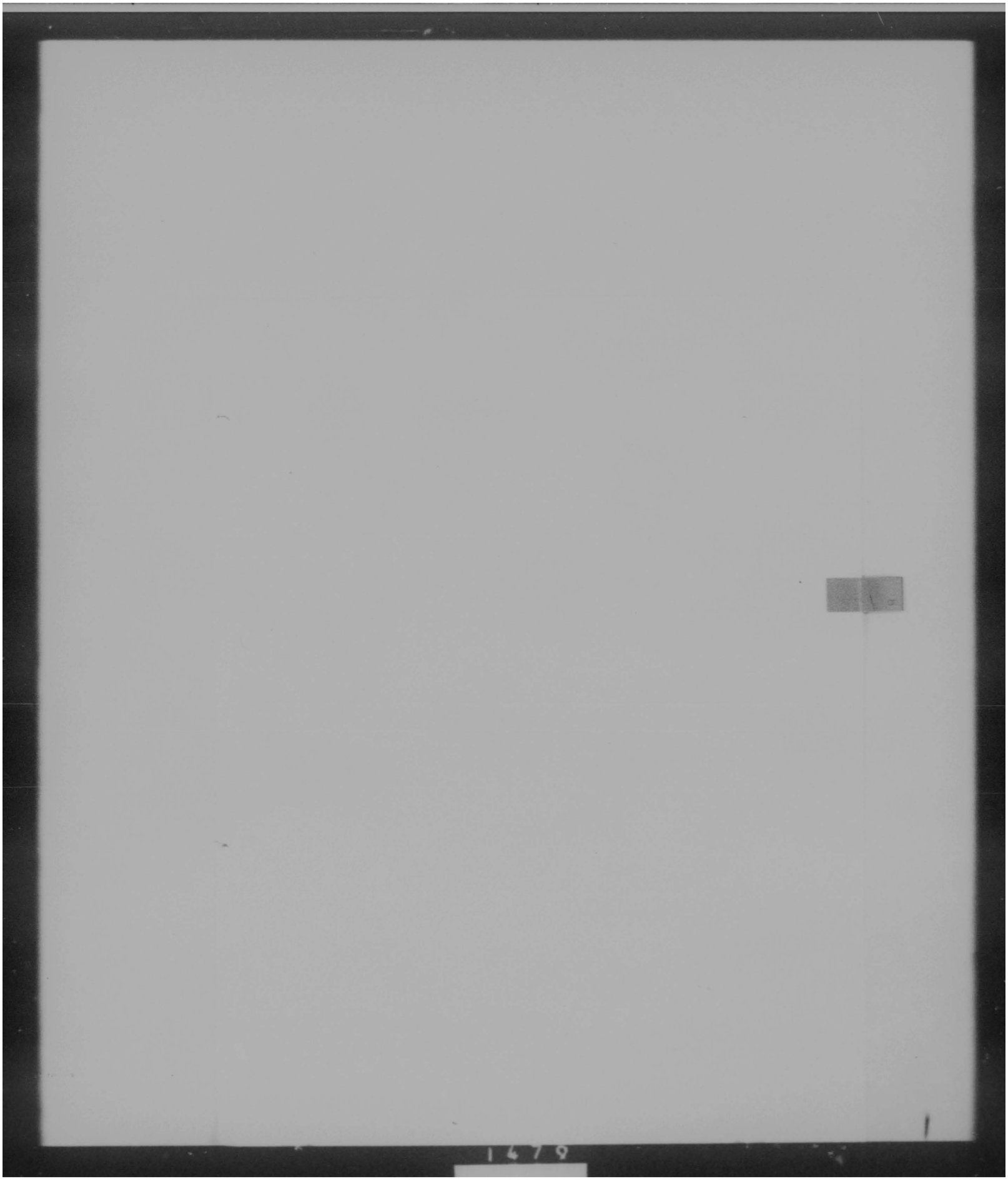

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DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

DATE 1 MAY 56

ORGANIZATION	OFF AUTH	OFF ASGD	OFF ATCHD	OFF PFD	AMN AUTH	AMN ASGD	AMN ATCHD	AMN PFD
HQ 45TH AIR DIVISION	10	9	0	8	7	6	0	4
HQ 42D BOMB WING	52	50	0	15	149	177	1	159
69TH BOMB SQUADRON	87	101	0	68	229	177	0	127
70TH BOMB SQUADRON	87	105	0	65	229	182	0	144
75TH BOMB SQUADRON	87	123	0	72	229	191	0	149
42D FIELD MAINT SQUADRON	8	9	0	6	319	654	0	476
42D PER MAINT SQUADRON	4	4	0	3	373	161	0	130
42D A & E MAINT SQUADRON	11	8	0	7	842	457	0	308
42D AIR REFUELING SQUADRON	99	102	0	77	220	217	0	164
TOTAL	445	511	0	339	2597	2221	0	1738
42D TACTICAL HOSPITAL	36	31	0	27	134	133	0	131
4034TH USAF HOSPITAL	16	17	0	16	19	8	4	10
TOTAL	52	48	0	43	153	141	4	141
HQ 42D AIR BASE GROUP	57	63	1	50	276	366	3	323
D OPRS SQUADRON	8	8	0	6	161	184	13	166
42D SUPPLY SQUADRON	17	13	0	9	343	338	0	295
42D MOTOR VEHICLE SQUADRON	5	3	0	2	207	253	0	238
42D AIR POLICE SQUADRON	10	8	0	7	339	281	0	239
42D FOOD SERVICE SQUADRON	4	3	0	3	238	217	0	196
42D INSTLS SQUADRON	6	5	0	5	299	262	1	253
524TH AIR FORCE BAND	1	0	0	0	19	15	0	13
TOTAL	108	103	1	82	1842	1916	17	1723
BASE GRAND TOTAL	605	662	1	464	4592	4278	21	3602

OFFICER NAME, GRADE (Typed): CLAYTON J. COLIGNOLY CAPTAIN USAF

SIGNATURE (Officer):

42 ABG FORM 24 JAN 55 225 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

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DAILY STRENGTH REPORT ---- LORING AIR FORCE BASE

AS OF DATE: 30 June 1956	OFFICERS				AIRMEN			
UNIT	AUTH	ASGD	ATCHD	PFD	AUTH	ASGD	ATCHD	PFD
HQ 42D BOMB WG	52	46	0	35	149	171	0	136
69th BOMB SQ	87	101	0	50	205	162	0	130
70th BOMB SQ	87	101	0	55	205	180	0	129
75th BOMB SQ	87	132	0	90	205	216	0	186
42D A & E MAINT SQ	11	7	0	4	345	465	0	399
42D FLD MAINT SQ	8	9	0	8	742	766	0	655
42D PER MAINT SQ	4	4	0	3	319	175	0	155
42D TAC HOSP	34	28	0	24	115	132	0	129
42D AIR REFUELING SQ	99	96	0	79	220	192	0	162
TOTAL	469	524	0	348	2505	2459	0	2081
HQ 45th AIR DIVISION	10	10	0	8	7	6	0	5
42D SUPPLY SQ	17	19	0	18	343=	335	1	302
42D MOTOR VEHICLE SQ	5	4	1	3	207	259	0	235
HQ 42D AIR BASE GROUP	57	64	0	60	274	351	1	316
42D AIR POLICE SQ	10	7	0	5	339	270	1	246
42D INSTL SQ	6	6	0	6	259	254	1	227
42D FOOD SERVICE SQ	4	3	0	2	232	242	0	219
42D OPERATIONS SQ	12	8	0	7	159	196	13	167
4034th USAF HOSPITAL	22	18	0	12	16	5	2	5
524th AIR FORCE BAND	1	0	0	0	19	12	0	10
TOTAL	144	139	1	121	1855	1930	19	1732
~~3080th AVN DEP GP~~	-	-	-	-	-	-	-	-
1974 AACS SQ	9	7	0	5	75	78	0	71
1292 AACS SQ	9	4	0	4	118	119	2	112
2-7 WEATHER DET	9	8	0	4	21	21	0	15
RESIDENT AUDITORS	5	2	0	2	2	1	0	1
548th AAA BN	30	28	0	16	348	354	1	205
B 52 1	1	1	1	1	13	20	0	20
B 52 E 1	0	0	0	0	10	12	0	12
TOTAL	63	50	1	32	587	605	3	436
BASE GRAND TOTAL	676	713	2	501	4947	4994	22	4249

OFFICER NAME, GRADE (Typed)
Robert Rappaport
Captain USAF
Statistical Services Officer

SIGNATURE

42D ADG FORM 15 MAY 56 225 (REVISED) FC: 2320

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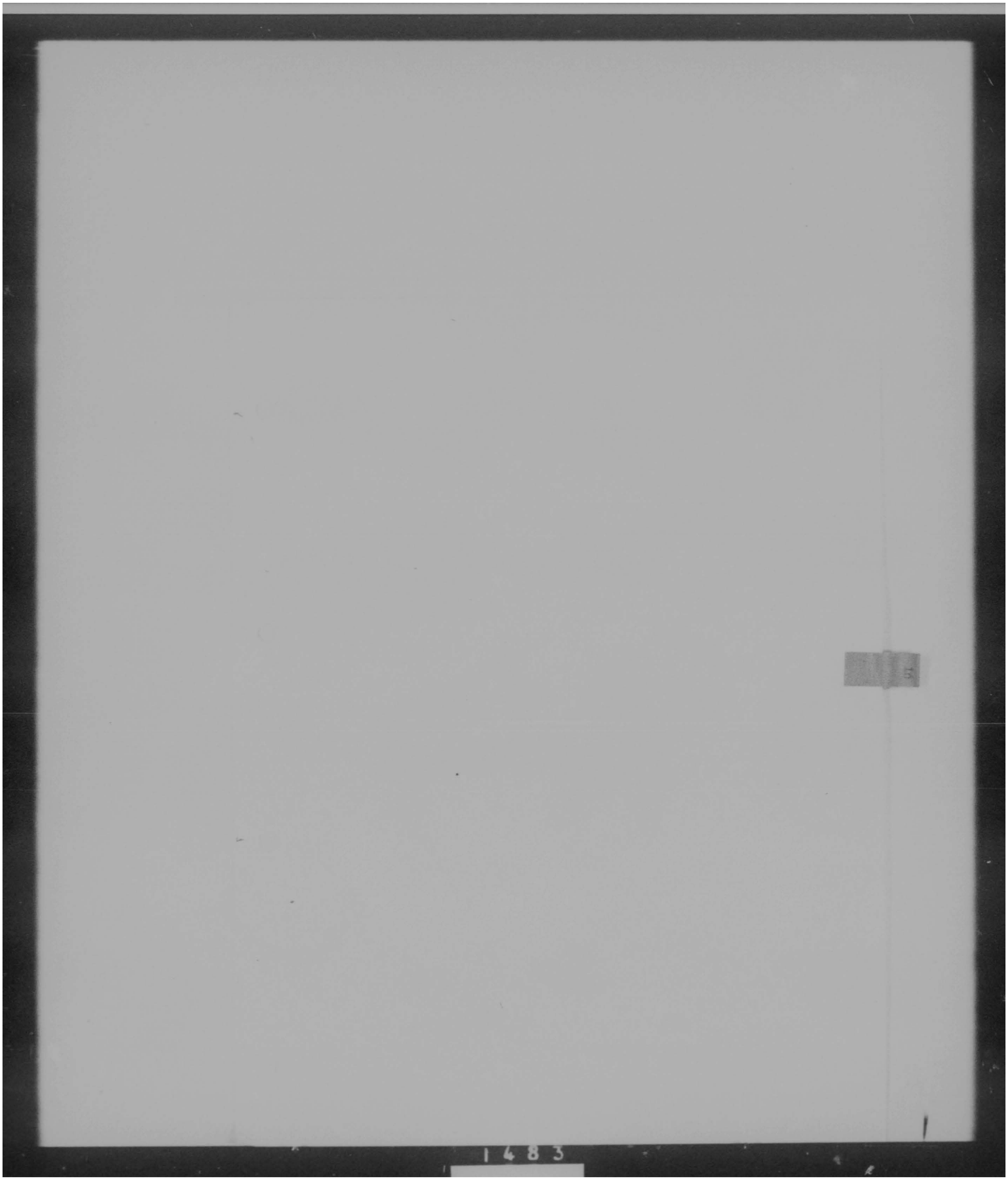

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EVALUATION OF DIVISION OJT PROGRAM, [illegible]

1. Consolidated OJT reports from 1 January to 30 June 1960 have been evaluated to determine results produced and to identify areas where improvement can be made in squadron OJT programs. This information has been condensed into three tables for evaluation and necessary action by Wing, Group and Squadron Commanders.

2. Tables I to III provide three yardsticks for measuring the effectiveness of the squadron OJT programs and evaluate different aspects of the program.

3. Table I tabulates Division, Wing and Air Base Group monthly average percentages for comparison with squadron percentages about the number of airmen by time in program and number upgraded monthly. Three percentages showing this relationship are based upon the number of airmen who:

a. Have been in training over 5 months to the total number now in program. The Division monthly average percentages vary from a low of 19.5% in January to a high of 29.5% in March to the present [illegible]% in June and are based upon corresponding similar monthly variations in Wing and Air Base Group percentages.

b. Require over 5 months of training before being upgraded to the total number in the program 5 months ago. Losses by transfers or separations which would increase this percentage are disregarded to simplify computation. The percentages in line 13 are higher than those in line 12 because of the increase in the number of airmen in training each month. For example, in June the Division percentage of 31.1% is based upon 446 airmen in training over 5 months of 1432 airmen in the program in January. The number of airmen in the program, however, had increased from 1432 to 1698 during this period. The effect of this increase in airmen in training is also reflected by increased requirements for 10% upgrade training in Column 8 of Table II.

c. Are upgraded each month with respect to total number in program during the previous month. Although 1080 airmen have been upgraded, training requirements have increased 19% due to an increase of 177 more airmen in training in Wing and 79 more airmen in training in Air Base Group. The Division, Wing and Air Base Group average monthly percentages of airmen upgraded of total in the program for this 6 month period are 11.03%, 9.2% and 13.10% respectively but are less than the 19% increase in training requirements. The USAF goal of 10% upgrade training of total personnel in the program places a minimum requirement for upgrade training upon each Squadron Commander.

Incl 1 to Hq 45th Air Div Ltr, 2, Subj: Evaluation of On-the-Job Training, [illegible] 60

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EVALUATION OF DIVISION OJT PROGRAM (cont'd)

TABLE Ia NUMBER OF AIRMEN ON OJT AND UPGRADED BY MONTHS IN DIVISION

IN PROGRAM	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	1432	1458	1639	1499	1702	1698
1 Month	442	167	294	233	419	247
TOTAL	990	1291	1345	1266	1283	1451
2 Months	290	408	163	294	233	414
TOTAL	700	883	1182	972	1050	1037
3 Months	141	238	393	132	288	220
TOTAL	559	645	789	840	762	817
4 Months	119	135	208	322	120	265
TOTAL	440	510	581	518	642	552
5 Months	161	112	98	196	234	106
Over 5 Mos	279	398	483	322	408	446
% of Total now in Program	19.5%	27.3%	29.5%	21.5%	24.0%	26.2%
% Not Upgraded after 5 mos Tng	30.8%	40.1%	43.4%	31.4%	37.1%	31.1%
No. Upgraded:						
This Mo.	106	85	187	238	216	154
% Upgraded	9.6%	5.9%	12.8%	14.5%	[illegible]	9.
AVERAGE MONTHLY PERCENTAGE UPGRADED						11.

TABLE Ib NUMBER OF AIRMEN ON OJT AND UPGRADED BY MONTHS IN WING

IN PROGRAM	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	740	777	893	787	[illegible]	[illegible]
1 Month	205	83	151	115	230	[illegible]
TOTAL	535	694	742	672	[illegible]	[illegible]
2 Months	98	173	80	151	115	[illegible]
TOTAL	437	521	662	521	572	[illegible]
3 Months	76	97	160	64	147	[illegible]
TOTAL	361	424	502	457	425	[illegible]
4 Months	65	71	94	147	62	[illegible]
TOTAL	296	353	408	310	363	[illegible]
5 Months	125	6	63	84	109	[illegible]
Over 5 Mos	171	289	345	226	254	253
% of Total now in Program	23.1%	37.2%	38.6%	28.7%	27.7%	27.6%
% Not Upgraded after 5 mos Tng	31.1%	42.6%	44.7%	36.7%	44.0%	34.2%
No. Upgraded:						
This Mo.	43	35	117	95	95	52
% Upgraded	7.5%	4.7%	15.1%	10.6%	12.1%	5.7%
AVERAGE MONTHLY PERCENTAGE UPGRADED						9.28%

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EVALUATION OF DIVISION OJT PROGRAM (cont'd)

TABLE Ic NUMBER OF AIRMEN ON OJT AND UPGRADED BY MONTHS IN GROUP

IN PROGRAM	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	692	681	746	712	785	781
1 Month	237	84	143	118	189	121
TOTAL	455	597	603	594	596	660
2 Months	192	235	83	143	118	184
TOTAL	263	362	520	451	478	476
3 Months	65	141	233	68	141	107
TOTAL	198	221	287	383	337	369
4 Months	54	64	114	175	58	126
TOTAL	144	157	173	208	279	243
5 Months	36	48	35	112	125	50
Over 5 Mos	108	109	138	96	154	193
% of Total now in Program	15.6%	16.0%	18.5%	13.5%	19.6%	24.7%
% Not Upgraded After 5 mos Tng	30.4%	26.3%	35.4%	23.5%	29.5%	27.7%
No. Upgraded: This Mo.	62	50	70	143	121	102
% Upgraded	11.9%	7.2%	10.3%	19.2%	17.0%	13.0%
AVERAGE MONTHLY PERCENTAGE UPGRADED						13.10%

4. Table II shows the squadron percentages of airmen in training over 5 months, the average number upgraded monthly and the shortages in meeting the USAF goal for 10% upgrade training each month in each squadron. Shortages in upgrading actions are the difference between 10% of total in training each month in Column 8, and the average number upgraded monthly in Column 7, multiplied by number of months considered. This method of computation based upon the monthly average number of airmen upgraded instead of the number of airmen upgraded in one particular month provides a more comprehensive analysis for the 6 months period. The Division, Wing and Air Base Group shortages are the sum of individual squadron shortages due to different manning specialties for each squadron. Shortages in upgrading action in Column 10 in each squadron should be analyzed with respect to the percentage of airmen not upgraded after more than 5 months training in Column 4, the monthly average number of airmen upgraded in Column 7 and other pertinent factors. Such study will reveal areas for improvement or factors beyond the control of the Squadron Commander. For example, while the 42d Periodic Maintenance Squadron has a shortage of 18.6 upgrading actions, the OJT program in this squadron is considered satisfactory because it has the lowest percentage of airmen in training over 5 months. Inputs to fill the 53% shortage in body manning of this squadron will be reflected each month as

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increased requirements in Column 10 until sufficient personnel are upgraded to raise the monthly average number of airmen upgraded in Column 7 to the equivalent of the requirement in Column 8. Table III also indicates that the Periodic Maintenance Squadron is tied for third place in relative standings among Wing squadrons.

TABLE II SQUADRON SHORTAGES IN MEETING USAF GOAL OF 10% UPGRADE TRAINING

1	2	3	4	5	6	7	8	9	10
				NUMBER UPGRADED			USAF REQUIREMENTS		
	NO. IN PROGRAM		PERCENTAGE	THIS	TO	MONTHLY	10% OF NO.	SHORTAGES	
UNIT	TOTAL	OVER 5 MOS	OVER 5 MOS	MONTH	DATE	AVERAGE	IN TRNG	MONTHLY	TO DATE
WgHqSq	63	23	37%	8	49	8.2	6.3		
69BHS	63	14	22%	3	20	3.3	6.3	3.0	18.0
70BHS	73	17	23%	1	19	3.2	7.3	4.1	24.6
75BHS	90	22	24%	2	14	2.3	9.0	6.7	40.2
42ARS	68	27	40%	2	20	3.3	6.8	3.5	21.0
42FMS	301	78	25%	24	131	21.8	30.1	8.3	50.4
42PMS	62	2	3%	2	18	3.0	6.2	3.0	18.0
42AEMS	142	49	35%	10	119	19.8	14.2		
HOSP	55	21	38%	0	62	10.3	5.5		
42BW	917	253	27.6%	52	452	75.3		TOTAL	172.8
DIV		AVERAGE	26.2%	TOTAL	1080				193.8
42ABG	781	193	24.7%	111	628	104.5		TOTAL	21.0
GpHqSq	150	46	31%	21	116	19.3	15.0		
420PS	83	28	34%	18	47	8.0	8.3	0.3	1.8
42APS	139	43	31%	18	196	32.7	13.9		
42FSS	76	4	5%	8	45	7.5	7.6	0.1	0.6
42SUP	157	25	16%	19	76	12.7	15.7	3.0	18.0
42MVS	75	12	16%	22	70	11.6	7.5		
42IS	98	34	35%	5	77	12.8	9.8		
4034TH	3	1	33%	0	1	.2	0.3	0.1	0.6

5. Table III tabulates the relative standings and the percentage of maximum score attained by each squadron based upon an empirical scoring formula outlined in letter ADP, Headquarters 45th Air Division, 28 March 1956, Subject: "Recognition of On-the-Job Training Accomplishments". This formula measures the effectiveness of squadron OJT programs based upon four percentages as follows:

a. Number of airmen reported on OJT with respect to number of airmen eligible.

b. Number of airmen tested of those eligible for testing.

c. Number of airmen passing tests of those tested.

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EVALUATION OF DIVISION OJT PROGRAM (cont'd)

d. Percentage of 3 level airmen in program less than 4 months and of 5 and 7 level airmen in program less than 6 months with respect to total number of airmen reported on OJT.

TABLE III EVALUATION OF SQUADRON OJT PROGRAMS BASED ON SCORING FORMULA

1	2	3	4	5	6	7	8
WING	% OF MAXIMUM SCORE			RELATIVE STANDING			AVERAGE
	APR	MAY	JUN	APR	MAY	JUN	STANDING
42AEMS	.844	.838	.842	1	2	1	1 (4)
42PMS	.773	.769	.767	2	4	4	3 (10)
HQSP	.762	.867	.832	3	1	2	2 (6)
HqSq	.727	.813	.800	4	3	3	3 (10)
42ARS	.718	.586	.611	5	9	9	8 (23)
75BHS	.704	.699	.705	6	6	7	6 (19)
42FMS	.700	.759	.764	7	5	5	5 (17)
70BCS	.697	.662	.744	8	8	6	7 (22)
69BHS	.603	.679	.702	9	7	8	9 (24)
MEAN	.725	.793	.752				
MEDIAN	.768	.807	.798				
GROUP							
42IS	.837	.839	.807	1	2	2	1 (5)
42SUP	.781	.756	.798	2	7	4	4 (13)
HqSq	.762	.807	.769	3	4	7	5 (14)
42MVS	.768	.800	.829	4	5	1	2 (10)
42APS	.766	.838	.796	5	3	5	4 (13)
42OPS	.702	.759	.776	6	6	6	7 (18)
42FSS	.668	.923	.807	7	1	2	2 (10)
MEAN	.743	.817	.797				
MEDIAN	.768	.807	.798				

NOTE: The relative standing in Column 8 for the three months of April, May and June is based upon the sum of the relative standings in Columns 5, 6 and 7 which is shown in parenthesis in Column 8.

6. A more detailed analysis of each table will reveal specific facts about each squadron. Proper evaluation requires discrimination between norms and discrepancies. For example, a higher percentage of airmen in training more than 5 months before upgrading action in the highly technical specialties is expected than in the non-technical fields. Good management demands prompt action to correct any weaknesses found in the squadron OJT programs. SAC Supplement-1 to AFR 52-2, On-the-Job Training; AFM 50-23, Guide for Planning and Conducting On-the-Job Training; and the Eighth Air Force OJT Guide, 1 October 1955, prescribes detailed procedures for a well planned, properly organized and adequately supervised OJT program. The

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principal cause of discrepancies in Squadron OJT programs is the failure to comply with the instructions prescribed in these reference publications.

7. Accurate, complete and current squadron records should provide the Squadron Commander with detailed information about the training of each airman in the program and reflect:

a. Entry of airmen into the program and subsequent upgrading action on Personnel Action Memorandums, morning reports and Classification and Audit lists.

b. Progress made by airmen in completing each phase of training. An accurate and current AF Form 623, Formal On-the-Job Training Record, is required for each trainee and indicates whether the airman will be ready for testing during the next testing cycle or will require special additional instruction before being tested.

c. Progress made by supervisors and trainers in teaching groups of airmen. The AF Form 1320, Training Chart, is a management tool which consolidates essential information in AF Form 623 and facilitates visual identification of any weaknesses in training. Poor teaching methods, lack of teaching ability of trainers and average learning capability of each trainee can be analyzed by a comparison of results tabulated in AF Form 1320.

d. Information about qualifications of airmen passing Air Force Job Knowledge Tests and Airman Proficiency Tests. Test results and a review of AF Form 623 should provide complete information about any additional training required before the award of a higher level AFSC. The final responsibility for recommending upgrading action rests with the supervisor but a minimum of additional instruction should be required after an airman passes a qualification test before upgrading action is recommended. Too often the delay in upgrading personnel has been the failure of the supervisor to initiate a recommendation for upgrading rather than a requirement for additional training of the airman.

e. Number of personnel in training and how long they have been in the program without upgrading action. 43d ABG Form 333 records this information in ready reference form for comparison with data tabulated in Table II.

f. Percentage of airmen passing tests of those tested. Squadron Commanders should know why each airman failed a test. A high percentage of failures often results when airmen are not interviewed sufficiently in advance of the testing cycle to permit special training to be conducted before the testing cycle or when airmen are permitted to take tests before adequate training has been given.

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21 June 1956

Colonel William F. Crowley
Director of Personnel
Headquarters Eighth Air Force
Westover Air Force Base
Massachusetts

Dear Bill,

Command assistance is requested to secure the 223 airmen listed as short shipments in Inclosure 1 and to fill other critical shortages in the following career fields for which no incoming airmen have been projected for this command:

AFSC	TITLE	AUTH	ASGD
304X0	Intel Ops Spec	14	9
422X1	Mech Access & Eq Rpsm	65	34
423X0	A/C Elect Rpsm	319	126
64173	Orgn Supply Supvr	21	12
73370	Manp Mgt Tech Mgt Anal	7	1
771X0	Air Police	319	264

A further correlation of short shipments with requirements reveals that 96 airmen projected for this command can be diverted to other Eighth Air Force Bases. These surplus airmen are indicated by an asterisk in Inclosure 1. For example, 57 AFSC 432X1, Reciprocating Engine Mechanics are projected in when we have sufficient positions filled to meet present B-36 and KC-97 requirements. As our B-36 requirements are reduced, surplus personnel with sufficient retainability will be reported to your headquarters.

At the present time we are short 199 airmen in the Periodic Maintenance Squadron, 121 airmen in the Field Maintenance Squadron but over 144 in the Armament and Electronics Squadron. In Air Police Squadron, we are short 67 of 339 airmen authorized. Assignment of critical personnel listed in this letter will improve our effective manning.

I am also enclosing a copy of the monthly historical report of the Division Director of Personnel which may contain some matters of interest for your OJT Digest. Further study will be necessary before we can determine if our evaluation system for measuring the effectiveness of each squadrons OJT program is valid.

ATTACHMENT 1 TO HISTORICAL REPORT, 1 - 31 MAY 1956

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It does, however, afford us with a criteria for measuring to a degree the progress made each month. The recognition of individual squadron accomplishments each month is an effective management tool to motivate each Squadron Commander to improve his program. Another advantage of this evaluation is that it identifies areas for the Base OJT Administrator to concentrate his efforts.

The late receipt of the B-52 45 aircraft unit manning document and the many changes in the former functional codes are two reasons for the many personnel not yet reported in the latest converted functional code. The many changes involved will require an extensive and time-consuming survey. The Acting Director of Personnel is aware of this problem and is taking corrective action.

Sincerely,

W. K. MARTIN
Brig. General, USAF
Commander

2 Incls:
1. Accumulated Short Shipments
2. Unit History

ATTACHMENT 1 [cont'd]

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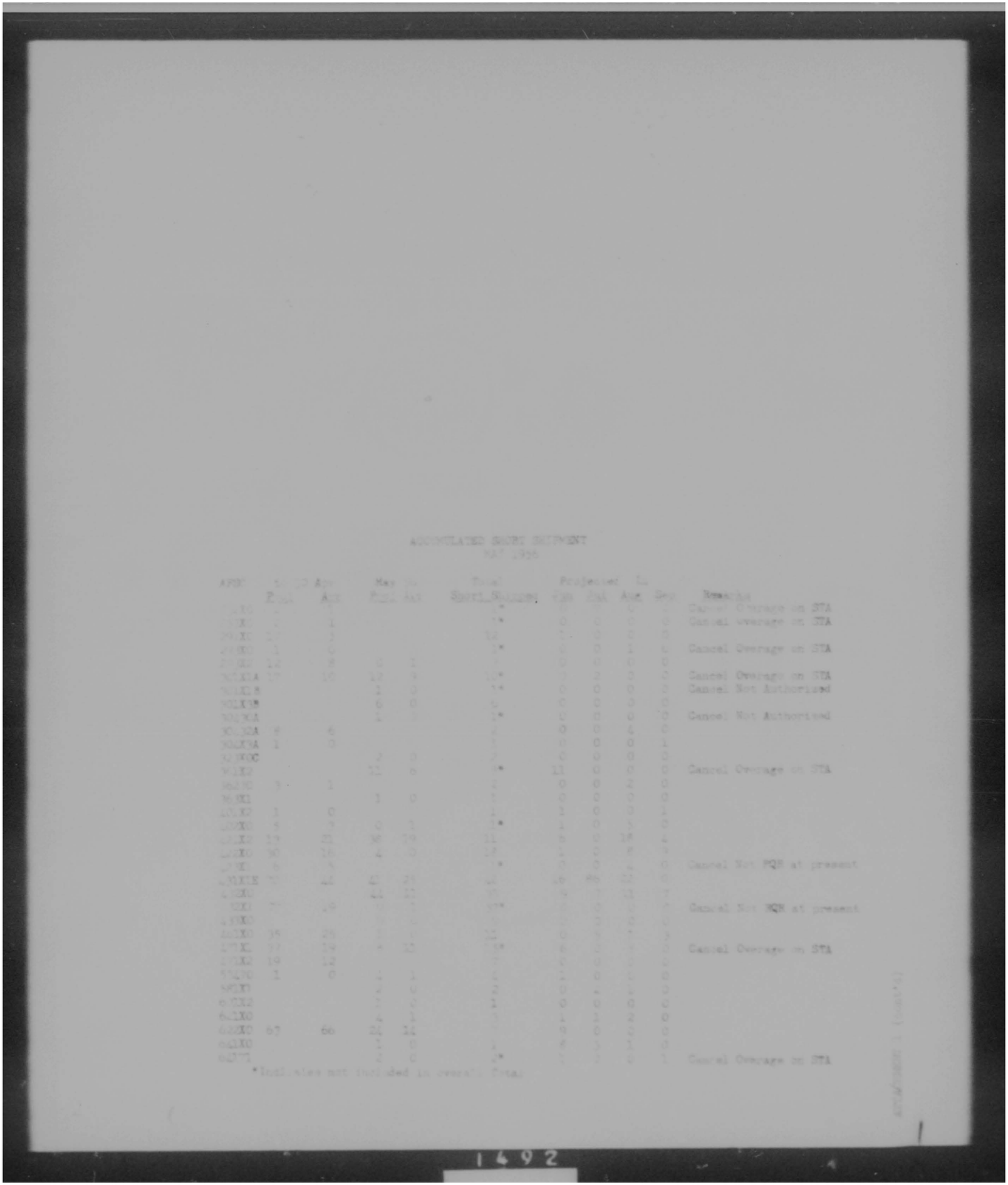

ACCUMULATED SHORT SHIPMENT
MAY 1955

AFSC	Auth Pos	Auth Asg	Max to Fill Auth	Max to Fill Asg	Total Short Shipped	Projected Losses Cpt	Maj	Lt Col	Auth	Def	Remarks
[illegible]					*						Cancel Overage on STA
[illegible]					*						Cancel overage on STA
[illegible]											
[illegible]					*						Cancel Overage on STA
[illegible]											
[illegible]					*						Cancel Overage on STA
[illegible]					*						Cancel Not Authorized
[illegible]											
[illegible]					*						Cancel Not Authorized
[illegible]											
[illegible]											
[illegible]											
[illegible]					*						Cancel Overage on STA
[illegible]											
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[illegible]											
[illegible]											
[illegible]					*						Cancel Not PQR at present
[illegible]											
[illegible]					*						Cancel Not PQR at present
[illegible]											
[illegible]											
[illegible]					*						Cancel Overage on STA
[illegible]											
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[illegible]											
[illegible]											
[illegible]											
[illegible]											
[illegible]					*						Cancel Overage on STA

*Indicates not included in overall total

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ACCUMULATED SHORT SHIPMENT (Cont'd)
MAY 1956

AFSC	to 30 Apr		May 56		Total	Projected In				Remarks
	Prol	Arr	Prol	Arr	Short Shipped	Jun	Jul	Aug	Sep	
623X0	34	13	0	1	20	0	1	0	0	
651X0			1	0	1	0	0	0	0	
672X0	11	6	0	1	4	0	3	0	0	
732X1	27	20	0	1	6	0	0	0	0	
772X0	67	62	3	5	3	7	8	5	0	
902X0	15	13			2	1	0	0	4	
906X1	2	0			2	0	0	0	0	
907X0	1	0			1	1	0	0	0	
922X0	11	7			4	0	1	0	0	
9813A			1	0	1	0	0	0	0	
Total					223					

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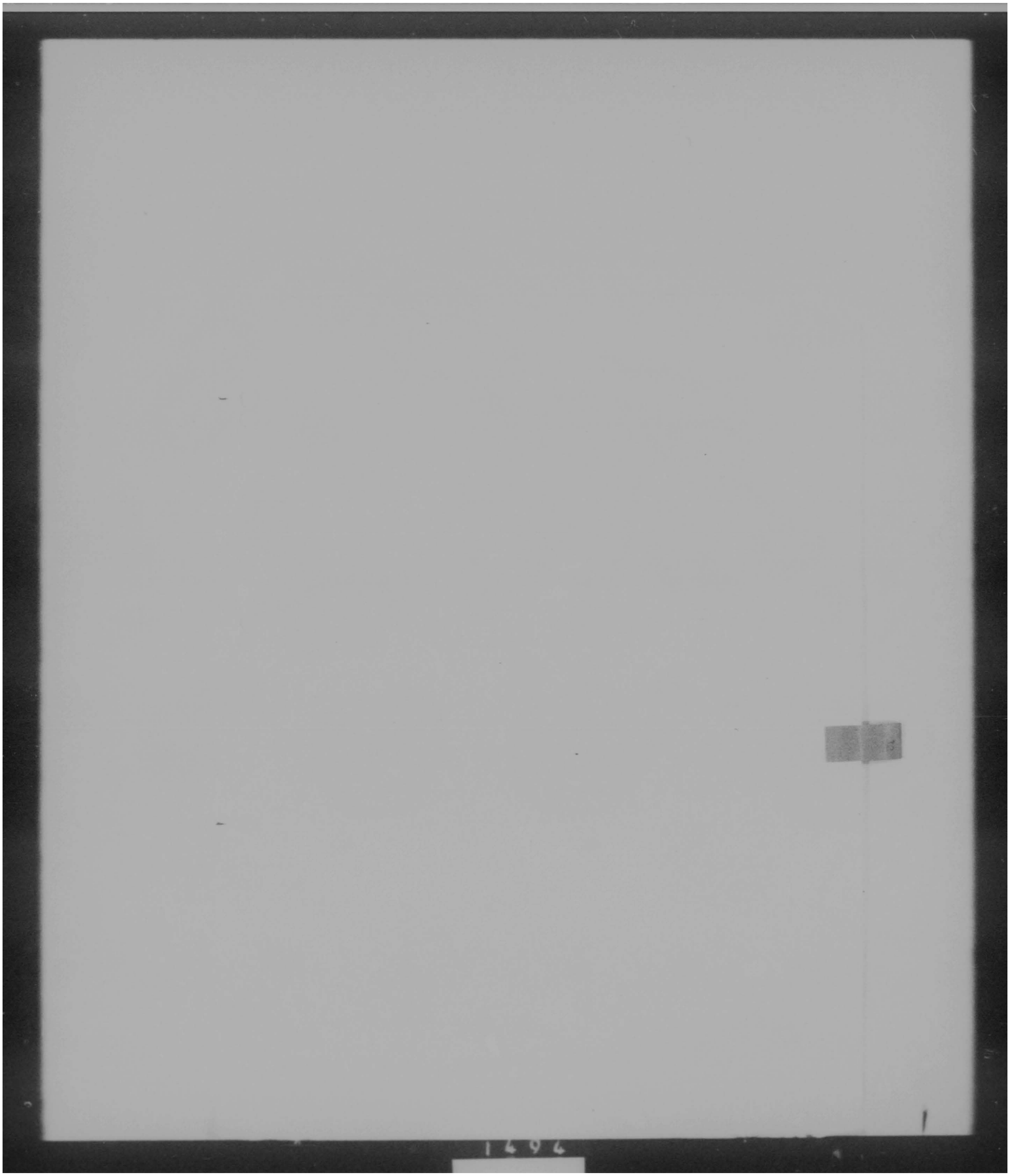

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EXTRACT AND BREAKDOWN OF MGT CONTROL REPORT

a. Officer Manning:

HEADQUARTERS 45th AIR DIVISION

MONTH	AUTH	ASGD	% BODY MANNED	MTRS *	% MTRS	% CHANGE
Mar 56	10	9	90%	9	90%	
Apr 56	10	9	90%	9	90%	
May 56	10	10	100%	10	100%	↑ 10%

42d BOMBARDMENT WING

Mar 56	396	499	126.0%	304	76.4%	
Apr 56	472	528	112.0%	396	84.0%	
May 56	471	525	111.5%	396	84.3%	↑ 7.9%

42d AIR BASE GROUP

				MTRS		
Mar 56	127	120	94.5%	107	84.3%	
Apr 56	123	126	102.03%	107	86.99%	
May 56	122	123	100.8%	111	90.99%	↑ 4.00%

b. Airman Manning:

HEADQUARTERS 45th AIR DIVISION

Mar 56	7	7	100%	7	100%	
Apr 56	7	6	86%	6	86%	
May 56	7	6	86%	6	86%	- 14.0%

42d BOMBARDMENT WING (DIRECT SUPPORT UNITS)

Mar 56	1536	1473	95.9%	672	43.8%	
Apr 56	2030	1559	77.04%	812	40.0%	
May 56	2032	1626	80%	917	45.1%	↑

42d BOMBARDMENT WING (INDIRECT SUPPORT UNITS)

Mar 56	699	742	107.0%	445	63.6%	
Apr 56	709	727	101.0%	482	67.7%	
May 56	719	730	101.5%	439	61.47%	- 2.0%

42d AIR BASE GROUP

Mar 56	1830	1914	101.7%	1366	72.6%	
Apr 56	1812	1884	104.0%	1363	75.2%	
May 56	1834	1928	105.1%	1403	76.8%	↑ 4.2%

*Manning in Required Specialties

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HEADQUARTERS
42D AIR BASE GROUP (SAC)
Loring Air Force Base, Maine

BP 5 June 1956

SUBJECT: SAC Management Control Report, RCS: BGMA-06

TO: Commander
42d Air Base Group (SAC)
Loring Air Force Base, Maine

1. Officers:

Auth	Asgd	% Body Manned	# MIRS	% MIRS
122*	123	100.8	111	90.98

* One (1) Helicopter Pilot, AFSC 1024A, deleted from authorization effective 1 May 56.

2. Reasons for not obtaining maximum score:

a. Shortage in required AFSC's:

No.	AFSC	Title	Remarks
1	6034	Surf Trans Off	1 present for duty with EDCSA 13 Jun 56.
1	6016	Trans Stf Off	1 projected in with EDCSA 1 Jul 56.
1	7336	Manpower Off	
4	6424	Supply Off	1 off, presently TDY to Advanced Supply Off Crse (DAFSC 6411), will be assigned DAFSC 6421 upon return; 3 offs projected in from 42d BW to fill 6424 vacancies.
1	3016	C & E Stf Off	
1	9486	Orthopedic Surg	
1	9586	Psychiatrist	
1	9836	Oral Surgeon	

b. Officers not manned in required specialties:

No.	PAFSC	DAFSC	Dy Title	Remarks (corrective action, if any)
1	4341	4341	Acft Maint Off	UMD auth changed from 4344 to 43100.
1	6881	6731	Budget Off	Filling civilian position.
1	6031	6771	Disbursing Off	Filling civilian position.

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Hq 42d ABGp (SAC), BP, to: Comdr, 42d ABGp(SAC), Subject: SAC Mgt Control Rept, RCS: BCMA-06 dtd 5 Jun 56.

No.	PAFSC	DAFSC	Dy Title	Remarks (Corrective action, if any)
1	7024	6881	Accountant	Filling civilian position. DOS July 56
1	6774	1431	Opns Off	No UMD vacancy. Off alerted for reassignment.
1	1224F	1024A	Heli Pilot	1 authorization for AFSC 1024A deleted eff 1 May 56.
1	3251	3251	CBR Off	DOS June 56.
1	6434	6411	Student Off at Crse # 0A6411	Upon return from TDY off will be assigned duty AFSC 6421
			4034th USAF Hosp	
1	9326	9326	Medical Off (G)	No UMD vacancy.
3	9826	9826	Dental Off (Gen)	No UMD vacancy.

3. Comparison with last month's score:

	AUTH	ASGD	% BODY MANNED	# MTRS	% MTRS
30 Apr	123	126	102.4	107	86.99
31 May	122	123	100.8	111	90.98

4. Airmen:

AUTH	ASGD	% BODY MANNED	# MTRS	% MTRS
1834	1928	105.1	1408	76.8

a. Reasons for not obtaining maximum score in MTRS:

(1) Shortage in authorized positions: 395

(2) Number lost by PCS: 14

(3) Number discharged who did not reenlist or reenlisted for another station: 17

TOTAL: 426

b. Number of airmen assigned not manned in required specialties: 520

EXPLANATION:

(1) Helper level airmen:

Total number of 010's assigned: 46

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Hq 42d ABGp (SAC), HP, to: Comdr, 42d ABGp (SAC), Subject: SAC Mgt Control Rept, RCS: BCMA-06 dtd 5 Jun 56.

Number of trainable 010's assigned: 126

(a) Number of 010's training into positions with vacancy: 38

(b) Number of 010's training into positions with no vacancy: 88

Number of helpers assigned: 335

(a) Number filling authorized helper level positions: 206

(b) Number not contributing to MIRS: 129

(2) Three level airmen: 334

(a) Number on OJT-D for the three level in positions where no vacancy exists (includes 88 010 trainees): 327

(b) Number not on OJT-C for the 7 level (no 5 level) no vacancy exists at either level: 7

(3) Five level airmen:

Number not on any type of OJT due to maximum manning at the seven level: 47

(4) Seven level airmen:

Number not on any type of OJT and cross training prohibited by Project Guidance: 10

c. Testing

(1) The April 1956 testing cycle for Airman Proficiency tests have been received from 2200th Test Squadrons These results have been published on PERAM and all squadrons have distribution. There were 86 airmen tested in the 42d Air Base Group, 45th Air Division and 4034th USAF Hospital and 63 attained a passing score.

(2) Airman Proficiency Tests were administered to 193 airmen in the 22, 23, 25, 30, 32, 40, 44, 45, 53, 55, 57, 58, 75, 59, 65, 67, 68, 70, 72, 74, 77 and 92 career fields during the week of 14-19 May 56. Results should be back from the 2200th Test Squadron by the end of June 56.

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(3) Number of airmen in the 42d Air Base Group, 45th Air Division and 4034th USAF Hospital administered the AFJKT: 123. Of these 116 attained a passing score.

d. Upgrading:

(1) Number upgraded to the three level:	101
(2) Number upgraded to the five level:	14
(3) Number upgraded to the seven level:	6
TOTAL:	121

e. OJT Status:

(1) OJT-D helper level to the three level:	25
(2) OJT-D cross training:	3
(3) OJT-C three to the five level:	164
(4) OJT-C five to the seven level:	5
TOTAL:	197

5. Discharges & Reenlistments 45th Air Division.

	Group	Wing	Div
No. discharged & eligible to reenlist:	44	45	89
No. reenlisted	16	5	21
No. reenlisted for Loring AFB	16	5	21
% Reenlistment rate	36.4%	11.1%	23.6%

6. Summarization.

a. Analysis of the overall manning situation reflects the following:

(1) Officers

(a) The reduction of TO authorizations by one, combined with officer inputs and some changes in the duty assignments of previously assigned officers, has resulted in a notable increase in per cent manned in required specialties.

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(b) Manning in AFSC 6424 has improved through readjustment of duty assignments. Although one (1) officer AFSC 6424 was reassigned to the 42d Bomb Wg during May, three (3) officers were assigned to duty in AFSC 6424 from other duty AFSC's, thereby raising effective manning to 60 per cent in this AFSC for the month of May. Effective manning will be increased to 100 per cent through the assignment of three (3) inexperienced officers from 42d Bomb Wing and the return of one officer presently TDY to Advanced Supply Officer Course.

(c) The 4034th USAF Hospital, while over in body manning, still has three (3) highly specialized positions vacant. These positions are: Orthopedic Surgeon, AFSC 9486; Phychiatrist, AFSC 9586; and Oral Surgeon, AFSC 9836.

(2) Airmen:

(a) The slight drop in per cent manned in required specialties is due to the overall loss of eight (8) skilled personnel, an increase in personnel assigned in unauthorized AFSC's (or skill levels) and an increase in total authorizations.

(b) Manning in the Supply Records Career Field (AFSC 64132/52/72/75) has improved considerably. Of 65 authorizations in this career field, 50 airmen are assigned for a percentage of 77. In addition, 17 airmen in this career field are projected in within next 120 days.

(c) There is no change in the Procurement Career Field (AFSC 651X0). Of seven (7) airmen authorized, only two (2) are presently assigned. No airmen are presently projected in and one (1) airman who was projected in for the month of May failed to appear. Seven (7) airmen from other career fields are working in this field temporarily to alleviate the shortage.

(d) Manning in the Air Police Career Field (AFSC 771X0) now reflects a bodymanning of 68 per cent, which is a drop of one (1) per cent since the last report. Projected gain during next 120 days is 14 airmen, but projected loss is 11 airmen.

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Hq 42d ABGp (SAC), BP, to: Comdr, 42d ABGp (SAC), Subject: SAC Mgt Control Rept, RCS: BCMA-06 dtd 5 Jun 56.

(e) Manning in Personnel Career Field (AFSC 732X0) is presently at 74.3 per cent with nine (9) airmen projected in during next 120 days.

7. Additional recapitulations as requested by Base Management and Analysis Office are attached.

WILLIAM A. CARTER
Lt Colonel, USAF
Base Director of Personnel

3 Incls:
1. Recap., Off Section
2. Recap., Amn Section
3. Recap., Recnl Section

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SAC MANAGEMENT CONTROL REPORT

OFFICERS

OFFICERS MANNING RECAPITULATIONS

PERSONNEL	April	May
Officer MIRS		
Percentage Score:	60	80
No. Required	123	122
No. Assigned	126	123
No. MIRS	107	111
Per Cent MIRS	86.99	90.98

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BAC MANAGEMENT CONTROL REPORT

AIRMEN

AIRMEN MANNING RECAPITULATION

PERSONNEL	April	May
Airman MIRS		
Percentage Score:	30	30
Number required:	1821	1834
Number assigned:	1905	1928
Number MIRS:	1409	1408
Percent MIRS:	77.32	76.8

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SAC MANAGEMENT CONTROL REPORT

REENLISTMENT

REENLISTMENT RATE TABULATION

	April	May
Percentage Score:	30	40
No. Eligible	50	44
No. Reenlisting	14	16
Per Cent Reenlisting	28.0	36.4

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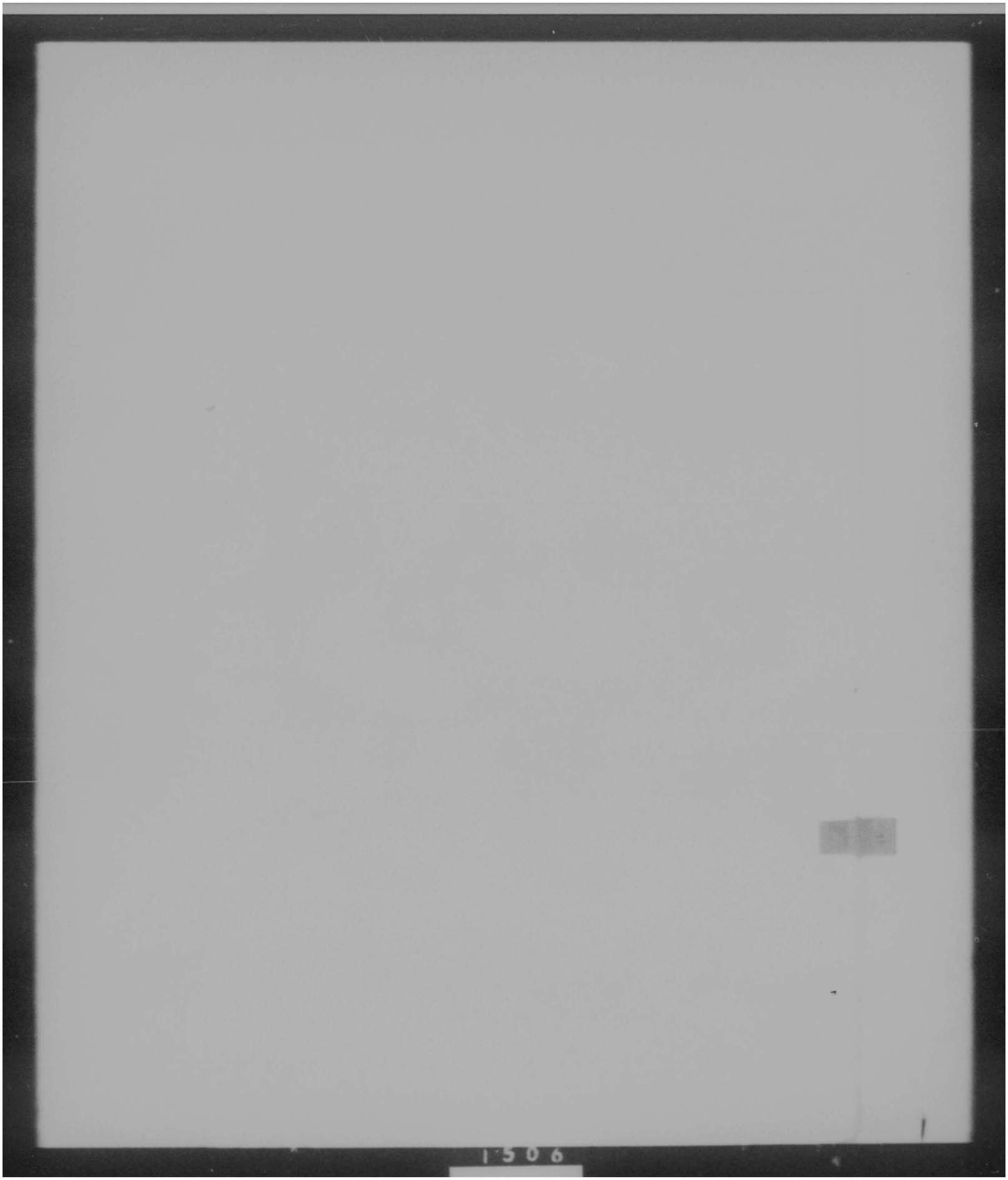

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FLYING SAFETY

	JAN	FEB	MAR	APR	MAY	JUN
PRIMARY AIRCRAFT:						
Hours Flown	1547	1108	1812	1077	1015	943
Major Accidents	0	0	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	0	0	0	0	0
ADMINISTRATIVE AIRCRAFT:						
Hours Flown	193	242	345	370	415	320
Major Accidents	0	0	0	0	0	0
Minor Accidents	0	0	0	0	0	0
Rate Per 100,000 Hours Flown	0	0	0	0	0	0

SOURCE: BSOPS, RCS. 1-AF-A1

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FLYING SAFETY

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	JAN	FEB	MAR	APR	MAY	JUN
B-25	64	50	85	84	66	0
C-45	49	52	58	134	102	142
C-47	65	76	76	73	70	45
C-119	7	33	90	32	164	125
H-19	8	31	36	47	43	8
TOTAL	193	242	345	370	415	320
B-52						26

SOURCE: 42DMM, RCS: 1-AF-A1

FLYING TIME

		JAN	FEB	MAR	APR	MAY	JUN
69th	Programmed	337	250	246	0	0	0
	Actual	362	210	273	0	0	0
	Hrs/Acft	37	28	34	0	0	0
70th	Programmed	327	255	176	440	394	268
	Actual	283	277	231	437	325	269
	Hrs/Acft	26	36	29	29	25	45
75th	Programmed	334	168	60	0	0	0
	Actual	316	120	58	0	0	26
	Hrs/Acft	33	16	28	0	0	.6
B-36	Programmed	998	673	482	440	394	268
	Actual	961	607	562	437	325	269
ARS	Programmed	664	600	846	604	626	634
	Actual	586	501	1240	640	690	648
	Hrs/Acft	27	23	57	29	31	29
TOTAL	Programmed	1662	1273	1328	1044	1020	902
	Actual	1547	1108	1812	1077	1015	943

FLYING TIME

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AIRCRAFT COMMISSION STATUS
42D BOMBARDMENT WING (H)

	B-36s						B-52s
	JAN	FEB	MAR	APR	MAY	JUN	JUN
Hours on Hand	22767	16819	13411	11008	9936	5991	472
Hours in Commission	14708	12603	10344	8505	5036	3557	472
Rate	65	75	77	77	51	59	100
Hours Out of Commission	8059	4216	3067	2503	4900	2434	0
Rate	35	25	23	23	49	41	0
Hours AOCP	881	491	403	416	265	0	0
Rate	4	3	3	4	3	0	0
Hours AOCM	3164	1865	2664	582	2819	1138	0
Rate	14	11	20	5	28	19	0
Hours Other Time	4014	1860	0	1505	1816	1296	0
Rate	17	11	0	14	18	22	0
Average Aircraft Possessed	30.5	22.8	18.1	15	13	8	1

SOURCE: 42DBW, RCS: 1-AF-A1

AIRCRAFT COMMISSION STATUS

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AIRCRAFT COMMISSION STATUS

	99th Bm Sq		70th Bm Sq		24th Bm Sq		2nd ARS	
	MAY	JUN	MAY	JUN	MAY	JUN	MAY	JUN
Hours on Hand	0	0	9936	5994	0	472	16254	15840
Hours in Commission	0	0	5036	3557	0	472	11547	11547
Rate	0	0	51	59	0	100	71	73
Hours Out of Commission	0	0	4900	2434	0	0	4707	4293
Rate	0	0	49	41	0	0	29	27
Hours AOCF	0	0	264	0	0	0	858	252
Rate	0	0	3	0	0	0	5	1
Hours AOCM	0	0	2810	1138	0	0	1804	803
Rate	0	0	28	19	0	0	11	5
Hours Other Time	0	0	1826	1296	0	0	4044	3410
Rate	0	0	18	22	0	0	25	21
Average Aircraft Possessed	0	0	13	8	0	1	22	22

SOURCE: 42DMM RCS: 1-AF-A1

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BASE SUPPLY EFFECTIVENESS

	JAN	FEB	MAR	APR	MAY	JUN
Depot Supply Action	77	77	73	44	54	65
Base Supply Action	88	93	94	82	89	96
Reparable Action	00	00	00	100	00	00
Stock Record Cards	17670	18300	22091	22089	20726	21307
Line Items Processed	21289	20789	24654	22760	26931	20482
Line Items in LF Store	6450	6450	7000	7200	7300	6917
Line Items Issued LF Store	1724	2270	1917	2188	2074	2533
Pipeline Time - Days						
GSA Store Items	54	49	82	36	54	37
GSA FSS Supplies	54	32	58	40	60	47
Local Purchase	44	44	32	44	37	26
Petty Cash Purchase	24	17	49	16	16	8

SOURCE: BMA, RCS: AF-S1

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BASE SUPPLY EFFECTIVENESS

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STATUS OF MOTOR VEHICLES

	JAN	FEB	MAR	APR	MAY	JUN
Vehicle Days Assigned	27063	25317	21141	26760	28458	29190
Total Vehicle Days Lost (VDP & VDM)	1678	1898	2403	1989	2089	1695
Rate	6.2	7.5	11.4	7.4	7.3	5.8
Air Division Vehicles Authorized	577	577	577	577	577	577
Air Div & Tenant Veh Assigned	873	873	893	892	918	973

SOURCE: MVS, RCS: SAC-K1

STATUS OF MOTOR VEHICLES

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HOUSING STATUS

Authorized Troop Housing
(750 spaces are reserved)

Officer	156
Airman	4059
Civilian	46
	4261

Troop Housing

Occupied	Apr	May	Jun
Officer	118	115	103
Airman	3069	3267	3260
Soldier			
548th AAA	234	210	189
Civilian	11	6	6
Total	3432	3598	3558

SOURCE: BMH

Officer Appropriated Housing

	Apr	May	Jun
Apts	80	80	80
Apts Occupied			
Officer	58	58	59
Airman	22	22	21

Airman Appropriated Housing

	Apr	May	Jun
Apts	160	160	160
Apts Occupied	160	160	160

Personnel Living in Local Area

	Apr	May	Jun
Officer	46	49	71
Airman	394	412	476
Civilian	515	531	535

Officer Wherry Housing

	Apr	May	Jun
Apts	510	510	510
Occupied			
Officer	494	494	495
Civilian	16	16	15

Airman Wherry Housing

	Apr	May	Jun
Apts	990	990	990
Occupied			
Airman	975	975	978
Civilian	15	15	12

(Includes 548th & 3080th)

HOUSING STATUS

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INCIDENTS

	JAN	FEB	MAR	APR	MAY	JUN
Traffic Accidents (Military & Civilian):	9	12	9	9	11	10
On Base	0	3	3	4	4	7
Off Base						
Traffic Violations (Military & Civilian):	43	57	34	44	28	17
On Base	9	22	21	29	12	28
Off Base	0	0	0	0	1	1
Security Violations	2	0	0	3	1	0
Serious Crimes	0	3	0	1	1	3
Drunk and Disorderly	19	33	36	24	37	52
Article 15s	10	31	22	18	26	16
Reports of Theft						

SOURCE: BPM, RCS: AF-Y7

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COURTS MARTIAL

	APR	MAY	JUN
Hq 42d BW	0/0/0	0/1/0	0/0/1
69th Bm Sq	0/0/0	0/0/1	0/0/0
70th Bm Sq	0/0/0	0/0/0	0/0/1
75th Bm Sq	0/0/0	0/0/0	0/1/0
42d PMS	0/0/0	0/0/0	0/0/0
42d FMS	0/1/2	0/0/2	0/0/5
42d A&E Sq	0/0/0	0/0/0	0/0/1
42d TAC Hosp	0/0/0	0/0/0	0/0/1
42d ARS	0/0/0	0/0/0	0/1/0
TOTAL	0/1/2	0/1/3	0/2/9

	APR	MAY	JUN
Hq 45th AD	0/0/0	0/0/0	0/0/0
Hq 42d AB Gp	0/0/2	0/0/1	0/0/4
42d Opns Sq	0/0/0	0/0/0	0/0/0
42d Supp Sq	0/0/0	0/0/0	0/1/0
42d Mtr Veh Sq	0/0/2	0/0/0	0/0/0
42d AP Sq	0/4/0	0/0/1	0/2/0
42d Fd Sv Sq	0/2/1	0/1/1	0/1/3
42d Inst Sq	0/0/1	0/0/1	0/0/0
4034th Hosp	0/0/0	0/0/0	0/0/0
524th Band	0/0/0	0/0/0	0/0/0
TOTAL	0/6/6	0/1/4	0/4/7

SOURCE: BJA

General / Special / Summary

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VENEREAL DISEASE

	JAN	FEB	MAR	APR	MAY	JUN
Hq 42d BW	0	0	0	0	0	0
69th Bm Sq	0	0	0	0	0	0
70th Bm Sq	0	0	1	0	1	0
75th Bm Sq	1	2	1	2	1	0
42d PMS	0	0	0	0	1	0
42d FMS	1	2	0	0	0	1
42d A&E Sq	0	1	1	1	1	0
42d TAC Hosp	0	1	0	0	0	0
42d ARS	1	1	0	0	0	0
TOTAL	3	7	3	3	4	1

	JAN	FEB	MAR	APR	MAY	JUN
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	1	1	1	0	1
42d Opns Sq	1	0	0	0	0	0
42d Supp Sq	0	0	1	0	0	1
42d Mtr Veh Sq	0	0	2	3	0	2
42d AP Sq	0	1	0	0	1	0
42d Fd Sv Sq	0	0	0	0	1	0
42d Inst Sq	1	0	0	2	0	1
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	2	2	4	6	2	5

SOURCE: HPM

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A W O L s

	JAN	FEB	MAR	APR	MAY	JUN
Hq 42d BW	0	0	0	0	1	0
69th Bm Sq	1	2	1	0	0	0
70th Bm Sq	0	0	0	0	0	0
75th Bm Sq	1	1	1	1	0	0
42d PMS	0	0	1	0	0	0
42d FMS	1	0	0	0	1	0
42d A&E Sq	2	1	0	0	0	1
42d TAC Hosp	1	0	0	0	0	0
42d ARS	0	0	0	0	0	0
TOTAL	6	4	3	1	2	1

	JAN	FEB	MAR	APR	MAY	JUN
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	2	1	1	1	1	0
42d Opns Sq	0	0	0	0	0	0
42d Supply Sq	2	0	0	0	1	0
42d Mtr Veh Sq	0	1	0	0	1	0
42d AP Sq	1	3	4	2	2	0
42d Fd Sv Sq	5	2	1	3	2	0
42d Inst Sq	0	0	4	0	1	1
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	10	7	10	6	8	1

SOURCE: BPM - AF - Y7

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MILITARY PERSONNEL INJURIES

	JAN	FEB	MAR	APR	MAY	JUN
Hq 42d Bm Wg	0	0	0	1	0	0
69th Bm Sq	0	3*	0	0	0	0
70th Bm Sq	1	1	0	0	0	0
75th Bm Sq	0	0	0	0	0	1
42d PMS	1	0	0	1	1	0
42d FMS	0	0	0	0	1	1*
42d A&E Sq	0	0	1	0	2	0
42d TAC Hosp	0	0	0	0	0	0
42d ARS	0	1	0	1	0	0
TOTAL	2	5*	1	3	4	2*

	JAN	FEB	MAR	APR	MAY	JUN
Hq 45th AD	0	0	0	0	0	0
Hq 42d AB Gp	0	2	0	0	1	2
42d Opns Sq	0	1	0	0	0	0
42d Supp Sq	0	1	0	0	2	3*
42d Mtr Veh Sq	0	0	1	0	0	0
42d AP Sq	0	0	0	0	1	1
42d Fd Sv Sq	0	0	0	3**	0	1
42d Inst Sq	0	0	0	0	0	1
4034th Hosp	0	0	0	0	0	0
524th Band	0	0	0	0	0	0
TOTAL	0	4	1	3**	4	7*

SOURCE: BSOGS

Each * indicates one fatality

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GOVERNMENT VEHICLE ACCIDENTS

	JAN	FEB	MAR	APR	MAY	JUN
42d Mtr Veh Sq	0	0	1	0	0	0

No other USAF Government Vehicle Accidents reported during this period. (Jan - Jun 56)

CIVILIAN PERSONNEL INJURIES

No Civilian personnel injuries reported during this period. (Jan - Jun 56)

SOURCE: BSOGS

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SEPARATIONS vs REENLISTMENTS

	JAN	FEB	MAR	APR	MAY	JUN
Hq 42d BW	7/0	4/0	6/3	3/2	2/0	1/0
69th Bm Sq	7/1	11/2	2/1	2/1	8/2	12/1
70th Bm Sq	11/1	12/0	17/3	1/0	4/0	11/1
75th Bm Sq	10/0	16/0	4/2	3/0	5/0	10/1
42d PMS	6/2	24/1	10/0	10/0	4/0	11/1
42d FMS	21/6	41/6	25/5	23/5	9/0	19/5
42d A&E Sq	2/1	6/4	8/2	10/2	1/0	4/3
42d TAC Hosp	1/0	4/0	7/0	4/0	3/2	3/1
42d ARS	5/1	11/1	11/0	7/1	9/1	16/0
TOTAL	70/15	129/14	90/16	63/11	45/5	87/13

	JAN	FEB	MAR	APR	MAY	JUN
Hq 45th AD	0/0	0/0	0/0	0/0	0/0	0/0
Hq 42d AB Gp	5/0	7/1	7/4	2/2	7/0	9/4
42d Opns Sq	6/1	6/1	6/0	8/5	4/1	5/2
42d Supp Sq	8/4	11/2	9/1	14/1	11/7	10/4
42d Mtr Veh Sq	10/1	11/7	13/3	3/2	7/1	6/3
42d AP Sq	8/0	7/3	4/1	7/1	5/2	5/3
42d Fd Sv Sq	4/1	10/2	11/3	9/2	4/2	2/0
42d Inst Sq	7/2	15/6	9/5	7/2	6/3	5/1
4034th Hosp	1/0	0/0	0/0	0/0	0/0	2/0
524th Band	2/0	0/0	1/0	0/0	0/0	2/0
TOTAL	54/9	67/22	60/17	50/14	44/16	46/17

SEPARATIONS / REENLISTMENTS

SOURCE: BPR

SEPARATIONS vs REENLISTMENTS

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ASSETS

The assets or goods and property owned and operated by Loring Air Force Base are:

Inventories (Controlled by Base Supply)	$ 33,703,064.43
Equipment in Use - UAL	26,507,860.30
Equipment in Use - Other	11,130,376.04
Land & Land Improvements	1,488,154.00
Pavement & Runways	25,752,907.00
Buildings and Structures	51,726,727.00
Utility Plants and Systems	28,981,818.00
Construction in Progress	272,977.41
Accounts Receivable (Money owed to Loring)	52,120.96
Total Assets	$179,616,605.14

SOURCE: BCRB

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BASE OPERATIONS AND MAINTENANCE ([illegible] FUNDS - FY [illegible])

Obligations to 30 June 1956

Fuel Oil	$ 547,583	Commercial Communications	$ 110,053
Gasoline	193,635	Commercial Transportation	205,293
Motor & Lub Oil	61,485	FICA	9,658
Supplies Used - LP Store	675,326	Travel	184,264
Equipment	198,603	Laundry & Dry Cleaning	45,055
Cont Maint of Motor Vehicles	36,820	Cont Maint of Real Property	156,676
Cont Maint of Equipment	5,176	Civilian Personnel	1,927,665
Cont Services	24,844	Off-Duty Education Program	3,341
Purchased Utilities	2,957		
		TOTAL	$4,388,434

SOURCE: BCRB

COMPTROLLER - BUDGET & ACCOUNTING DIV

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FINANCE OPERATING DATA

	APR	MAY	JUN
Gross Disbursements	$2,786,818	$2,379,385	$2,331,212
Gross Collections	$ 721,224	$ 690,409	$1,296,539
Personnel Salaries			
Officers	$ 325,496(725)	$ 270,497(654)	$ 388,204(658)
Airmen	$ 604,140(5829)	$ 597,136(5676)	$ 667,781(5465)
Civilians	$ 188,865(620)	$ 178,854(587)	$ 232,456(473)
Total Personnel Salaries	$1,118,501(7174)	$1,046,487(6917)	$1,288,441(6596)
Travel & Per Diem Vouchers-No.	865	1235	1264
Commercial Vouchers-No.	1170	1488	1188
Commercial Discounts Taken	$ 752	$ 924	$ 1,164
Mil Pay Records Transferred-No.	128	119	151
No. of Sep Pmts (Excl of Reenl)	158	122	198
Savings Bonds	$ 15,752	$ 13,762	$ 16,200
Treasury Checks Written-No.	5,408	4,913	6,450
Authorized Personnel	27	27	27
Assigned Personnel	30	29	30

SOURCE: BCRF

COMPTROLLER - FINANCE OFFICE

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STRENGTH DATA - AS OF 30 JUNE 1956

	OFF		AMN		CIV	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq 45th AD	10	10	7	6	3	3
Hq 42d BW	52	46	149	171	3	3
69th Bm Sq	87	101	205	162	0	0
70th Bm Sq	87	101	205	180	0	0
75th Bm Sq	87	132	205	216	0	0
42d PMS	4	4	319	175	0	0
42d FMS	8	9	742	766	32	31
42d A&E Sq	11	7	345	465	0	0
42d ARS	99	96	220	192	0	0
42d TAC Hosp	34	28	115	132	0	0
4034th USAF H	22	18	16	5	37	32

	OFF		AMN		CIV	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq 42d AB Gp	57	64	274	351	75	71
42d Opns Sq	12	8	159	196	2	2
42d Supp Sq	17	19	343	335	95	99
42d Mtr Veh Sq	5	4	207	249	20	27
42d AF Sq	10	7	339	270	0	0
42d Fd Sv Sq	4	3	232	242	0	0
42d Inst Sq	6	6	259	254	219	217
524th Band	1	0	19	12	0	0
TOTAL 45th AD	613	663	4360	4389	486	485
TENANT PERS	63	50	587	604	2	5
LAFB TOTAL	676	713	4947	4993	488	490

SOURCE: MANPOWER AUTHORIZATIONS
BCRS: SAC P-12 & ASSIGNED STRENGTH
CIV PER: CIVILIAN PERSONNEL ASSIGNED AF FORM-1324

COMPTROLLER - STATISTICAL SERVICES DIV

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MANHOUR UTILIZATION
42D BOMB WING - JUNE 1956

UNIT	Direct	Prod Indirect	Non Prod Indirect	Absent	Loaned	Over Time	Borrowed	Assigned	Avail
Hq 42d BW	1.0	6872.1	91.2	4172.1	14.0	424.4	435.5	10290.5	6964.3
69th Bm Sq	174.0	3095.6	197.0	7260.4	3000.0	133.5	6.5	13587.0	3466.6
70th Bm Sq	10513.7	8215.3	250.0	6397.6	90.0	762.0	7765.3	18939.8	18979.5
75th Bm Sq	1534.5	8007.3	150.5	6347.7	5819.4	546.5	56.3	21256.4	9692.3
42d ARS	8449.5	3761.3	350.7	4724.4	401.0	958.6	12.0	16716.3	12561.5
42d A/E Sq	9900.3	37532.8	1816.1	22582.8	235.2	1406.1	227.2	70433.9	49249.2
42d FMS	25190.9	49295.4	3466.6	38552.8	3308.5	2607.6	3100.5	114025.9	77952.7
42d PMS	8939.2	7793.7	459.0	9165.5	111.5	247.0	473.0	25748.9	17191.9
42d Opns Sq	2684.8	3013.5	115.5	3285.6	107.0	1238.1	89.0	7879.5	5813.8
Total	67387.9	127587.0	6896.6	102488.9	13086.6	8323.8	12165.3	296878.2	201871.8

SOURCE: BCRS, SAC-U22, Part 3

COMPTROLLER - STATISTICAL SERVICES DIV

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42D AIR BASE GROUP MANAGEMENT CONTROL STATEMENT SUMMARY APR - JUNE 56

		SAC Statement Jan-Mar 56			Current Period		
		Upper Quartile		42d AB Gp			
	Pts Poss	SAC %	8th AF %	Score %	Apr %	May %	June %
PERSONNEL							
a. MIRS - Officers	30	40	40	50	60	80	60
- Airmen	85	40	50	10	30	30	30
b. AWOL Rate	50	100	100	20	70	40	100
c. Reenlistment Rate	50	40	40	30	30	40	40
d. Open Mess - Officers	25	100	100	90	50	90	100
- NCO	25	90	100	100	50	90	80
MATERIEL							
a. Supply Management	170	97	98	94	79	88	97
b. Inst Costs Incd to Maint	60	90	90	90	100	90	100
c. Base Commissary Management	50	65	75	85	60	80	43
d. Base Exchange Mgt	NS	-	-	-	-	NS	NS
e. Medical-Dental Sup Mgt	40	85	85	70	85	50	90
f. Food Service Mgt	40	90	90	90	100	100	90

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COMPTROLLER - MANAGEMENT ANALYSIS DIV

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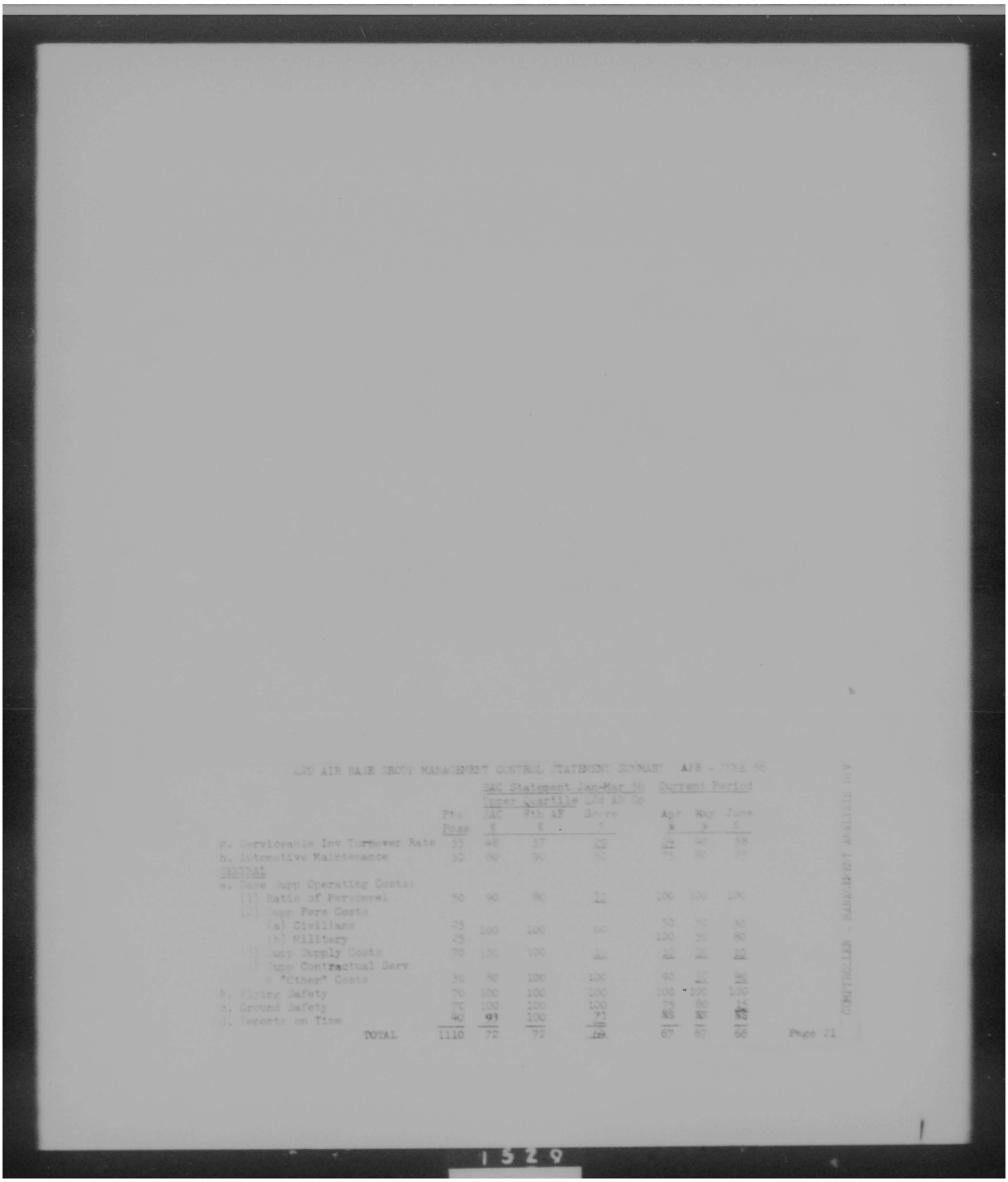

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LORING AIR FORCE BASE

FIGGERS & FAX

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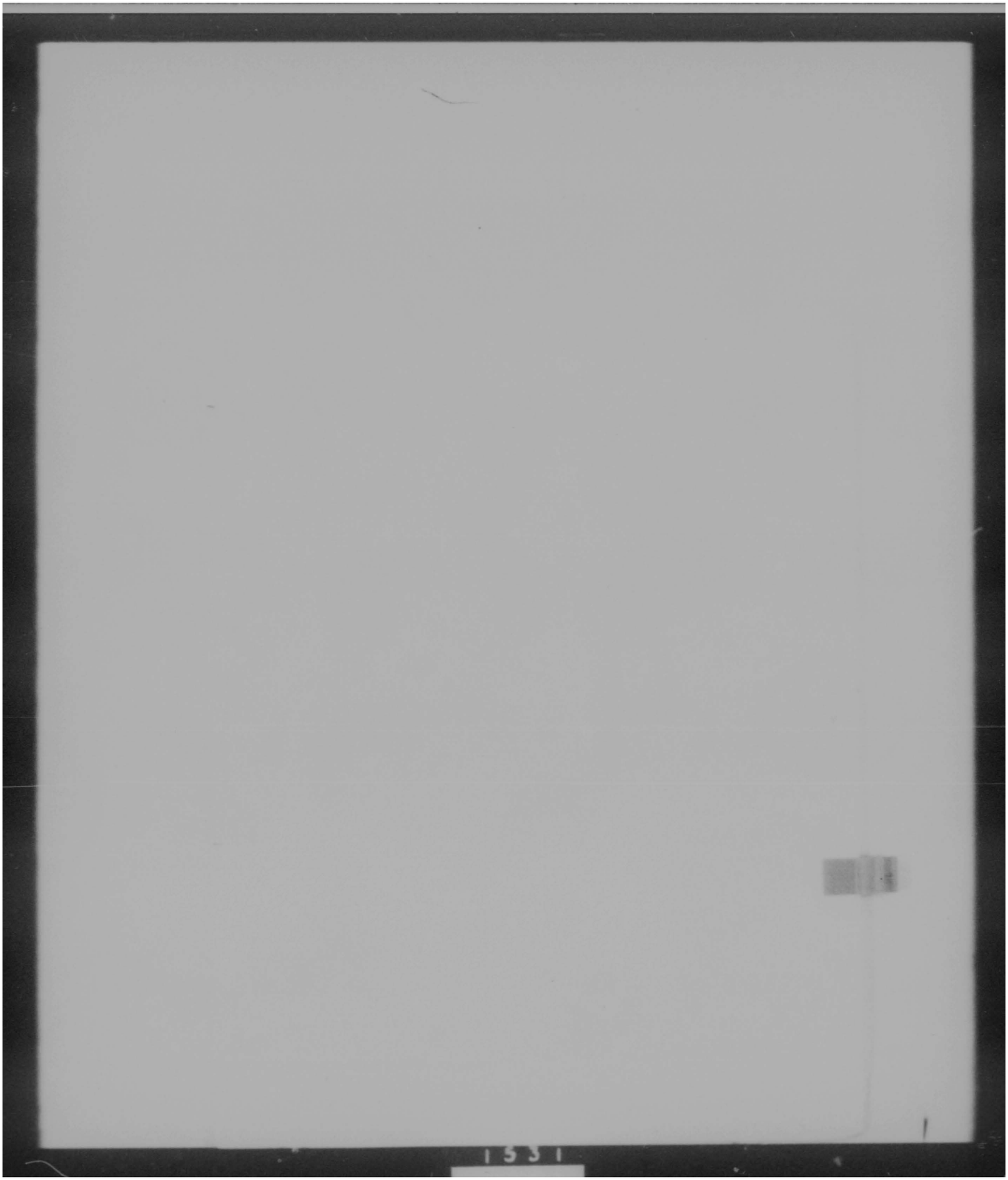

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PROGRAM STATUS REPORT ACF PT 51 DATE 31 May 56 BASE Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	ST	CONTR AFC	CONST START	% COMP	BID EST	BID USAF	ACC ON 290
C[illegible]-311	COMM, CCOM, REC BLDG. #1A	SF	14,500	[illegible]	4	7/4	7/4	100	[illegible]		5/6
C[illegible]-311	COMM, CCOM, TRAN BLDG. #1A	SF	18,500	987	4	7/4	7/4	100	[illegible]		5/6

NCR: MAF-23

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31 May 56

PROGRAM STATUS REPORT MCP FY 53 DATE [illegible] BASE Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	ST	CONTR AWD	CONST START	% COMP	BOD EST	BOD USAF	ACC ON 290
A416-400	PAD, A/C, WARMUP, HOLD, HV	SY	57,000	430	4	4/5	6/5	34	12/6		
C967-400	LIGHT, AFLD, TAXIWAY	FT	8,300	99	4	8/3	8/3	88	11/5		

RCS: SAF-25

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PROGRAM STATUS REPORT AFP FY 57 DATE 31 May 56 BASE Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	ST	UNITS (M)	UNIT COST	% COMP	S/C SCT	S/C CRAF	AGE 38 290
A-1A-100	APRON/TAXI, CALIB, HV, A/C	SY	11,000								
A-1A-200	TAXIWAY, PRIMARY, HEAVY	SY									
B-1A-100	HYDRANT, FUELING, STD, MOD I	EA						100			S/6
B-1A-200	PIPELINE, L/FUEL, 8 INCH	FT						100			S/6
B-1A-300	PUMP, LIMITED FUEL	EA						100			S/6
B-1A-400	FIRE STATION	EA									
D-1A-100	GCA FIELD (TURNABLE)	EA						30			4
D-1A-400	LIGHTING, RUNWAY, HI-INT	FT									
D-1A-500	LIGHT, AID, RAILWAY	FT									
D-1A-600	TACAN FACILITY	EA									
E-1A-100	HANGAR, ENG, NO. A/C, STD (7)	SF						100			S/6
E-1A-200	HANGAR, ENG, NO. A/C, STD (4 BA)	SF									
J-1A-100	UTILITIES (4 BAYS/BA)	EA									
K-1A-100	FIRE PROTECTION SYSTEM	EA									
K-1A-200	HEATING FACILITIES	EA									
P-1A-100	ROAD (ASC)	MI									
R-1A-100	LAND ENG, NO. ACS	AC									
R-1A-200	LAND (NO FOR FORCE ACS	AC									

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56 — 31 May 56 — Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
ACCOUNT CODE	EQUIPMENT DESCRIPTION	UNIT	QUANTITY	UNIT COST	QTY	UNIT COST	% COMP	QTY	DATE	QTY	DATE ACQ REQ
~~A616-0005~~	~~RUNWAY, PRIMARY~~	~~SY~~	~~33,334~~	~~435~~	~~4~~	~~4/6~~	~~9/55~~	~~99~~	~~12/5~~		~~3/6~~
B131-112	BULK AVGAS TANK, H/S UG	BL	1,190	33	1	1/6		3	8/6		
B135-000	BULK STORAGE, JET FUEL	BL	25,000	100	4	12/5			8/6		
B227-000	FILL STAND, TRUCK	EA	1	3	3						
Q654-000	ILAS HARDSTAND	LS		33	2						
Q656-000	ILAS MIDDLE MARKER	LS		17	2						
Q658-000	ILAS OUTER MARKER	LS		234	2						
S317-3005	HANGAR, NOSE/WG, H/P, STD	SF	226,160	960	3	2/6		X/I	11/6		
Q311-0005	DORMITORY, AIRMAN(STORM WINDOWS)	LS		195	1	9/5			3/56		
J562-600	PARK, VEHICLE, ADM, PVD	SY	13,750	108	4	4/6		2	9/6		
J254-000	GARBAGE INCINERATOR	EA	1	130	3	2/5		1	12/5		
K746-000	LAND, FEE, PURCHASE	AC	5	42	1	3/6			3/6		
K668-000	LAND, EASEMENT, RIGHT/WAY	AC	10	8	1	3/6			3/6		
P273-330	CHAPEL, BASE #3 (300) SE	SF	6,988	206	4	12/5			2/7		
P275-320	CHAPEL, RD. WING, BLDG #2	SF	3,375	85	3	12/5			9/6		
P327-330	CLUB, NCO, BLDG #3	SF	14,330	257	4	12/5		7	12/6		
P673-400	BCTN, FIELD HOUSE, BLDG	SF	33,600	592	3	1/6		5	4/7		
R743-330	POST OFFICE, CENTRAL #3	SF	3,800	102	1	12/5			12/6		
R836-340	BCTY, GUARD HOUSE #4	SF	4,100	90	1	12/5		6	11/6		
S212-0001	AUTO MAINT. SHOP, BASE	SF	9,600	167	3	1/6		3	11/6		

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PROGRAM STATUS REPORT [illegible] FY 57 DATE 31 May 56 [illegible] Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	CI	CONTR AUTH	CONST START	% COMP	EST	USAF	ACC ON ZPO
41-131	STORAGE, BASE AVFUEL	BL	110,000	380	3						
14-457	OPERATIONS, SQUADRON	SF	15,404	267	2						
17-232A	FLIGHT SIMULATOR TNG.	SF	4,744	477	3						
17-712-	TARGET INTEL. TRAINING	SF	9,000	216	2						
21-426R	AUTO STORAGE, HEATED	SF	14,400	193	3						
21-427	AUTO STORAGE, OPEN	SY	13,000	104	3						
12-123	HYDRANT FUELING SYSTEM	EA	6	60	3						
61-241	HQS. BASE UNIT, A/POLICE	SF	2,112	58	2						
71-431	GARAGE, FAM, HSG. AIRMEN	UN	160	180	3						
71-432	GRGE, F/MSG, OFFICERS	UN	76	85	3						
74-275A	COMMISSARY STORE	SF	9,052	195	3						
74-388A	EXCHANGE, SALES STORE	SF	13,340	267	3						
74-544	LIBRARY, NON-TECHNICAL	SF	5,991	109	3						
74-618A	OPEN MESS, OFFICERS	SF	9,500	222	3						

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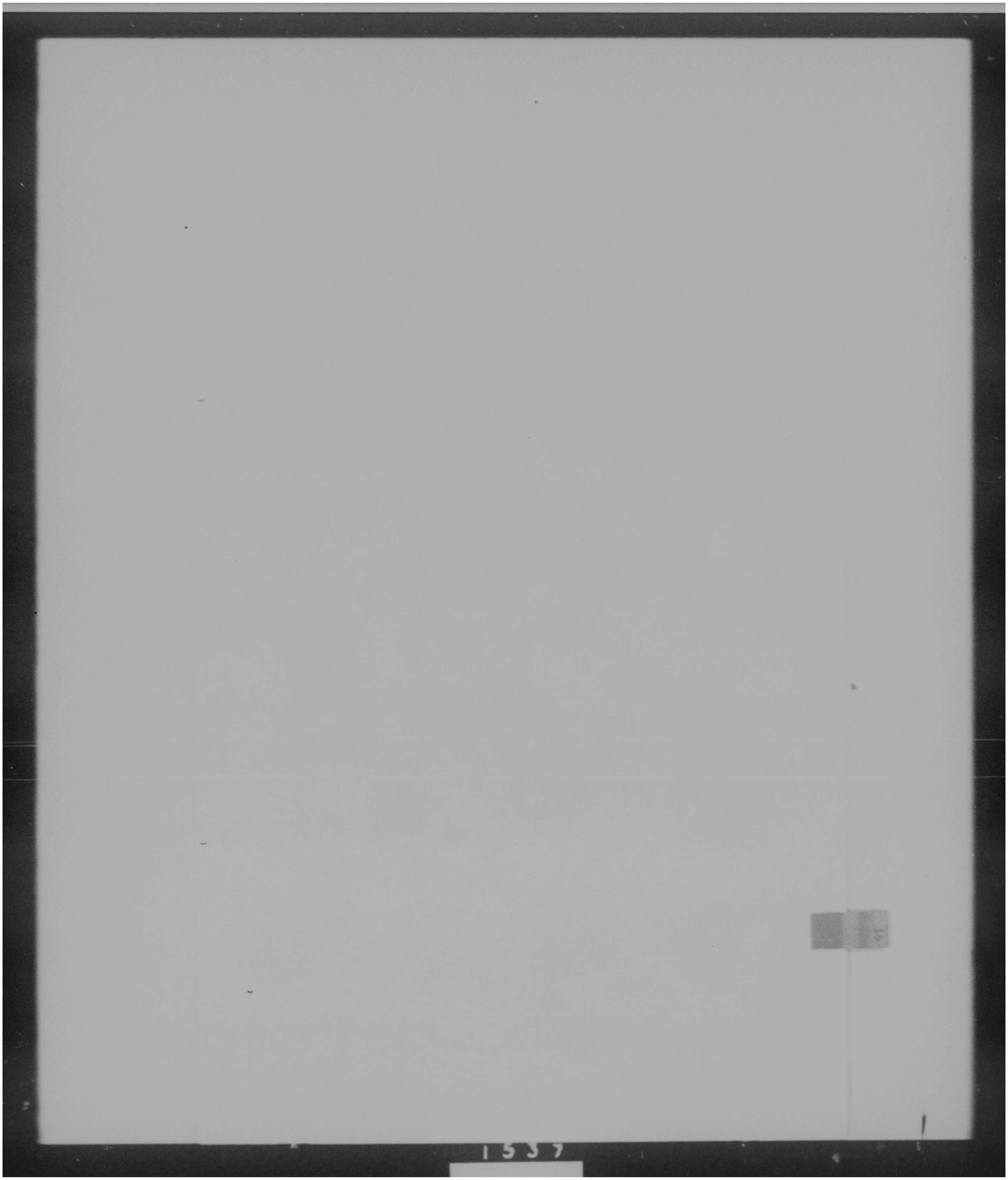

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PROGRAM STATUS REPORT [illegible] 53 DATE 30 June 56 BASE Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	ENTITY	COST	DT	CONTR NTL	CONST START	% COMP	EST	[illegible]	[illegible]
A416-400	PAD, A/C, WARMUP, HOLD, HV	SY	57,000	430	4	4/5	6/5	79	12/6		
C967-400	LIGHT, AFLD, TAXIWAY	FT	8,300	99	4	8/3	8/3	93	11/5		

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PROGRAM STATUS REPORT MAP FY55 DATE 30 June 56 Loring AFB, Maine

1	2	3	4		5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	[illegible]	CONTR [illegible]	CONST START	% COMP	EST	USAF	[illegible]
A312-330	HARDSTAND, CALIB, HV, A/C	SY	15,900	207	4	4/5	5/5	50	12/6		
A718-230	TAXIWAY, PRIMARY, HEAVY	SY	19,670	323	4	4/5	6/5	60	12/6	11/5	
C614-000	GCA FIXED (TURNTABLE)	EA	1	10	4	10/5	10/5	93	9/6		
C965-400	LIGHTING, RUNWAY, HI-INT	FT	2,100	31	4	4/5	7/5	80	7/6	7/6	
C967-400	LIGHT, AFLD, TAXIWAY	FT	3,328	47	4	4/5	9/5	80	12/6		
C850-000	TACAN FACILITY	EA	1	7	4	2/6	4/6	96	7/6		
E317-300	HANGAR, MOSE/WG, M/P, STD (4DA)	SF	93,980	1,604	4	12/4	5/5	99	9/6		
J000-000	UTILITIES (4HANGARS)	LS		204	4	3/5	5/5	99	9/6		
J000-000	ROADS & WALKS	LS		130	4		5/6	26	7/6		
J210-000	FIRE PROTECTION SYSTEM	LS		27.5	5		6/5	100			6/6
J310-000	HEATING FACILITIES	LS		524	4	6/5	7/5	88	9/6		
J647-000	ROAD (ARS)	MI	0.2	10	4	2/5	5/5	99	9/6		
K315-700	LAND EASE R/W TCN	AC	3	3	3						
K317-400	LAND OWN FEE PURCH TCN	AC	.25	1	3						

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PROGRAM STATUS REPORT MCP FY 56 DATE 30 June 56 BASE Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	ST	CONTR TD	CONST START	% COMP	BOD EST	BOD USAF	ATC QW 290
B131-112	BULK AVGAS TANK, N/S UG	BL	1,190	33	4	1/6		29	8/6		
B135-000	BULK STORAGE, JET FUEL	BL	25,000	100	4	12/5		29	8/6		
B227-000	FILL STAND, TRUCK	EA	1	3	3						
C654-000	ILAS HARDSTAND	LS		33	2						
C656-000	ILAS MIDDLE MARKER	LS		17	2						
C658-000	ILAS OUTER MARKER	LS		234	2						
E317-3005	HANGAR, NOSE/WG, M/P, STD	SF	226,160	960	3	2/6			11/6		
G311-0005	DORMITORY, AIRMAN(STORM WINDOWS)	LS		185	4	9/5		43	7/56		
J562-600	PARK, VEHICLE, ADM, FVD	SY	13,750	108	4	4/6		24	9/6		
J254-000	GARBAGE INCINERATOR	EA	1	130	3	2/6		1	12/6		
K746-000	LAND, FEE, PURCHASE	AC	5	42	1	3/6			3/6		
K668-000	LAND, EASEMENT, RIGHT/WAY	AC	10	8	1	3/6			3/6		
P273-330	CHAPEL, BASE #3 (300) SE	SF	6,988	206	4	12/5		23	2/7		
P275-320	CHAPEL, ED. WING, BLDG #2	SF	3,375	85	3	12/5			9/6	DEFERRED	
P317-330	CLUB, NCO, BLDG #3	SF	14,330	257	4	12/5		23	12/6		
P673-400	RCTN, FIELD HOUSE, BLDG	SF	33,600	592	3	1/6		5	4/7	DEFERRED	
R743-330	POST OFFICE, CENTRAL #3	SF	3,800	102	4	12/5		18	12/6		
R836-340	SCTY, GUARD HOUSE #4	SF	4,100	90	4	12/5		18	11/6		
S212-0001	AUTO MAINT. SHOP, BASE	SF	9,600	167	3	1/6			11/6	DEFERRED	

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PROGRAM STATUS REPORT SUPPLY 57 DATE 30 June 56 BASE Loring AFB, Maine

1	2	3	4	5	6	7	8	9	10	11	12
CATEGORY CODE	PROJECT DESCRIPTION	UNIT	QUANTITY	COST	ST	CONTR VL	CONST START	% COMP	BCD EST	BCD CLNF	BCD CH 290
41-131	STORAGE, BASE AVFUEL	BL	110,000	380	3						
17-232A	FLIGHT SIMULATOR TNG.	SF	4,744	477	3						
21-426R	AUTO STORAGE, HEATED	SF	14,400	193	3						
21-427	AUTO STORAGE, OPEN	SY	13,000	104	3						
12-123	HYDRANT FUELING SYSTEM	EA	6	60	3						
61-241	HQS. BASE UNIT, A/POLICE	SF	2,112	58	2						
71-431	GARAGE, FAM, HSG. AIRMEN	UN	160	180	3						
71-432	GRGE, F/HSG, OFFICERS	UN	76	85	3						
74-257A	COMMISSARY STORE	SF	9,052	195	3						
74-388A	EXCHANGE, SALES STORE	SF	13,340	267	3						
74-544	LIBRARY, NON-TECHNICAL	SF	5,991	109	3						
74-618A	OPEN MESS, OFFICERS	SF	9,500	222	3						

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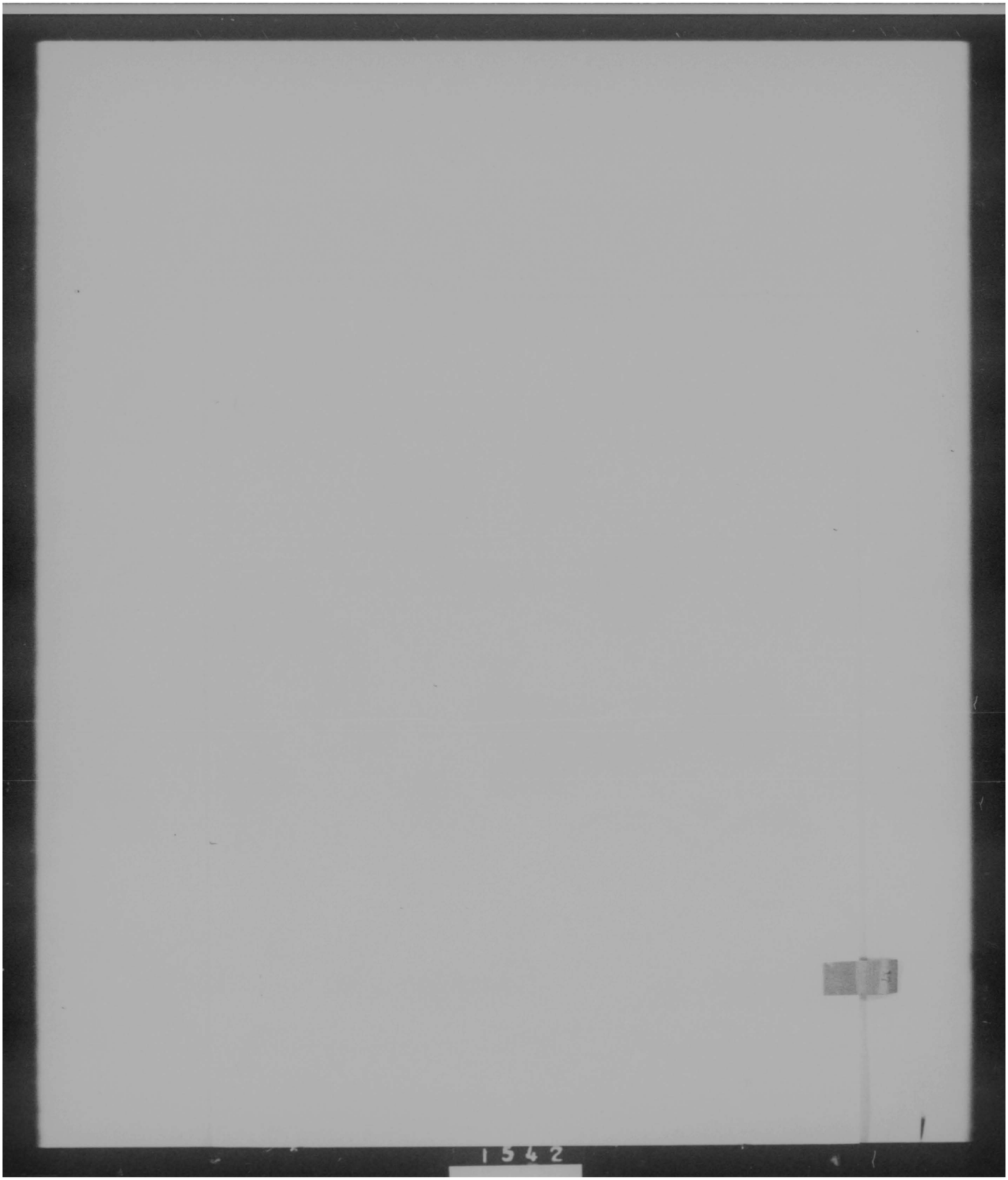

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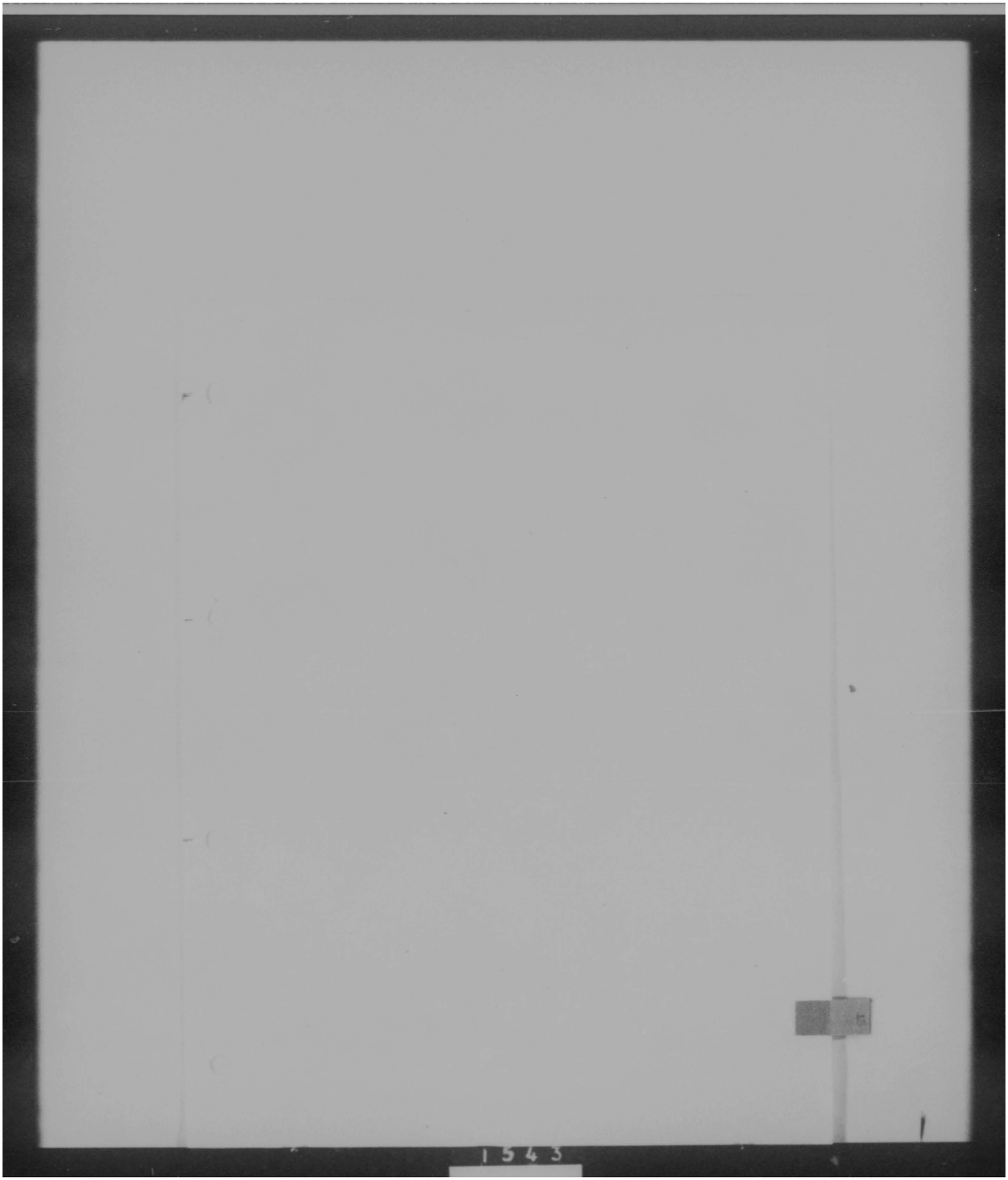

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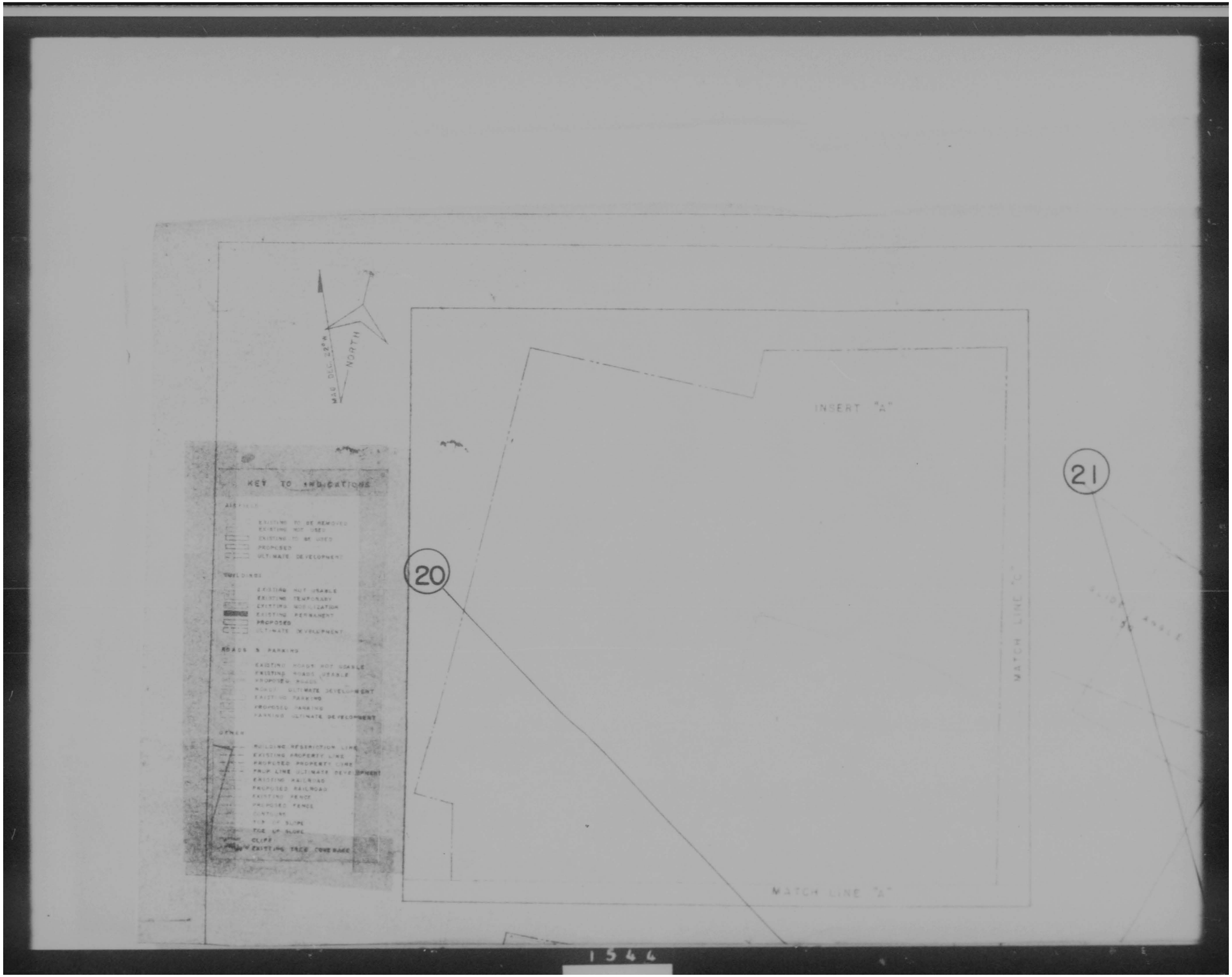

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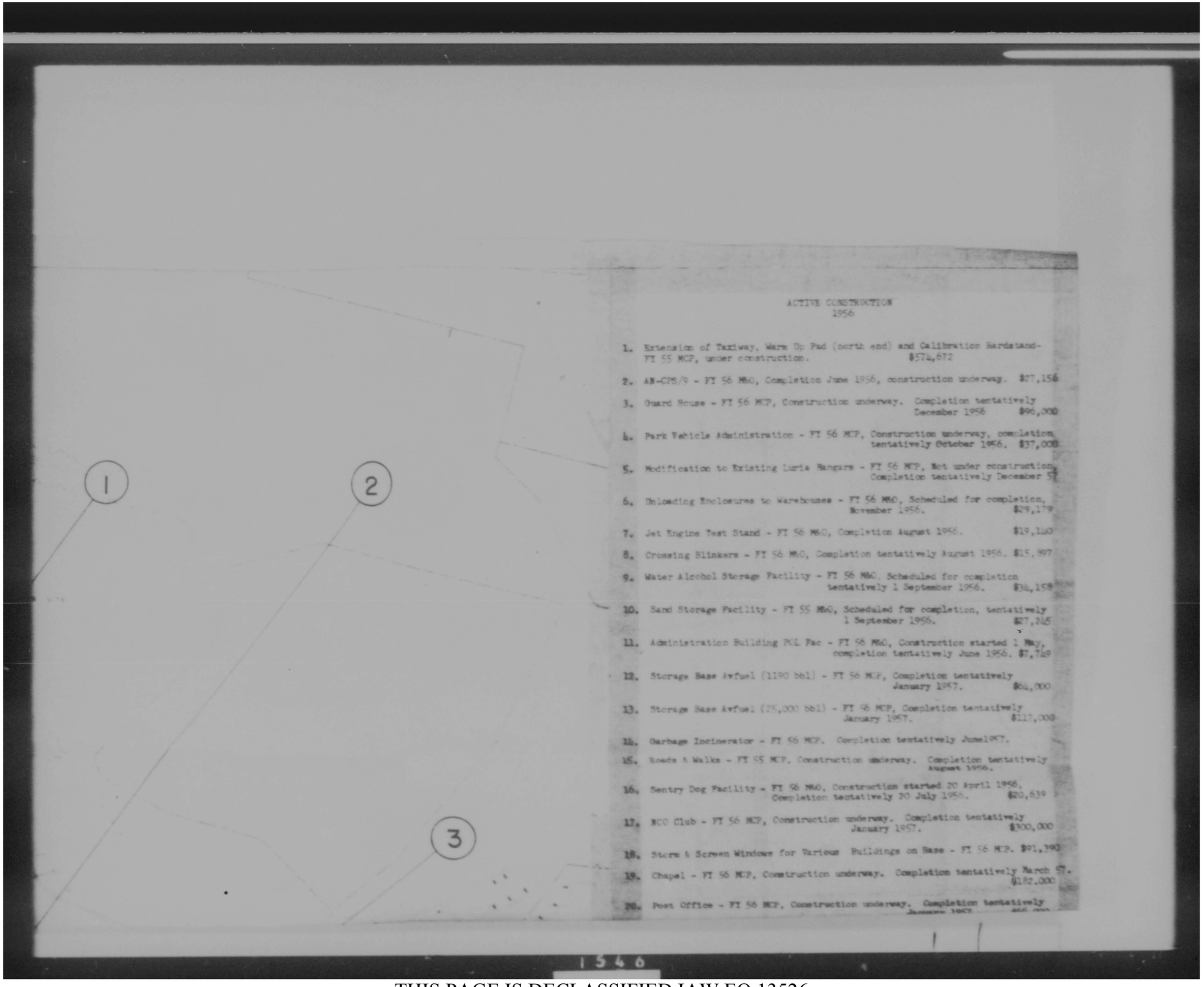

ACTIVE CONSTRUCTION
1956

1. Extension of Taxiway, Warm Up Pad (north end) and Calibration Hardstand-FY 55 MCP, under construction. $574,672

2. AB-CPS/9 - FY 56 M&O, Completion June 1956, construction underway. $27,156

3. Guard House - FY 56 MCP, Construction underway. Completion tentatively December 1956 $96,000

4. Park Vehicle Administration - FY 56 MCP, Construction underway, completion tentatively October 1956. $37,000

5. Modification to Existing Luria Hangars - FY 56 MCP, Not under construction, Completion tentatively December 57

6. Unloading Enclosures to Warehouses - FY 56 M&O, Scheduled for completion, November 1956. $29,179

7. Jet Engine Test Stand - FY 56 M&O, Completion August 1956. $19,160

8. Crossing Blinkers - FY 56 M&O, Completion tentatively August 1956. $15,997

9. Water Alcohol Storage Facility - FY 56 M&O, Scheduled for completion tentatively 1 September 1956. $34,158

10. Sand Storage Facility - FY 55 M&O, Scheduled for completion, tentatively 1 September 1956. $27,265

11. Administration Building POL Fac - FY 56 M&O, Construction started 1 May, completion tentatively June 1956. $7,749

12. Storage Base Avfuel (1190 bbl) - FY 56 MCP, Completion tentatively January 1957. $64,000

13. Storage Base Avfuel (25,000 bbl) - FY 56 MCP, Completion tentatively January 1957. $117,000

14. Garbage Incinerator - FY 56 MCP. Completion tentatively June1957.

15. Roads & Walks - FY 55 MCP, Construction underway. Completion tentatively August 1956.

16. Sentry Dog Facility - FY 56 M&O, Construction started 20 April 1956, Completion tentatively 20 July 1956. $20,639

17. NCO Club - FY 56 MCP, Construction underway. Completion tentatively January 1957. $300,000

18. Storm & Screen Windows for Various Buildings on Base - FY 56 MCP. $91,390

19. Chapel - FY 56 MCP, Construction underway. Completion tentatively March 57. $182,000

20. Post Office - FY 56 MCP, Construction underway. Completion tentatively

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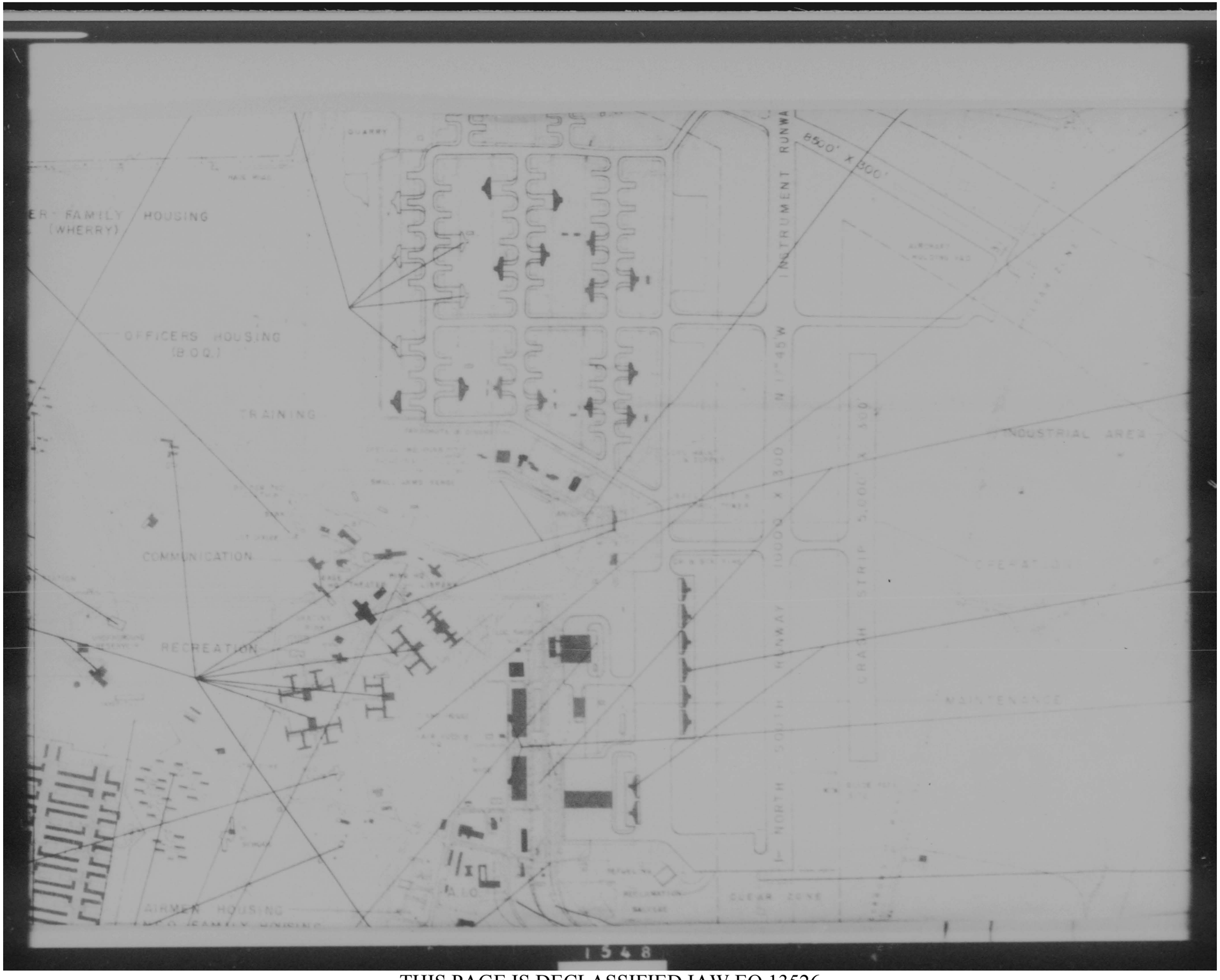

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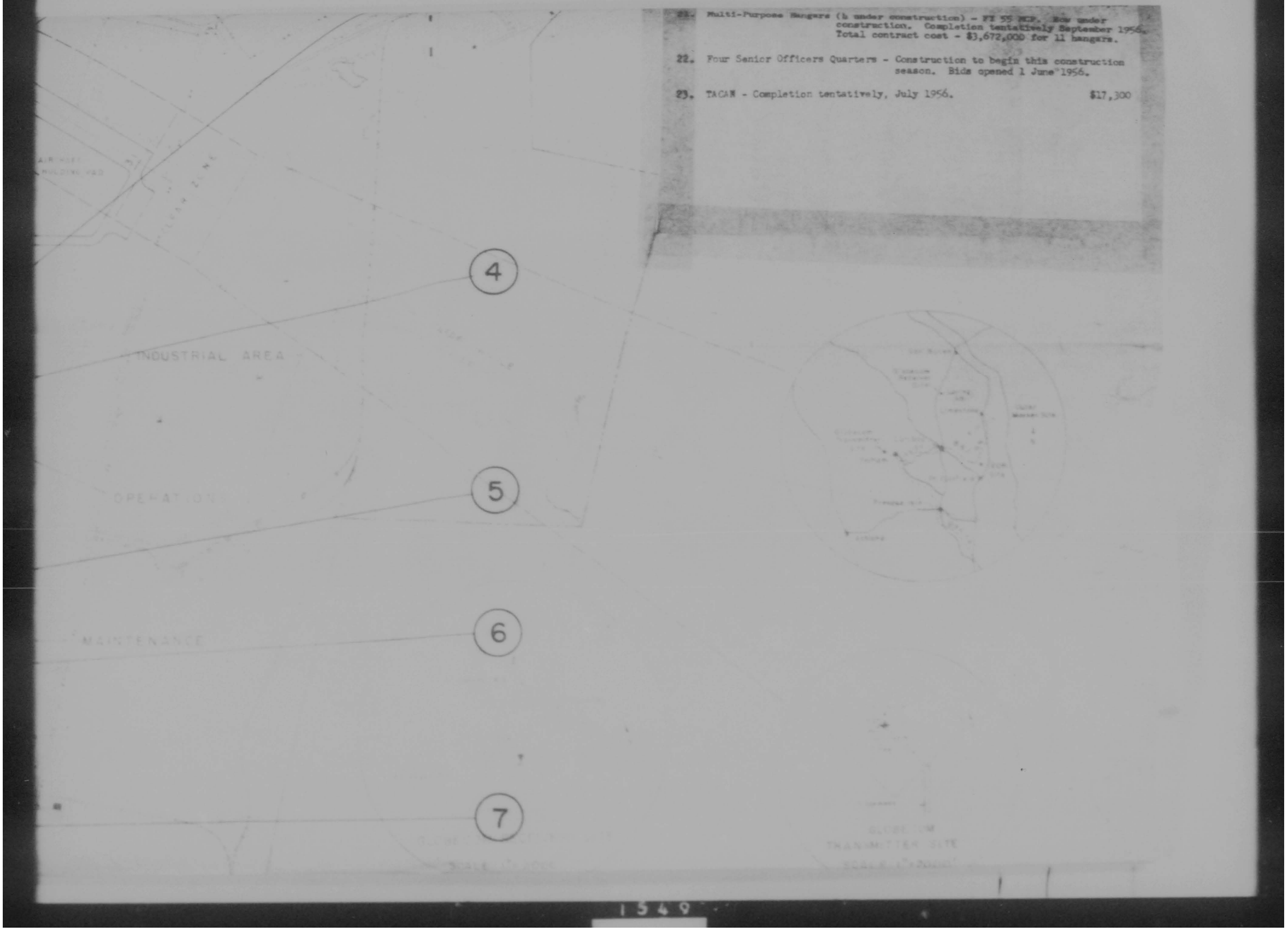
21. Multi-Purpose Hangars (h under construction) - FY 55 MCP. Now under construction. Completion tentatively September 1956. Total contract cost - $3,672,000 for 11 hangars.

22. Four Senior Officers Quarters - Construction to begin this construction season. Bids opened 1 June 1956.

23. TACAN - Completion tentatively, July 1956. $17,300



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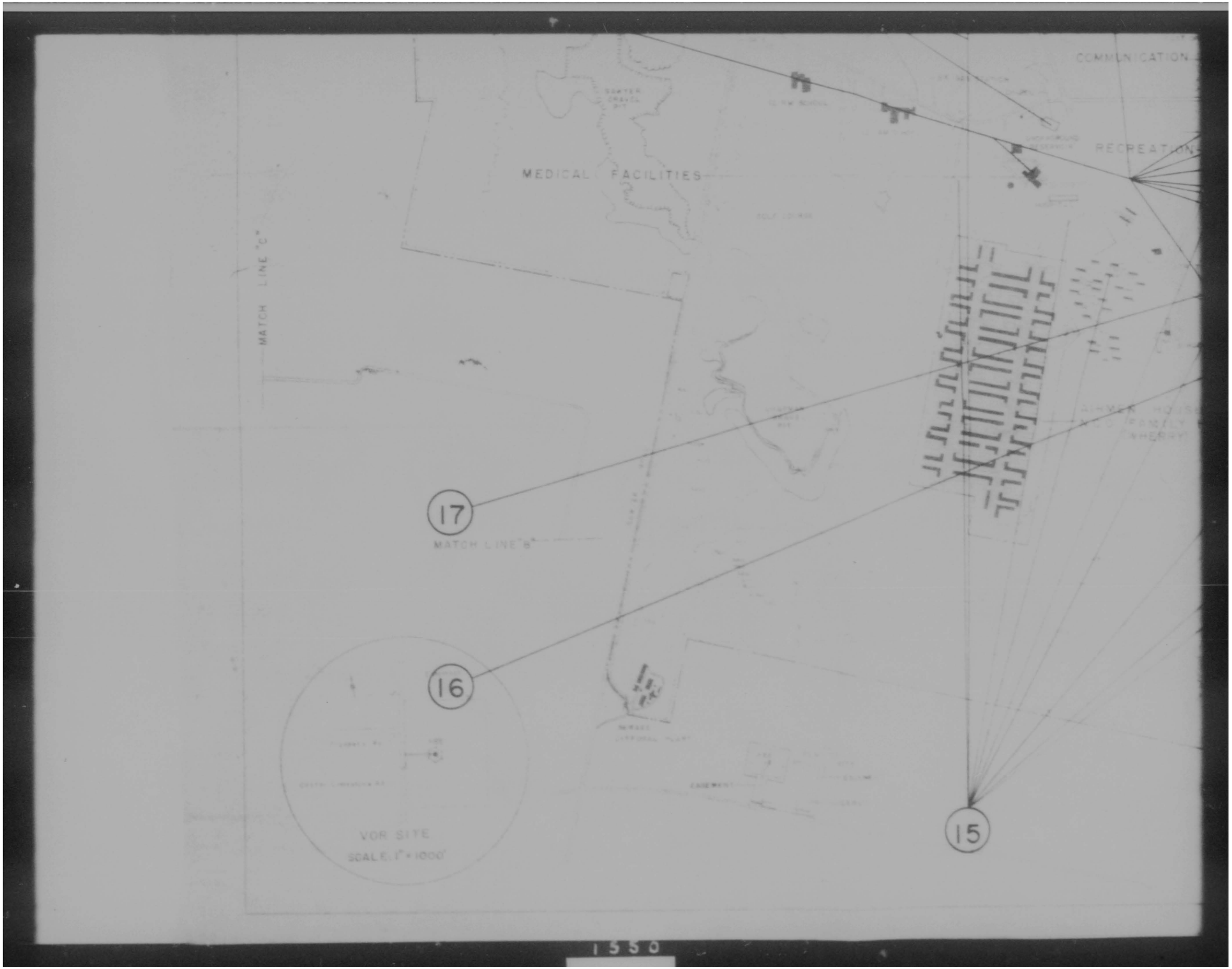

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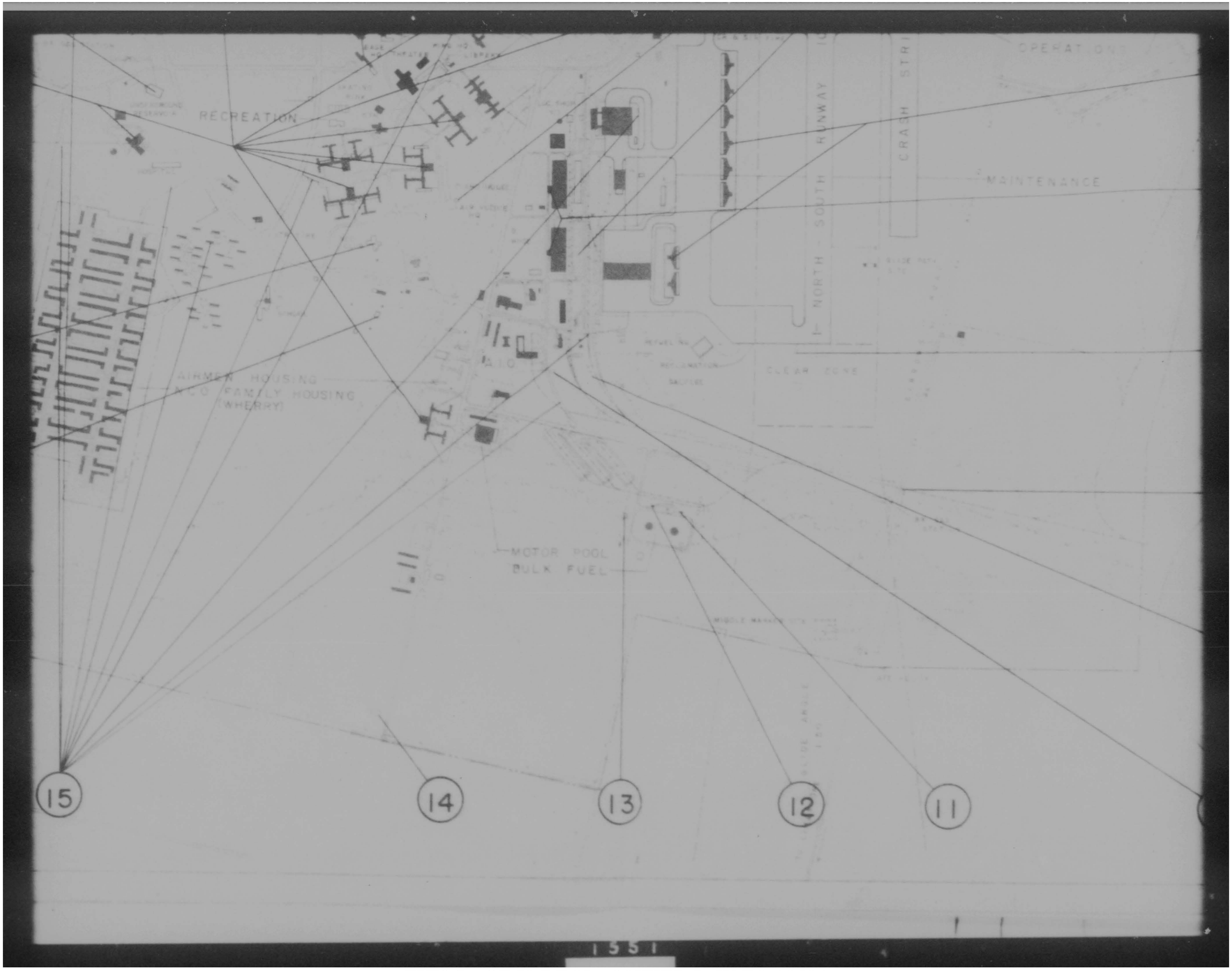

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HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
6 JUNE 1956

B-52 CONVERSION PROGRESS REPORT #7

FOR

45TH AIR DIVISION (SAC)

This Progress Report Contains Pages.

45AD OPLAN 1-55
6#3630
6 JUNE 56

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FOREWORD TO PROGRESS REPORT # 7

The problem areas as cited in previous reports have received considerable command attention. As a result the majority of our serious problem areas have been overcome, and the remaining problems are being corrected on schedule. In view of this I concur in the contents of this report.

W K Martin

W. K. MARTIN
Brigadier General, USAF
Commander

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DETAILED COMMAND ACTIONS

PERTAINING TO

PROGRESS REPORT #7

TO

45TH AIR DIVISION PROGRAMMING PLAN 1-55

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REPORT OF DIRECTOR OF MATERIEL

PROJECT	ACTIVITY	DEVELOPMENT AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
Rehabilitation [illegible]	Determine requirements for re- [illegible] and/or modification [illegible] and submit nec- [illegible] correspondence to AIO as [illegible]	a. JP-4 Seal Coat: Construction on parking shoulders will begin 15 June 56. Second project is at P&C office awaiting invitation for bid. Bids will be opened about 15 June and contract awarded prior to 15 July 1956. Estimate completion of both projects by October 1956.	30	3
		b. Taxiway Lights: Project 78-57 in the FY-57 M&C program provides for the replacement of existing lights with semi-flush mounted lights on turns and at intersections. A 58 MCP catagory III item to move taxiway lights to 5' outside the light duty pavement has been deleted. This is considered to be a major deficiency in the overall B-52 program.	25	2
		c. Luria Docks: No construction will begin this season due to delays in previous negotiations. USAF IRO, Boston, has forwarded the request for waiver of this modification of "line of sight" to USAF.	[illegible]	[illegible]
		d. Multi-purpose Docks: Project is under contract and construction to begin in June 1956. Work priority has been established.	25	2
		e. Modify D. C. Hangar for B-52 Operations: Final drawings have been completed and reviewed by AFIRO. Invitation for bids is scheduled for 8 June 1956. Bids to be opened on 22 June 1956.	10	1
		(1) Installation of Additional Door Panels in the D. C. Hangar: This project has been forwarded to USAF for a policy determination.	10	1
		f. Power and Lights to Maintenance Stands: Project 75-57 This project has gone to SAF for review (16 May 56)	10	1

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
		g. Stand for Refueling Doors, Curb for Aircraft Parking Ramps for Outrigger Gear: Outrigger ramps have been completed. No action, other than drawing plans, will be taken on the parking curb and stand for access to the air refueling doors, until receipt of an aircraft.	33	3
		h. Flight Simulator: Project LOR 144-56 has been forwarded to SAF for approval. Upon return we will try to fund this project from -56 funds. The temporary site will be ready for the simulator upon its arrival in November.	25	2
		i. Replace South Asphaltic Concrete Holding Pad with Portland Cement Concrete: AIO has submitted a request for reconsideration of this project in the FY-57 MCP by Hq. USAF. It is presently at Hq. SAC. Command assistance is requested on this item.	0	0
		j. Refueling Pits: We presently have 10 outlets on Parking Apron I; 5 outlets on Parking Apron II; 0 outlets on Big Parking Apron. A project to put an outlet in each stub in parking aprons I and II is included in the '58 MCP. SAC denied a request to move this item into the '57 MCP. A project for 6 hydrants with 12 outlets on Parking Aprons II and III is included in the '57 MCP.	25	2
		k. JP-4 to Hydrants: Both JP-4 and AVgas piping are connected to pumphouse 1 and 2. Conversion can be accomplished at will. Pumphouse 4 and 5 will be converted prior to 1 September.	50	5
		l. Parachute Tower: Project #66-57 has gone to P&C. Will go out on IFB, funded from 56 or 57 funds. Work to start in July; should be completed in August.	50	5
		m. Taxi Lines and Nose Wheel Spots: Complete.	100	10

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS & PROBLEMS	PERCENT COMPLETE	CTI INDEX
2. New Construction	Coordinate with AIO on programs of new construction items	a. Jet Engine Test Stand. The contractor is waiting on the delivery of steel. New estimate on completion of Phase I is 20 August. In the meantime we are mounting an OCAMA stand on a 40' trailer. This unit will be adequate during the initial phase of B-52 operations.	3%	3
		b. Liquid Oxygen Plant. One plant installed in a permanent location is operational. SAC command FMS disapproved DAI Change Request for one additional LOX generator. Ref SAC msg DMCDAb 30 May 56. This is considered a serious deficiency since nearest commercial source is in Bangor, Maine, 180 mi distant. Company must have 4 hours notice to send operator from Boston.	50	5
		c. Pneudraulic Test Cell. Hq. SAC has sent down a letter which deletes the Pneudraulic Test Cell for the time being as not a requirement in the B-52 program. This Hq. feels that the request was denied because the cost was excessive on the basis of information sent to SAC from OCAMA. OCAMA has purchased some very elaborate Test Cells which cost about $400,000 each. Our proposed Pneudraulic Test Cell was not nearly so elaborate and was projected to cost about $30,000. This Hq. has sent forward a letter through channels outlining our position in this matter and explaining the situation. We are hoping to get the item reinserted in Phase II Construction of the B. C. Hangar. This Hq feels a test cell adequate for making operational checks will be a necessity in the FMS Pneudraulic Shop.	50	5
		d. Utility Connections for APU Equipment At Parking Positions and Maintenance Hangars: See Paragraph 1-F.	10	1
		e. Demineralized Water: T.O. has been received on the demineralizer. AIO is in the process of inspection this unit and putting it into service. Hq. SAC has programmed project #100-56 (a 25,000 gallon storage tank).	20	2

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SUB SEC	ACTION REQUIRED	DEVELOPMENTS & PROBLEMS	PERCENT COMPLETE	ITEM
		f. Instrumentation Range & Compass Rose: Corps of Engineers estimate this project will be complete by 1 Sept	5%	6
		g. Power for E-System Mock ups in the AAE Shops: Complete	100	10
		h. MA-6A Bomb Nav System Flyaway Benches: One bench has been received and is in operation. One bench has been locally fabricated and is in operation. Until we exceed 15 aircraft assigned, this bench setup is adequate.	33	3
3. Additional space Requirements	Determine requirements and submit to Base Space Allocation Board.	Storage Space for 261 Equipment: Complete.	100	10
4. Z Accounts (Supply)	Take action necessary for maintenance of accurate B-52 supply status data on the following: a. Equipment items: "Z" Account b. " " Non "Z" Acct. c. " " Local purch.	a. 643 line items received to date. (Total Z Acct 860) b. 1,249 line items received to date c. Purchase requests are being forwarded to Budget and Accounting on B-17 Tools. Monies have been funded for these tools.	84 68 75	8 6 7
	d. Table II support for 15 acft on automatic APSC.	d. 88% completed to date.	88	8
	e. Initial support of Flyaway Kit spares for B-52 acft.	e. Brownline listing SAM Cards and memo instructions have been received at this hqs.	2	
	f. Initial support of QEC's.	f. Shipments have been received on QEC's for the B-52 aircraft.	100	10
	g. Disposition of excess B-36 spares.	g. Disposition received on the remaining 7 each D model power packs. They will be shipped to Fairchild AFB. Shipment of 261 equipment approximately 99% complete. SAC controlled items are being stored in Warehouse #1 awaiting disposition from SAC Headquarters.	95	9

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS & PROBLEMS	PERCENT COMPLETE	T-2 INDEX
	h. Disposition of B-36 excess equipment.	h. All B-36 spares over and above known redistribution requirements, rendered excess as results of the conversion, will be shipped automatically to the appropriate ANC Depot as they become excess. Reference 8AF message MDS 33030 dtd 16 March 1956.	25	2
	i. Disposition of B-36 Flyaway Kit spare.	i. Msg received from Biggs AFB regarding disposition of B-36 FAK spares stated that the only portion of the 42d BW FAK's which this base is interested in are those spares peculiar only to B-36 H and B-36 J model acft. SAC has advised 15th AF that breakdown of B-36 FAK at Loring will create hardship during period of conversion and mechanization in Base Supply. Hqs. 15th AF was requested to consider sending team to Loring to effect breakdown and shipment of J and H parts, Loring to effect turnin of balance. This Hqs. objects to this procedure for reasons stated above and requests action be taken to ship FAKs to Biggs intact. Ref SAC msg DM3DC 44843, dtd 22 May 56.	15	1
	j. Insure transfer of TOC kits with B-36 aircraft by serial number.	j. TOC Kits are transferred IAW instructions received for each acft. Action on B-36 D's have been completed.	60	6
	k. ADI equipment, operation and spare parts.	k. Spare parts support have been requisitioned. T.O. for compounds on hand and compounds on requisition.	50	5
263 Property Changed to DD Form 780 Property	l. Secure a list of installed equipment for use of acceptance teams. Request authorization shortages.	l. Complete	100	10
Parts breakdown for B-52 acft.	m. Secure from factory or from Tech Rep for use by Supply Liaison.	m. Supply Liaison has contacted Tech Reps and is obtaining lists from these personnel as they are phased into Loring.	60	6

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS & PROBLEMS	PERCENT COMPLETED %	F-S INDEX
UAL	a. Monitor procurement of UALs and distribute to Squadrons. Review UALs and effect changes as necessary.	a. New UAL is expected in place at Loring by June 15th	80	8
ECL	o. Action completed (10 April 56)	Complete	100	10
5. Engine Build-Up	Prepare a complete plan to set up the J-57 engine build up line and jet engine minor repair section.	Final plans have been made for the conversion of the ZEU facility to J-57 engines. We need engine slings and mobility trailers. Both items are on the "D" account and all possible action is being taken to get them in place. The Build-up section is operating and the minor repair section can be used. A work order to raise the mono-rail in the minor repair section will make possible the use of more disassembly stands.	50	5
6. Jet Engine Test Stand Operation Procedures.	Action Completed (8 Feb 56 Rpt)	Complete	100	10
7. Aircraft Jacking	Publish procedures and responsibility for jacking B-52 acft.	Complete	100	10
8. B-52 Dock Stand	Establish locations for erection of B-52 Dock Stands and coordinate with higher headquarters and AMC for assistance in the erection of subject docks.	Three (3) stands have been erected. Hq SAC has programmed help in the erection of the remainder. Local erection will continue until assistance arrives.	40	4
9. Cowling Racks	Determine requirements for local fabrication of cowling racks and initiate action for local manufacture.	Complete	100	10

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS & PROBLEMS	PERCENT COMPLETE	NOSA
10. Engine Conditioning. Tech Rep will train a small number of highly skilled personnel.	Establish procedures of engine conditioning of J-57 engines.	O.E.P. formal project A-1, 5 July 55, is to determine best engine conditioning procedures. No [illegible] has been received to date.	[illegible]	[illegible]
11. Time Standards (man hours)	Action Completed (9 March Rpt)	Complete	[illegible]	[illegible]
12. Post Flight and Intermediate Inspection	Action Completed (10 April Rpt)	Complete	[illegible]	[illegible]
13. Acceptance Inspection	Establish a procedure for inspecting new aircraft and allocations to squadrons.	Orders are being cut by TAC Sqdns in accordance with [illegible] Bomb Wing T.M.I. [illegible]	[illegible]	[illegible]
14. Ground Power Equipment	Establish a school for the operation of Ground Powered Equipment for all maintenance personnel.	Training is adequate with the exception of [illegible] ing MD-3 generator. Request has been forwarded to [illegible] procure a Beech Tech.Rep for thirty (30) days.	[illegible]	[illegible]
15. Squadron Flying Schedule	Determine the most desirable flying schedule for the accomplishment of Wing missions and necessary maintenance on the B-52	SAF letter dated 9 May 56 (Subject - Periodic Turn-around) indicates a twelve (12) day schedule will be used.	[illegible]	[illegible]
16. Assignment of Aircraft	Action completed (10 April Rpt)	Completed.	100	[illegible]
17. Aircraft Washing	Determine docks to be used and schedule for washing of aircraft	Docks 8504 - 8621 and one bay in the D. C. Hangar will be utilized as wash racks. No washing schedule can be made until the periodic dock schedule is completed.	25	[illegible]
18. Refueling.	Determining means of refueling B-52 aircraft.	Completed.	100	[illegible]

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ITEM	ACTION TAKEN	DEVELOPMENTS & PROBLEMS	% ITEM COMPLETE	% TOTAL
19. [illegible] Plug	Action completed (8 Feb 0pt)	Completed	100	10
20. [illegible] System In Flight Maintenance Kits	Action completed (8 Feb 0pt)	Completed	100	10
21. Ammo Loaders	Determine if B-36 type Ammo Loader can be used for B-52 loading.	Action will be taken upon receipt of aircraft.	0	0
22. Aisle Stand Covers	Establish a requirement for SMS Fabric Shop to make the necessary covers.	Work order processed awaiting receipt of aircraft.	25	2
23. 60 Ft Cables for MD-3 Power Cable Units	Determine quantity required and necessary adapters.	Items have been received and are included on Supply Sqdr UAL. Quantity 15 each, one per hydrant.	100	10
24. Borsight and K Equipment	Action completed (8 Feb 0pt)	Completed	100	10
25. Safety Guards for exposed switches and panels in aircraft	Forward requirement to PDC	Action will be taken upon receipt of aircraft.	0	0
26. Painting of Main Selector Switches and Guard on Fuel Panel	Set up procedures to assure painting of those items upon receipt of aircraft.	Action will be taken upon receipt of aircraft.	0	0
27. Initiators and Thrusters for Ejector Seats	Determine Stand-by Level.	Supply liaison will take tracer action to prime commodity depot to locate tech order which establishes replacement factors and if no such order is available information will be requested from depot as to time periods that initiators will have to be replaced.	0	0
28. Drag Chutes	Action Completed (8 Feb 0pt)	Completed	100	10
29. Painting of Acft in accordance with TAC directives	Action completed (8 Feb 0pt)	Completed	100	10

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS & PROBLEMS	PERCENT COMPLETE	DAYS LATE
30. Jet Noises	Determine the medical equipment requirements for protection of personnel against the excessive noise generated by the B-52 engine.	a. Local purchase action has been taken on ear muffs, helmets, headset and microphones. Expect delivery by 1 July 56. Ten earmuffs and four helmets have been received from Castle on a loan basis. b. Lectures are given in Command Ground Safety meetings. c. 500 base lines established, 900 to go. d. Ear plugs fitted to all maintenance personnel.	50	5
31. Maintenance Personnel	Action completed (5 Jan Rpt)	Completed	100	10
32. B-52 Technical Schools	Determine personnel by name and AFSC to attend scheduled technical schools. This action is closely coordinated with Personnel Section.	General program is complete. Quotas have been filled by name. Occasional additional quotas are being filled.	85	8
33. Motor Vehicle Allocation and Utilization	Determine and forward Motor Vehicle requirements to the Motor Vehicle Utilization Panel	Complete	100	10
34. In-Flight Lunches	Action Completed (8 Feb Rpt)	Complete	100	10
35. Technical Representatives	Action Completed (8 Feb Rpt)	Complete	100	10
36. Publications Procurement	Procure all applicable publications for B-52 aircraft.	PMT's are being processed as they are received and T.O. file being screened against 1B-52A-01 .	75	7
37. Instructional Visits to B-52 Units	Prepare a schedule of visits to B-52 bases for key maintenance and supply personnel and require a written report of each visit, with copies of any material secured from the base visited.	Complete	100	10

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	Determine the training the B-52 MTD will furnish to the Wing. Make plans for utilizing the MTD. Coordinate with the Director of Operations	a. Both sections of the MTD are operating and the quality of instruction is considered excellent b. Mechanical MTD utilization, May - 4224 hours Electronic MTD utilization, May - 3220 hours		
12. Mobility Plan	Prepare a revised Wing Mobility Plan for the B-52 aircraft	Tentative plan has been forwarded to 8AF for approval		

END OF DIRECTOR OF MATERIAL'S REPORT

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REPORT OF DIRECTOR OF OPERATIONS

SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	INDEX
40. Instructional Visits to B-52 Units.	Action completed (9 Mar 1956 Report)		100%	10
41. Wing Flying and Maintenance.	Action completed (9 Mar 1956 Report)		100%	10
42. Instructions for Controlling B-52 Transition Operations.	Action completed (9 Mar 1956 Report)		100%	10
43. Professional Instructor Pilots.	Action completed (9 Mar 1956 Report)		100%	10
44. Instructor Pilots	Action completed (9 Mar 1956 Report)		100%	10
45. Field Check-out for Pilots.	Action completed (9 Mar 1956 Report)			
46. Field Check-out for B-52 Crews.	Action completed (9 Mar 1956 Report)		100%	10
47. Selection of Standardization Crews.	Action completed (7 May 1956 Report)		100%	10
48. Crew line up Procedures.	Action completed (9 Mar 1956 Report)		100%	10
49. Personal Equipment Requirements for B-52	Action completed (8 Feb 1956 Report)		100%	10
50. F-1A Automatic Parachute Release.	Action completed (8 Feb 1956 Report)		100%	10
51. Over-Water Equipment	Action completed (8 Feb 1956 Report)		100%	10

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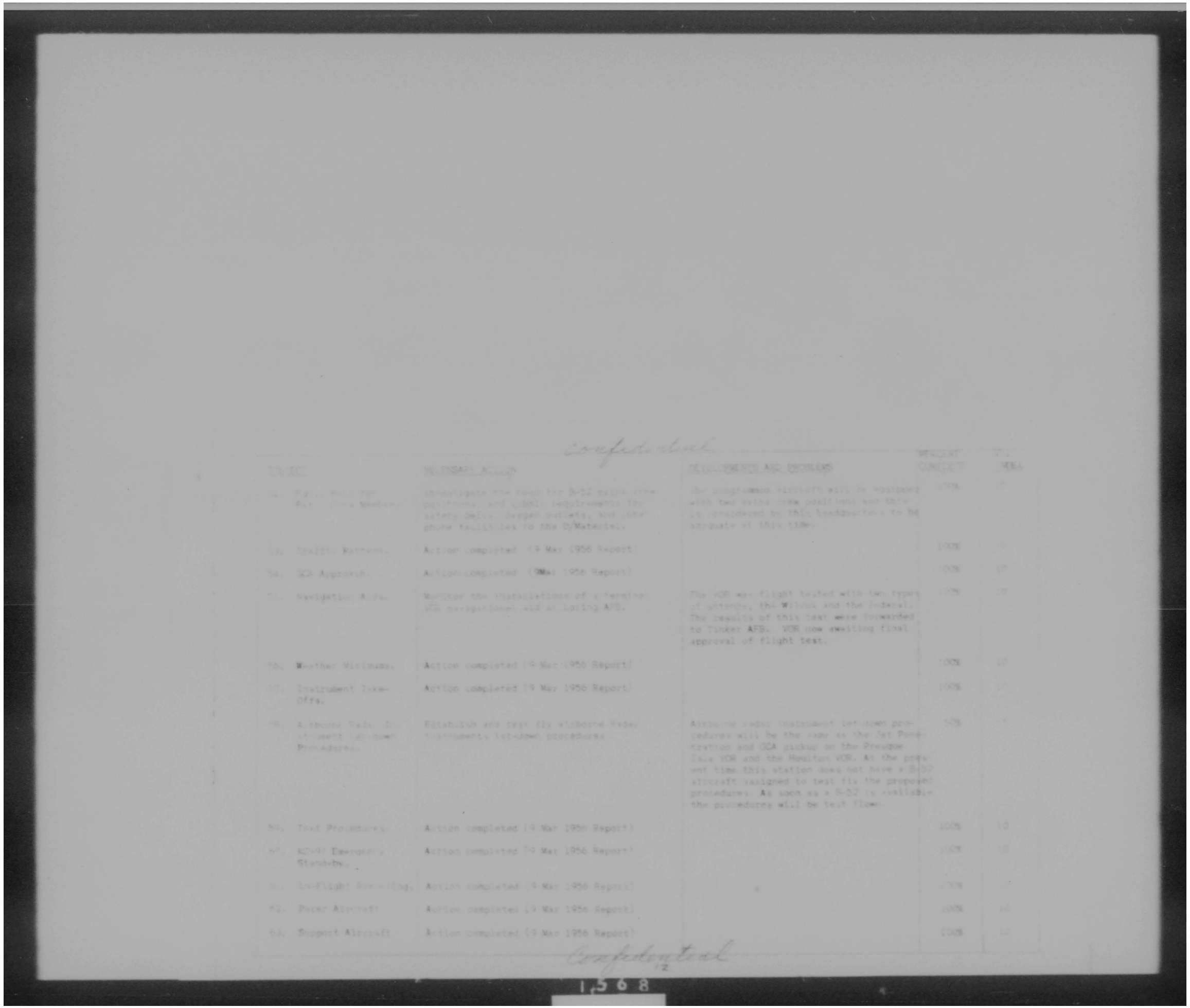

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66.	Study of Weather and Emergency Evacuation Plans.	Study current weather and emergency evacuation plans to insure that they are working with B-52 aircraft.	The current weather evacuation plan is adequate for B-52 operation. An emergency Evacuation Base was tentatively assigned in April 1956. A suitability survey was conducted on the 8 May 56 and the base was found to be suitable. However, a final approval for its use has not been obtained.	75%	10
67.	Thunderstorm Penetration Plan.	Action completed (8 Feb 1956 Report)		100%	10
67.	SAC Tactical Doctrine.	Request SAC Tactical Doctrine for B-52 Aircraft.	There is no approved SAC Tactical Doctrine for B-52 operation. This deficiency has been brought to the attention of higher headquarters.	0%	0
68.	Indoctrination of Intelligence Officers in B-52 Mission Planning.	Action completed (8 Feb 1956 Report)		100%	10
69.	Disposition of EWP Target Materiel.	Action completed (8 Feb 1956 Report)		100%	10
70.	Preparation of Crew Target Study Folders.	Prepare fifty SAF Crew Target Study Folders for observers use.	In addition to the 45 target study folders reported on May 56 Report, 20 additional folders have been compiled covering the 7 targets in the "canned" missions to be used in the B-52 50-MB training. These quantities of folders are considered to be adequate for the next 6 months. It is felt the compilation of additional folders is unwarranted at this time because of frequent changes in target material.	100%	10

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[illegible]	Mats and Charts.	Action completed (8 Feb 1956 Report)		[illegible]	
72.	Personal Data Cards.	Interview newly assigned crew personnel and obtain needed personal data cards.	At the present time data cards are completed [illegible] of the combat crew members on this base who are or are scheduled into the B-52 program. The percent complete shown in this report is lower than that of May and is due to many newly assigned combat crew members not reporting for an interview upon arrival at this station. A new procedure has been established to insure this discrepancy is corrected and that newly assigned combat crew personnel will report upon arrival for an interview.	[illegible]	
73.	Target Material.	Select all possible target material (domestic) for use in the B-52 program. Coordinate with Intelligence.	Material was requisitioned from 8th AF to complete the coverage on domestic targets. 50% of this requisition was received. An additional requisition has been submitted for the remaining materials. At this time no action has been received from the issuing agency.	90%	[illegible]
74.	Target Rotation	Establish local policy for target rotation during B-52 training phase to insure that our observers receive broad experience on all types of targets.	Eight canned missions are to be utilized for the SAC Reg 50-43 training phase of the conversion. Seven target complexes will be utilized on these eight training missions.	100%	10
75.	Procurement of Radar Scope Photography of Domestic RBS Sites.	Action completed (8 Feb 1956 Report)		100%	10
76.	Ammunition and Bombs.	Determine the types of ammunition and bombs peculiar to the requirements of the B-52 operations and take action to get disposition instructions on surplus stocks now on hand.	This wing has received notification of the type of tactical bomb to be used. 100,000 rounds of 50 caliber ammunition has been received, and a stock level of this amount will be maintained. Disposition instructions will be obtained on surplus ammo of other types when the requirement for it no longer exists.	50%	5
77.	Training Bombs.	Take action to provide, D/Mat. with forecast of requirements for training bombs and procure 60 copies of bombing tables for each type bomb.	Information received this headquarters indicated that B-52 aircraft to be delivered this Wing will have a U-2 release installed. This precludes drops of normal practice bombs. 8th AF personnel on a recent staff visit to this base concerning the B-52 conversion.	0%	0

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	SUBJECT	DISPOSITION	REMARKS AND DEADLINES	PERCENT COMPLETE	DATE
78.	Bombing Ranges	Action completed (10 Apr 1956 Report)		100%	
79.	In-Flight Maintenance.	Action completed (8 Feb 1956 Report)		100%	
80.	Forms	Action completed (8 Feb 1956 Report)		100%	
81.	Training Charts	Action completed (8 Feb 1956 Report)		100%	
82.	Charts to Reflect Status of all Crew Members	Action completed (7 May 1956 Report)		100%	
83.	Crew Boards.	Action completed (8 Feb 1956 Report)		100%	
84.	Design Control Room and Charts	Action completed (8 Feb 1956 Report)		100%	
85.	Control Room	Obtain ground type UHF Radio Equipment. Rewrite and bring up-to-date Control Room SOP s (B-52)	A ground type UHF console is programmed for the control room. A 60 Ft. antenna was installed on 28 May 1956 which should greatly improve reception on the present equipment.	80%	8
86.	Altitude Indoctrination.	Schedule all programmed B-52 crew members through altitude indoctrination.	22 personnel are presently in training at Castle AFB who will be delinquent in altitude indoctrination prior to their return to this base. These personnel will be scheduled immediately upon return to this station. All other personnel scheduled from this base to the B-52 program, will have completed the indoctrination prior to reporting to Castle AFB. In-coming personnel from other bases who are delinquent will be scheduled upon their arrival.	85%	8
87.	Dash One Manuals and Hand Books.	Action completed (7 May 1956 Report)		100%	

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
88. Landing Weights	Action completed [8 Feb 1956 Report]		100%	10
89. Instructions on Fuel Panel Weights and Balances.	Action completed [8 Feb 1956 Report]		100%	10
90. Fuel Reserve	Action completed [8 Feb 1956 Report]		100%	10
91. Ramp Position for Guns	Action completed [8 Feb 1956 Report]		100%	10
92. Check for Fired Cartridges.	Action completed [8 Feb 1956 Report]		100%	10
93. Bomb Commanders and Survival Course.	Establish a plan to send all crew personnel to BC School, Basic and Survival Training prior to departure for B-52 Training.	Due to a change in the reporting date to the first seven crews to Castle AFB, 12 personnel reported without accomplishing survival Training, and one without completing the BC course. These personnel will be scheduled for this training upon their return to this station. All other crew members scheduled from this base into the B-52 transition will have completed these courses prior to reporting to Castle AFB.	75%	7
94. Wing Special Weapons	Obtain early orientation and training of Wing Special Weapons Instructors in B-52 Bomb Bay Systems and Techniques.	One Special Weapons instructor from this Wing visited Castle AFB for an orientation on B-52 Special Weapons. Two Special Weapons instructors will report 4 June 56, to Special Weapons Crew Training at Randolph AFB, Texas for the purpose of obtaining information relative to the B-52 and the type of weapons to be used with it.	80%	8
95. Special Weapons Refresher Course.	Review the present BC Refresher course to substitute B-52 Bomb Bay systems and techniques in place of the same for B-36.	On 14 May 56 this headquarters received information on the type weapons to be used in the B-52 program. However, action is pending receipt of technical data on this weapon to be used in classroom instruction. Also awaiting information on minor changes in the aircraft configuration.	60%	6

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	Y-2 INDEX
96. Aircraft Bombing System Ring-out Team. (Monitored by Special Weapons)	Insure that A&E Special Weapons Personnel receive adequate training in B-52 ring-out and that courses outlined in SACM 27-2 be utilized.	Supervisory personnel have attended a familiarization course at Castle AFB. Courses in basic electricity and B-52 bombing system wring out procedures are presently being conducted for the remaining A&E Special Weapons personnel. SACM 27-2 does not contain course outlines for the A&E Special Weapons personnel.	100%	10
97. Operation of Training Aids.	Report periodically on the status of procurement and/or operation of the following training aids.	a. The present trainer is scheduled for conversion to an MA-6 in August 1956. This is not considered to be satisfactory as crews will be on the station several weeks prior to the receipt of our first aircraft and the trainer could be used to good advantage during this period. Assistance is needed to obtain the trainer at an earlier date. The K-3A trainer has been physically modified to resemble the MA-6 trainer as an interim measure until an MA-6 system trainer is received. This substitute is not considered an adequate solution to the problem.	50%	5
	b. Radar system mock-up.	b. The A&E Squadron and the B-52 MTD each have a radar system mock-up operation.	100%	10
	c. Periscopic sextant mock-up.	c. Present UAL does not authorize a periscopic sextant mock-up. A UAL change was submitted on 30 April 1956.	50%	5
	d. E-10 Computor (Tng Aid)	d. Action completed (8 Feb 1956 Report)	100%	10
	e. Maps for high speed navigation and station circle stamps for use by B-52 crews.	e. Maps and charts are presently available on the station. Station circle stamps have been requisitioned & information has been received which indicates they will be on the station by 15 June 1956.	90%	9
98. Observer Ground Training.	Action completed (8 Feb 1956 Report)		100%	10
99. Block Training Program.	Set up Block Training Program to incorporate all training directives, to include all ground training for both crew and non-crew members.	Block training is not required of combat crew members until combat ready. The annual requirements for all non-aircrew personnel included in the Block Training remains the same as specified in SACR 50-24 Supplement #1. These are associated training to maintain requirements and include general military proficiency.	10%	1

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
99. cont'd.		The applicable supplement to SACR 50-24, which gives the proficiency requirements for B-52 combat crew members is not yet available.		
100. MTD	Determine the amount of training that the B-52 MTD will furnish to the Wing and plan for maximum utilization.	The complete mechanical MTD is in place and in operation. The electronics MTD is in place and in operation with the exception A-3A Fire Control Trainer. This trainer is presently in use at Lowery AFB and is being used to train B-52 gunners. It is not presently known when Lowery AFB will release this trainer to the B-52 MTD Detachment at Loring AFB.	90%	9
101. Training.	a. Monitor the delivery of Synthetic Trainers.	a. C-11 link trainer now operational. No further information on additional trainers.	50%	5
	b. Monitor the establishment of classroom required for training.	b. Action completed (10 April 1956 Report)	100%	10
	c. Monitor establishment of space requirements for MTD.	c. Action completed (10 April 1956 Report)	100%	10

END OF REPORT OF DIRECTOR OF OPERATIONS

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS & PROBLEMS	COMPLETE	INDEX
102. Communications (Cmdr 42d Ops Sq)	a. Monitor the administrative telephone system to assure adequate communications are provided	a. The equipment is on hand. I&M team expected to begin installation by 15 May 56. (No change since last report)	10%	
	b. Monitor the outside cable plant project to assure cable distribution to aircraft stub and nose dock areas is accomplished at earliest possible date.	b. Initiated engineering study to determine type telephone and signaling device necessary and acceptable for operation. Consideration must be given to wing clearance, noise level, and winter snow removal operations. Will require weather proof box for each phone, also AC current for signaling device. Middletown ADA is doing preliminary engineering.	0%	
	c. Monitor the Maintenance Expeditor Radio System (Mobile)	c. 1. Radios 100% installed in general purpose vegicles. 2. Five Euclids still awaiting special equipment from factory for 24 volt system.	100% 0%	
103. Funds (42d ABG Comptroller)	Insure that fund requirements for conversion of the 42BW are included in financial plan, and that funds made available in accordance therewith are allotted to support scheduled build up.	a. Funds required for B-52 conversion were included in the FY 57 Annual Financial Plan. Results of this request for funds will be known o/a 1 Jul 56. Additional $20,000 received for B-52 hand tools----------100% obligated b. All FY other fund requirements for B-52----------100% c. Sound Equipment & Fuel Cell Clothing Funds from AMC----------75%		
104. Public Relations Office of information	Prepare in coordination with Hqs 45AD and and Hqs 42BW news releases concerning this plan.	Talks are continuing, to civic organizations on jet noise. ISO personnel returned from Castle AFB with photos, recordings, and story material of Loring men. This material has been used on the base TV station, base and community newspapers, and for hometown releases. Last minute details are being arranged for		

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
104. Public Relations Office of Information (cont'd)		the delivery of the B-52s. Hometown release of new B-52 crews are being made regularly as men arrive at Loring.		
105. Personnel (Director of Personnel)	Monitor the assignment of personnel in sufficient numbers and skill to provide for equitable manning within the 42 BW and the support units of the ABG.	Number of personnel assigned to 42 BW as initial maintenance package: (P=projected, A=arrived) 301X0 P-9, A-9; 301X1 P-3, A-3; 301X3 P-6, A-6; 321X0E P-10, A-10; 323X0C P-8, A-5; 421X2 P-16, A-16; 422X1 P-10, A-10; 423X0 P-19, A-19; 431X1 P-18, A-18; 432X0 P-11, A-11; 472X0 P-11, A-11; 534X0 P-4, A-4. Total projected is 125; total arrived is 122.	97.6%	9
		One additional airman has been assigned to Castle AFB for purpose of B-52 flight simulator training.	60%	6
106. Manning of B-52 T.O. or UMD's	Projected assignment of presently assigned personnel in duties authorized by B-52 TO and UMD's. This must include personnel input of "Hard Core" type, plus retained assigned personnel. Requisition personnel shortages sufficiently early to insure procurement when needed as determined by overall timing of the 42BW conversion.	Projection of presently assigned personnel has been made against SAC Unit Manning Document 2502A, dated 1 April 1956. a. Officer Manning % Assigned 111 — % Effective 84.3 — Sept 1956 % Projected Asgd. 111 b. Airmen (1) Direct Support Areas Career Field — Sept.1956 % Asgd. — % Proj. Asgd. 30 Radio Radar Systems — 100+ — 100+ 32 Armament Sys. Maint. — 100+ — 100+ 40 Intricate Equip Maint — 74 — 74 42 Aircraft Access Maint — 55 — 58 43 Aircraft & Engine Maint — 74 — 83 Shortages in the 40, 42, and 43 direct support career fields have been brought to the attention of higher headquarters, and are also currently reported in the SAC Management Control Statement.		

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
106. Cont'd.		2. Overall Airmen Manning — Spec. 1956		

	Auth	Asgd	MIRS	%Body Manned	%IRS	%Proj
Direct Support	2032	1617	967	79.6	47.6	76.7
Indirect Support	719	789	477	109.7	66.3	111.2

107. Staff Crews	Action completed (8 Feb 1956 Report)		100%	10
108. Instructor Crews	Monitor to insure assignment of B-52 Instructor crew to be provided by SAC as of 1 May 1956.	All members of SAC Professional Instructor Team #1 are present for duty. Action complete.	100%	10
109. Experimental Crews	Action completed (8 Feb 1956 Report)		100%	10
110. 42d Bomb Wing Combat Crews	Action completed (8 Feb 1956 Report)		100%	10
111. SAC Resource Crews	Monitor assignment of B-52 combat crews trained from SAC resources.	To date, 20 crews of all types have completed B-52 crew training at Castle AFB. 8 of these crews were trained from SAC resources. Names of remaining 22 programmed, SAC resources crews have been received. Assignments will be coordinated with the phase-out of B-36 crews. Estimated date of completion is Nov. 1956.	27%	2
112. Gunners	Action completed (8 April 1956 Report)		100%	10
113. Familiarization and Indoctrination Course	Action completed (8 Feb 1956 Report)		100%	10
114. Technical Training Maintenance Package	Screen all assigned and input maintenance personnel to determine priority and sequence in filling training quotas in the following: Jet Engine Mechanic AC Elec. Repairman AC Mechanic B-52	All presently assigned airmen, who meet entrance requirements for formal technical training, have been scheduled to attend courses programmed in the maintenance package. Where applicable, remaining airmen will be trained locally in the MTD. Original technical training package quotas of 639 have been reduced to 608 by SAC msg. DPPTA 42614, 22 May 1956.	74%	7

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ITEM	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V.2 INDEX
[illegible] Continued.	AC Hydraulic Repairmen Pneumatic Power Cart Mechanical Accessories & Equip Repairmen Structural Repair of High Perf Acft A-3A PSC Mechanic (B-52) Turret Sys Tech (B-52, A-3A) A-3A Radar Technician (B-52) A-3A Turret Drive Sys Installation B-52 Capsule Equip. & Sys Indoctrinat Capsule Removal & Inst. Specialist Radio Maint. Tech./K-3A & A-14 Autopilot Tie-in Instl./A-14 Autopilot & N-1 Compass.	MTD at Loring AFB is capable of training personnel in reduced courses. Following indicates progress made in Maintenance Training Package. Total Programmed quotas 608 Total quotas filled to date 453 Quotas filled by 45 Air Div. 259 Quotas filled by other commands 194		
115. Surplus Personnel	Breakout and identify personnel rendered surplus to the Wing who are not authorized to be trained to meet wing requirements, and request disposition guidance from higher headquarters.	To date 62 officers and 34 airmen have been declared surplus to this command as a result of the B-52 conversion. Dates of release were projected. Disposition is indicated below. Officers: - 26 have been reassigned in accordance with directives from higher headquarters. 17 will be retained at Loring AFB due to short term of service contracts and will be utilized in other jobs to best advantages. 19 other officers are awaiting reassignment instructions. Airmen: - Station assignments have been received on 17 surplus airmen. This Hq. has been directed to retain 7 others. Station assignments are needed on the remaining 10. In addition to officers declared surplus above 22 other officers have been reported to higher Hqs as eligible for reassignment to upgrading in accordance with AFR 36-92. Release dates were established for each officer, reference letter this Hqs., subj: Observer upgrading in accordance with AFR 36-92 dated 11 May 56. Estmtd. date of completion 11 June 1956.	60%	6

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DETAILED COMMAND ACTI[illegible]S

PERTAINING TO

PROGRESS REPORT #9

TO

45TH AIR DIVISION PROGRAMMING PLAN [illegible]

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REPORT OF DIRECTOR OF MATERIEL

SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	[illegible]
1. Rehabilitation of [illegible]	Determine requirements for rehabilitation and or modification of facilities and submit necessary correspondence to AIO as indicated.	a. [illegible] Seal Coat: Contracts have been let. Front project is started, contractor is waiting on weather. Second project is expected to start about 15 July.	[illegible]	
		b. Taxiway Lights: Project 75-57 in the FY-57 M&O program provides for the replacement of existing lights with semi-flush mounted lights on turns and at intersections. A 58 MCP category III item to move taxiway lights to 5 ft outside the light duty pavement has been deleted. This is considered to be a major deficiency in the overall B-52 program.	[illegible]	[illegible]
		c. Loris Docks: Request for waiver of line of sight criteria has been disapproved by USAF. This headquarters must decide by 1 Aug. on one of the following plans to give control over the affected area. (1) A close circuit television camera and monitor. (2) Radar (3) Raise control tower.		[illegible]
		d. [illegible] Docks: Contractor [illegible]	[illegible]	[illegible]
		e. [illegible] Hangar for [illegible] Operation [illegible] House [illegible] will be opened on [illegible] June [illegible]	[illegible]	
		f. [illegible]		

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	W-2 INDEX
		g. Stand for Refueling Doors, Curb for Aircraft Parking Ramps for Outrigger Gear: AIO will try to finalize these projects by 15 July and start construction as soon as possible.	35	3
		h. Flight Simulator: Project 144-56 is awaiting bids.	25	2
		i. Replace South Asphaltic Contrete Holding Pad with Portland Cement Concrete: AIO has submitted a request for reconsideration of this project in the FY-57 MCP by Hq. USAF. It is presently at HQ. SAC. Command assistance is requested on this item.	0	0
		j. Refueling Pits: We presently have 10 outlets on Parking Apron I; 5 outlets on Parking Apron II; 6 outlets on Big Parking Apron. A project to put an outlet in each stub in parking aprons I and II is included in the '57 MCP. A project for 6 hydrants with 12 outlets on Parking Aprons II and III is included in the '57 MCP.	25	2
		k. JP-4 to Hydrants: Both JP-4 and AVgas piping are connected to pumphouse 1 and 2. Conversion can be accomplished at will. Pumphouse 4 and 5 will be converted prior to 1 September.	50	5
		l. Parachute Tower: Contractor is on the station awaiting approval of materials to be used. Estimate completion by 15 August.	50	5
		m. Taxi Lines and Nose Wheel Spots: [illegible]	100	10
2. New Construction	Coordinate with AIO on programs of new construction items.	a. Jet Engine Test Stand: Contractor still awaiting delivery of steel. Still estimates 20 August on phase I. Portable test stand is operational, 4 engines have been test run.	25	2
		b. Liquid Oxygen Plant: One plant in operation. Contract let for permanent building. Should be completed by 1 Oct.	50	5

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	W.U. INDEX
2. New Construction (continued)		One additional LOX generator, one 500 gallon storage tank and 6 each 50 gallon servicing tanks are authorized on the current Mobilization Reserve Allowance List. No action will be taken to have this additional equipment shipped to Loring until Hq. SAC approves the MRAL as annotated by this headquarters.		
		c. Pneudraulic Test Cell: Test cell remains in plans for Phase II construction of DC Hangar. Plans reviewed by this Hq and recommendation forwarded that plans remain unchanged.	50	5
		d. Utility Connections for AFF Equipment at Various Fuel Cells and Maintenance Hangars: See Paragraph 1-d.	20	2
		e. Demineralized Water: Demineralizer is operational. No new information from Hq. SAC on the 25,000 gallon storage tank inserted by them.	40	4
		f. Harmonization Range & Compass Rose: Corps of Engineers estimate this project will be complete by 1 September.	50	5
		g. Power for E-System Mock-ups in the A&E Shops: Complete.	100	10
		h. MA-6A Bomb Nav System Flyaway Benches: One bench has been received and is in operation. One bench has been locally fabricated and is in operation. Until we exceed 15 aircraft assigned, this bench setup is adequate.	30	3
3. Additional Space Requirements	Action completed (6 June 1956 Report)		100	10
4. Z Accounts (Supply)	Take action necessary for maintenance of accurate B-52 supply status data on the following:	a. 743 line items with completed supply action. 117 line items with partial or no supply action. 29 line items are considered critical. This determination was made by qualified maintenance personnel and tech reps. Est. completion of "Z" Account for 42d Wing is Nov. 1956.	80	8

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
	b. Equipment items: non "Z" Acct.	b. 1485 line items received to date.	69%	6
	c. Equipment items:local purchase	c.	90%	9
	d. Table II support for 15 aircraft on automatic AFSC.	d.	90%	9
	e. Initial support of Flyaway Kit spares for B-52 Aircraft.	e. 197,504 units received. 302,595 units authorized.	65.7%	6
	f. Initial support of QEC's	f. 12 each outboard and 12 each inboard kits have been received.	100%	10
	g. Disposition of excess B-36 spares.	g. All organizational 263 equipment is being turned in upon transfer of B-36 aircraft. Many of these items have been utilized by Base Supply for control level purposes. Excess items non-controlled by SAC will be shipped automatically to the appropriate depot		
	h. Disposition of B-36 excess equipment	h. (same as g, above)		
	i. Disposition of B-36 FAK Spares	i. Information has been received from Hq SAF that the B-36 FAK will be broken down and items shipped to the appropriate depot. Items applicable to B-52 will remain at Loring AFB.		
	j. Insure transfer of TOC Kits with B-36 acft by serial numbers.	j. Action on B-36 TOC Kits has been completed. Approximately 10 each TOC Kits for J Model A/C are being held pending receipt of disposition instructions. Remaining TOC Kits are on active status in base supply awaiting TOC compliance on A/C still assigned. A recent TWX was received from SAAMA stating that any TOC Kits on hand during attrition of remaining A/C would be shipped along with 263 equipment.		

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
	k. ADI equipment, operation and spare support.	k. 4 (four) MD3 water alcohol servicing units on hand. 3 additional MD3 trailers (2000 gal) auth but not on hand. No bulk alcohol storage tanks on hand.. Two 25,000 gal bulk alcohol storage tanks now being installed by contract - target date 1 Dec 1956. Space parts for ADI equipment on order. Jet alcohol/water mix components on hand.	70%	7
263 Property Changed To DD Form 780 Property.	1. Action completed (6 June 1956 Report)		100%	10
Parts breakdown for B-52 acft.	m. Secure from factory or from Tech Rep for use by Supply Liaison.	m. Supply Liaison has contacted Tech Reps and is obtaining lists from these personnel as they are phased into Loring.	70%	7
UAL	n. Monitor procurement of UALs and distribute to Squadrons. Review UALs and effect changes as necessary.	n. New UAL has not been received, follow-up action indicates the new UAL will be in place in July.	80%	8
ECL	o. Action completed (10 Apr 1956 Report)		100%	10
5. Engine Build-Up.	Prepare a complete plan to set up the J-57 engine build up line and jet engine minor repair section.	Engine build up is in operation. Engine slings have been locally manufactured. We have 10 Mobility trailers for J-57 engines on hand (on loan from Castle AFB). Immediate critical requirement for 22 additional engine trailers. Delivery date is July 1956.	60%	6
6. Jet Engine Test Stand Operations Procedures	Action completed (8 Feb 1956 Report)		100%	10
7. Aircraft Jacking	Action completed 6 June 1956 Report		100%	10

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	SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
8.	B-52 Dock Stand	Establish locations for erection of B-52 Dock Stands and coordinate with higher headquarters and AMC for assistance in the erection of subject docks.	Three stands have been erected, four more stands will be erected in July using our own manpower.	45%	4
9.	Cowling Racks	Action Completed (6 June 1956 Report)		100%	10
10.	Engine Conditioning Tech Rep will train a small number of highly skilled personnel.	Establish procedures of Engine Conditioning of J-57 engines.		100%	10
11.	Time Standards (man hours)	Action completed (9 March 1956 Report)		100%	10
12.	Post Flight and Intermediate Inspections.	Action completed (10 April 1956 Report)		100%	10
13.	Acceptance Inspection	Action completed		100%	10
14.	Ground Power Equipment	Establish a school for the operation of Ground Powered Equipment for all Maintenance personnel.	No answer as yet on the requested Beech Tech Rep.	75%	7
15.	Squadron Flying Schedule	Action completed		100%	10
16.	Assignment of Acft.	Action completed (10 Apr 1956 Report)		100%	10
17.	Aircraft washing	Action completed		100%	10
18.	Refueling	Action completed (6 June 1956 Report)		100%	10
19.	Parking Plan	Action completed (8 Feb 1956 Report)		100%	10

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
20. K-System In-Flight Maintenance Kits.	Action completed (8 Feb 1956 Report)		100%	10
21. Ammo Loading	Determine if B-36 Type Ammo Loader can be used for B-52 loading	B-36 Ammo Loader cannot be used with B-52 acft.	0	0
22. Aisle Stand Covers	Establish a requirement for EMS Fabric Shop to make necessary covers.	Aisle stand covers are being locally manufactured.	100%	10
23. 60 Ft. Cables for MD-3 Power Cable Units.	Action completed (6 June 1956 Report)		100%	10
24. Boresight & K Equipment	Action completed (8 Feb 1956 Report)		100%	10
25. Safety Guards for Exposed switches and panels in aircraft.	Forward requirement for this to FMS	There are 17 specific items concerned. These items will all be incorporated in one field directive which will be published about 15 July.	20%	2
26. Painting of Main Selector Switches and Guard on Fuel Panel.	Set up procedures to assure painting of those items upon receipt of aircraft.	See paragraph 25.	20%	2
27. Initiators and Thrusters for Ejector Seats.	Determine Stand-by level.	Stand-by level established upon the recommendation of the Boeing Tech Rep.	100%	10
28. Drag chutes	Action completed (8Feb 1956 Report)		100%	10
29. Painting of Acft in accordance with SAC Directives	Action completed (8 Feb 1956 Report)		100%	10
30. Jet Noises.	Determine the medical equipment requirements for protection of personnel against the excessive noise generated by the B-52 engine.	a. 50 each sets of ear muffs have been received. Delivery will continue at the rate of 50 sets per week until the total requirement has been filled. Delivery of helmets with headsets and microphones will start about 15 July.	70%	7

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SUBJECT	ACTION NECESSARY	DEVELOPMENT & PROBLEMS	PERCENT COMPLETE	V-2 INDEX
		b. Lectures are given in Command Ground Safety Meeting. c. 825 base lines established, 575 to go. d. Ear plugs fitted to all maintenance personnel.		
31. Maintenance Personnel	Action completed (5Jan 1956 Report)		100%	10
32. B-52 Technical Schools	Action completed		100%	10
33. Motor Vehicle Allocation and Utilization	Action completed (6 June 1956 Report)		100%	10
34. In-Flight Lunches	Action completed (8 Feb 1956 Report)		100%	10
35. Technical Representatives	Action completed (8 Feb 1956 Report)		100%	10
36. Publications Procurement	Procure all applicable publications for B-52 aircraft.	PRT's are being processed as they are received and T.O. file being screened against 1B-52A-01.	80%	8
37. Instructional Visits to B-52 Units	Action completed (6 June 1956 Report)		100%	10
38. M.T.D.	Action completed (6 June 1956 Report)		100%	10
39. Mobility Plan	Prepare a revised Wing Mobility Plan for the B-52 aircraft.	Completed	100%	10
	END OF DIRECTOR OF MATERIEL REPORT			

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	SUBJECT	ACTION NECESSARY	DEVELOPMENT AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
40.	Instructional Visits to B-52 Units.	Action completed (9 Mar 1956 Report)		100%	10
41.	Wing Flying and Maintenance	Action completed (9 Mar 1956 Report)		100%	10
42.	Instructions for Controlling B-52 Transition Operations.	Action completed (9 Mar 1956 Report)		100%	10
43.	Professional Instructor Pilots	Action completed (9 Mar 1956 Report)		100%	10
44.	Instructor Pilots	Action completed (9 Mar 1956 Report)		100%	10
45.	Field Check-out for Pilots	Action completed (9 Mar 1956 Report)		100%	10
46.	Field Check-out for B-52 Crews.	Action completed (9 Mar 1956 Report)		100%	10
47.	Selection of Standardization Crews.	Action completed (7 May 1956 Report)		100%	10
48.	Crew line up Procedures.	Action completed (9 Mar 1956 Report)		100%	10
49.	Personal Equipment Requirements for B-52	Action completed (8 Feb 1956 Report)		100%	20
50.	F-1A Automatic Parachute Release.	Action completed (8 Feb 1956 Report)		100%	20
51.	Over-Water Equipment	Action completed (8 Feb 1956 Report)		100%	20

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
52. Equip B-52 for Extra Crew members.	Action completed (6 June 1956 Report)		100%	10
53. Traffic Pattern	Action completed (9 Mar 1956 Report)		100%	10
54. GCA Approach	Action completed (9 Mar 1956 Report)		100%	10
55. Navigation Aids	Action completed (6 June 1956 Report)		100%	10
56. Weather Minimums	Action completed (9 Mar 1956 Report)		100%	10
57. Instrument Take-Offs	Action completed (9 Mar 1956 Report)		100%	10
58. Airborne Radar Instrument Let-down Procedures	Establish and test fly airborne Radar instruments let-down procedures.	The airborne radar instrument letdown procedure will be the same as the Jet Penetration and GCA Pickup at Presque Isle VOR and the Houlton VOR. The Wing Radar Observer is working in conjunction with Wing Standboard in setting up an acceptable procedure to be utilized and test flown during the month of July.	50%	5
59. Taxi Procedures.	Action completed (9 Mar 1956 Report)		100%	10
60. KC-97 Emergency Standby	Action completed (9 Mar 1956 Report)		100%	10
61. In-Flight Refueling	Action completed (9 Mar 1956 Report)		100%	10
62. Pacer Aircraft	Action completed (9 Mar 1956 Report)		100%	10
63. Support Aircraft	Action completed (9 Mar 1956 Report)		100%	10

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
64. Alternate and Emergency Fields	Action completed (6 June 1956 Report)		100%	10
65. Study of Weather and Emergency Evacuation Plans	Study current weather and emergency evacuation plans to insure that they are working with B-52 aircraft.	The current Base Weather Evacuation Plan is adequate for B-52 operations, and Emergency Evacuation Base has been approved.	100%	10
66. Thunderstorm Penetration Plan	Action completed (8 Feb 1956 Report)		100%	10
67. SAC Tactical Doctrine	Request tactical doctrine for B-52 aircraft	Tactical Doctrine for B-52 aircraft has been received.	100%	10
68. Indoctrination of Intelligence Officers in B-52 Mission Planning.	Action completed (8 Feb 1956 Report)		100%	10
69. Disposition of EWP Target Materiel.	Action cpmpleted (8 Feb 1956 Report)		100%	10
70. Preparation of Crew Target Study Folders.	Action completed (6 June 1956 Report)		100%	10
71. Maps and Charts	Action completed (8 Feb 1956 Report)		100%	10
72. Personal Data Cards	Interview newly assigned crew personnel and attain needed personal data cards.	In order to accurately determine the status of P-2 cards presently in possession of the Intelligence Section; a physical inventory was taken and the following information derived: 99 crew members have cards on file; 56 crew members are not available. The latter figure is attributed to the fact that a large number of crew personnel have yet to arrive in a PCS category. The percentage figure is derived from available records.	70%	7

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
73. Target Materiel	Select all possible target materiel (domestic) for use in B-52 program. Coordinate with Intelligence.	Original necessary material was requisitioned from SAF to complete the coverage on domestic targets. At this time 2 domestic targets are not complete, due to lack of requistioned material.	95%	9
74. Target Rotation	Action completed (6 June 1956 Report)		100%	10
75. Procurement of Radar Scope Photography of Domestic RBS Sites.	Action completed (8 Feb 1956 Report)		100%	10
76. Ammunition and Bombs	Determine the types of ammunition and bombs peculiar to the requirements of the B-52 operations and take action to get dispostion instructions on surplus stocks now on hand.	This wing has received notification of the type of tactical bomb to be used. All 20 mm ammunition has been properly disposed of and current stock level of 100,000 rounds of 50 cal. ammunition will be maintained.	100%	10
77. Training Bombs	Take action to provide D/Mat. with forecast of requirements for training bombs and procure 60 copies of bomb tables for each type bomb.	B-52 aircraft received on this base to date have dual capability racks installed, however cannot be utilized for the present type training bombs due to the single lug suspension feature of the U-2 release. It is expected cluster bomb racks will be forthcoming as a part of the 263 equipment, however as yet, have not arrived. Until it has been definitely established whether the present type training bombs will be utilized with a special rack or a single lug practice bomb will be developed for use with the U-2 release, a forecast of requirements is not clear at this time. SAF personnel on a recent staff visit to this base concerning the B-52 conversion program indicated action was being taken to develop a single lug practice bomb.	0	0

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
78. Bombing Ranges	Action completed (10 Apr 1956 Report)		100%	10
79. In-Flight Maintenance	Action completed (8 Feb 1956 Report)		100%	10
80. Forms	Action completed (8 Feb 1956 Report)		100%	10
81. Training Charts	Action completed (8 Feb 1956 Report)		100%	10
82. Charts to Reflect Status of all Crew Members	Action completed (7 May 1956 Report)		100%	10
83. Crew Boards	Action completed (8 Feb 1956 Report)		100%	10
84. Design Control Room Charts	Action Completed (8 Feb 1956 Report)		100%	10
85. Control Room	Obtain ground type UHF Radio Equipment. Rewrite and bring up-to-date Control Room SOP's. (B-52).	A ground type UHF console is programmed for installation in the Wing Control Room. The AN equipment is reported to have arrived at Base Supply and as yet completeness of the equipment has not been ascertained. It is expected the equipment will be installed and operational by the end of July. Wing Control is presently utilizing Airborne Equipment AN/ARC-27, in the interim with a 60 ft. antenna, which has greatly improved its radio reception.	70%	7
86. Altitude Indoctrination	Schedule all programmed B-52 crew members through altitude indoctrination.	All remaining personnel lacking current altitude indoctrination are being programmed as expeditiously as possible as they become available to this organization.	90%	9
87. Dash One Manuals	Action completed (7 May 1956 Report)		100%	10
88. Landing Weights	Action completed (8 Feb 1956 Report)		100%	10

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	[illegible] INDEX
89. Instructions on Fuel Panel, Weights and Balances	Action completed (8 Feb 1956 Report)		100%	10
90. Fuel Reserve	Action completed (8 Feb 1956 Report)		100%	10
91. Ramp Position for Guns	Action completed (8 Feb 1956 Report)		100%	10
92. Check for Fired Cartridges	Action completed (8 Feb 1956 Report)		100%	10
93. Bomb Commanders And Survival Course	Establish a plan to send all crew personnel to BC School and Survival Training prior to departure for B-52 Training.	The Wing is now 100% complete on the training of crew members designated as Bomb Commanders. 68% of all crew members are current in survival training and remaining personnel are being programmed for training as expeditiously as possible as they become available to this organization.	8[illegible]%	8
94. Wing Special Weapons	Obtain early orientation and training of wing special weapons instructors in B-52 Bomb bay systems and techniques.	Special weapons instructors have received orientation and training.	100%	10
95. Special Weapons Refresher Course	Review the present BC Refresher Course to substitute B-52 Bomb bay systems and techniques in place of the same for B-36.	Wing special weapons has established a classroom course of instructions for B-52 crew members applicable to the type of weapons to be utilized in the B-52 program. Training of B-52 crews is commencing 2 July 1956.	100%	10
96. Aircraft Bombing System	Action completed (6 June 1956 Report)		100%	10
97. Operations of Training [illegible]	Report periodically on the [illegible] procurement and operations of the following training aids.	1. The present trainer is [illegible] for [illegible] in an MA-[illegible] in August [illegible]. Approximately [illegible] is needed to obtain the trainer [illegible] date if possible. The [illegible] trainer [illegible]	[illegible]%	

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
97. Continued		physically modified to resemble the MA-6 trainer as an interim measure until an MA-6 system trainer is received. This substitute is not considered an adequate solution to the problem.		
	b. Radar System Mock-up	Action completed (6 June 1956 Report)	100%	10
	c. Periscope Sextant Mock-up	Present UAL does not authorize a periscopic sextant mock-up. A UAL change was submitted on 30 April 1956; however, no further developments are available at this time.	50%	5
	d. B-10 Computor (Training Aid)	Action completed (8 Feb 1956 Report)	100%	10
	e. Maps for high speed navigation and station circle stamps for use by B-52 crews	Maps for high speed navigation and station circle stamps for use by B-52 crews are available.	100%	10
98. Observer Ground Training	Action completed (8 Feb 1956 Report)		100%	10
99. Block Training Program	Set up Block Training Program to incorporate all training directives to include all ground training for both crew and non-crew members.	As of this date the Supplement to SAC Reg 50-24 for training of B-52 personnel has not been received. The Base Training Flight has set up an organizational structure as directed under SAF Reg 50-2 dated 21 May 1956 and a training course will be established upon receipt of the necessary supplement to 50-24. Training of B-52 crews will commence upon completion of check out in accordance with SAC Reg 50-23.	25%	2
100. MTD	It has been determined the B-52 MTD is capable of providing a maximum of [illegible] hours electronic training and [illegible] hours mechanical training.	The complete Mechanical MTD is in place and in operation. The electronic MTD is in place and [illegible] operation, with the exception of the A/A Fire Control Trainer.	95%	9

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
101. Training	a. Monitor the delivery of Synethetic Trainers	a. A C-11 Link Trainer is currently operational. The T-1A Tail Gunnery Radar Trainer is on Loring; however, requires an A-3A modification kit, which is not available. Modification of the T1A Trainer with a 41B Modification kit will not be adequate or satisfactory for training purposes, due to the vast difference in the radars of the MD5 and A3A systems. Trainer facilities for gunners is entirely inadequate at present and assistance from SAF to procure the A3A trainer or modify the T1A to the A3A instead of the MD5 is urgently needed. The latest fix indicates Loring will receive a B-52 Simulator during the month of November.	50%	5
	b. Monitor the establishment of classroom required for training.	b. Action completed (10 Apr 1956 Report)	100%	10
	c. Monitor establishment of space requirements for MTD.	c. Action completed (10 Apr 1956 Report)	100%	10
	END OF REPORT OF DIRECTOR OF OPERATIONS			
102. Communications (COMDR 42D OPS SQ)	a. Monitor the administrative telephone system to assure adequate communications are provided.	a. Base administrative telephone system: Present 1,000 lines is 98.3% loaded and cannot take any additional loading. Equipment for programmed 1,000 lines expansion is assembled and on hand at Loring AFB except line finder shelf, which makes equipment approximately [illegible]%	95%	9
	b. Monitor the [illegible]	b. Outside Plant Equipment for outside plant [illegible]	[illegible]%	[illegible]

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
102. Continued	to aircraft stub and nose dock areas is accomplished at earliest possible date.	Construction is expected to start within the next ten days with completion in October.		
	c. Monitor the Maintenance Expeditor Radio System (Mobile).	c. Maintenance Expeditor Radio System - - - - Five Euclids still awaiting special equipment from factory for 24 volt system.	100%	10
103. Funds (42d ABG Comptroller)	Insure that fund requirements for conversion of the 42BW are included in financial plan, and that funds made available in accordance therewith are allotted to support scheduled buildup.	100% of known requirements for conversion program have been included in financial plan submissions to higher headquarters. All submitted requisitions have been funded to date.		
104. Public Relations Office of Information	Prepare in coordination with Hq 45AD and Hq 42BW news releases concerning this plan.	Talks on the jet noise problem are continuing. The material which Sgt Bradley brought back from Castle has been released to the newspapers; tape recordings and photos have been shown over television. Press representatives from the East Coast and community papers were invited to attend the arrival of the first B-52 on 16 June 1956. Releases were made to newspapers; movies shown over the television station; and recordings were heard over radio stations in the surrounding communities concerning the arrival and dedication ceremonies of the aircraft. Speeches were also included. Major Generals Carter and Sweeney, citizens of Maine, and the public were invited to the arrival.		

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
106. Manning of B-52 T.O. or UMD's	Project assignment or presently assigned personnel in duties authorized by B-52 T.O. and UMD's.	Report of the Director of Personnel Projection of presently assigned personnel has been made against SAC Unit Manning Document 2502A, dated 1 April 1956.		

a. Officer Manning:

% Assigned	% Effective	Oct 56 % Projected Asgd.
112	85	106

b. Airman Manning:

(1) Direct Support Areas

Career Field	% Assigned	Oct 56 % Proj Assigned
30 Radio Radar Systems	100%	100%
32 Armament Systems Maint	100%	100%
42 Aircraft Access Maint	63.0	66.6
43 Aircraft & Engine Maint	76.5	77.2
472X0 Ground Power & Support Equip Tech.	70.0	63.5
534X0 Airframe Repair Tech	83.1	82.8

Shortages in the 42 and 43 direct support career fields have been brought to the attention of higher headquarters in the SAC Management Control Statement and in other reports. They include the following:

AFSC	AUTH	ASGD
421X1	8	7
421X2	133	76
422X0	38	25
422X1	55	13
423X0	233	76
431X1B	24	16
431X1E	630	183
432X0	205	124
431X3	30	16
431X4	30	26

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SUBJECT	ACTION NECESSARY	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
		(2) Overall Airmen Manning: Auth / Asgd / Mirs / Body % Manned / % IRS / %Proj Asgd Direct Support 2143 / 1781 / 1148 / 83.1 / 53.1 / 32.8 Indirect Support 622 / 672 / 377 / 108.0 / 60.6 / 110.3		
107. Staff Crews	Action completed (8 Feb 1956 Report)		100%	10
108. Instructor Crews	Action completed (6 June 1956 Report)		100%	10
109. Experimental Crews	Action completed (8 Feb 1956 Report)		100%	10
110. 42d Bomb Wing Combat Crews	Action completed (8 Feb 1956 Report)		100%	10
111. SAC Resource Crews	Monitor assignment of B-52 combat crews trained from SAC resources.	To date, 27 crews of all types have completed B-52 crew training at Castle AFB. 9 of these crews were trained from SAC resources. Remaining 21 crews to be trained from SAC resources have been programmed by name. Assignments will be coordinated with the phase-out of B-36 crews. Estimated date of completion is November 1956.	30%	3
112. Gunners	Action completed (8 Apr 1956 Report)		100%	10
113. Familiarization & Indoctrination Course	Action completed (8 Feb 1956 Report)		100%	10
114. Technical Training Maintenance Package	Screen all assigned and input maintenance personnel to determine priority and sequence in filling training quotas in the following: Jet engine Mechanic AC electrical Repairman Aircraft Mechanic B-52 AC Hydraulic Repairman Pneumatic Power Cart	All presently assigned airmen, who meet entrance requirements for formal technical training, have been scheduled to attend courses programmed in the maintenance package. Where applicable, remaining airmen will be trained locally in the MTD. The following indicates progress made in Maintenance Training Package: Total programmed quotas 608	86%	8

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS			PERCENT COMPLETE	V-2 INDEX
114. Continued	Mechanical Accessories & Equip Repairman Structural Repair of High Perf Acft A-3A FSC Mechanic (B-52) Turret System Tech. (B-52, A-3A) A-3A Radar Technician (B-52) A-3A Turret Drive System Installation B-52 Capsule Equipment & Systems Indoctrination. Capsule Removal and Installation Specialist. Radio Maintenance Technical/K-3A and A-14 Autopilot Tie-in Installation/A-14 Autopilot and N-1 Compass	Total Quotas filled to date Quotas filled by 45 Air Div. Quotas filled by other commands	528 304 224			
115. Surplus Personnel	Identify personnel rendered surplus to the Wing who are not authorized to be trained to meet wing requirements, and request disposition guidance from higher headquarters.	Due to numerous reassignments based on previous declarations, a final survey of all surplus categories is being conducted. Results have been forwarded to Hq 8th AF upon completion of each category (Ref. msg 42 DPCC 6663, dtd 8 Jun 56 and 42 DP 7001, dtd 21 Jun 56): Radio Operators: Assigned On orders for reassignment To be discharged prior to 1 Sep 56 Reported Surplus Total Gunners: Assigned (not scheduled for B-52) To be discharged before 1 Sep 56 Declared Surplus Total	

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SUBJECT	NECESSARY ACTION	DEVELOPMENTS AND PROBLEMS	PERCENT COMPLETE	V-2 INDEX
115. Continued		Engineers: Assigned 47 To be retained for Staff duty 5 To be reassigned Carswell AFB 10 On orders for reassignment 7 Declared Surplus 25 Total 47 47 Release dates for all surplus personnel were projected.		

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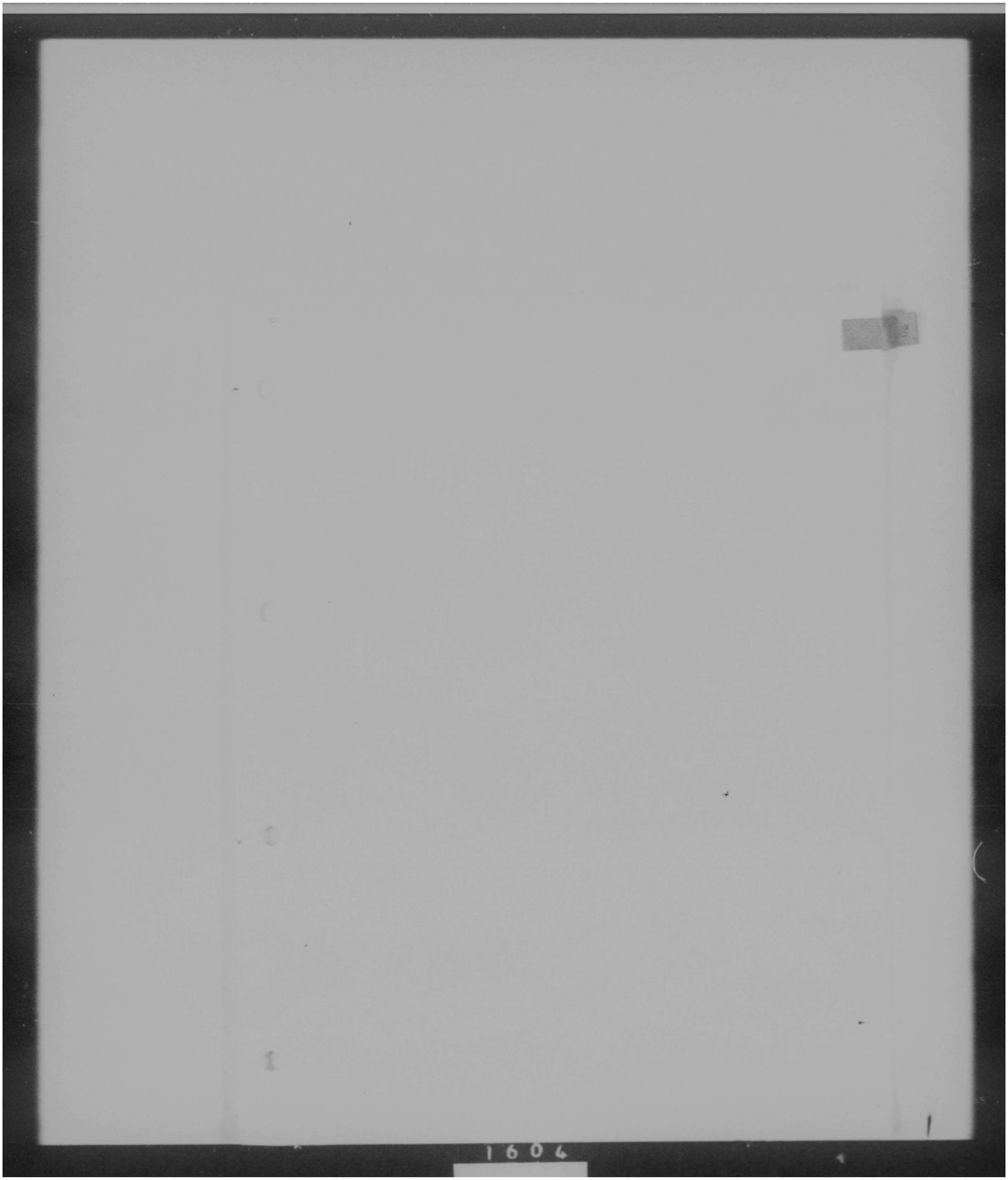

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BASE REGULATION)
NUMBER 205-11)

HEADQUARTERS 42D AIR BASE GROUP (SAC)
Loring Air Force Base, Maine
9 May 1956

ALERT AND EVACUATION RESPONSIBILITIES

SECTION I - GENERAL

(Supersedes Base Regulation 205-11 dated 7 Sept 55 as amended, and Annex A to Domestic Emergency Plan No. 3-55.)

	Paragraph
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Scope	2
Responsibilities (General)	3
Definitions	4

SECTION II - PROCEDURES

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Notification of Key Personnel	7
Notification of Primary Military Personnel	8
Notification of Military Personnel (General)	9
Sounding of the Alert Section	10
Reporting for Duty	11

SECTION III - ORGANIZATION

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Dependents Evacuation Military Assistance Organization	13
Responsibilities	14

SECTION IV - TRANSPORTATION

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Dependent Evacuation Convoys	18
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SECTION I - GENERAL

1. PURPOSE: To describe the responsibilities pertaining to the various types of military alerts; methods of notification; reporting procedures; and transportation requirements and allocations.

2. SCOPE: This regulation is applicable to all military and civilian personnel assigned or attached to Loring Air Force Base.

3. RESPONSIBILITIES:

a. It is the responsibility of the Commander to prepare and practice for any eventuality which may require partial or complete evacuation of a military installation. Therefore, it is the responsibility of each Commander assigned or attached to Loring Air Force Base to prepare and maintain within his organization, current alert and evacuation plans incorporating the procedures outlined in this regulation. In addition, it is the responsibility of each Commander to insure that military evacuation plans developed within his organization consider the requirements for the evacuation of dependents from Loring Air Force Base.

b. It is the responsibility of each assigned or attached Commander to brief their personnel on the contents of this regulation immediately upon receipt and once each calendar six months thereafter.

4. DEFINITIONS:

a. ALERT: Five (5) short blasts of siren repeated after a short pause.

b. EVACUATION:

(1) Military: Continuous five minute sounding of siren repeated after a one minute pause.

(2) Dependents: One long blast on horns (not to be confused with sirens) in the housing area and or by verbal announcement from sound trucks.

c. ABANDON BASE: A three minute wavering sounding of the siren repeated after a one minute pause.

d. ALL CLEAR: Three one minute soundings of siren repeated after a two minute pause.

e. TYPES OF ALERTS:

(1) Base Alert: This alert is called by the Division Commander as dictated by local conditions or for practice purposes as the need arises. (Signal as indicated in a.)

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(2) Yellow Alert: Attack likely, as indicated by the fact that unidentified or hostile aircraft are enroute to or over the North American continent. (Signal as indicated in 4b).

(3) Red Alert: Attack imminent, as indicated by the fact that identified hostile aircraft are within or adjacent to the defense sector. (Signal as indicated in 4c).

(4) AEC Alert: (Pertains to Atomic Biological or Chemical warfare). Alerting will emanate from point of detection by the fastest means locally available. (Signal will be by telephone and/or vehicles equipped with public address systems).

f. KEY PERSONNEL: For the purposes of this regulation the persons occupying the following positions are considered Key Personnel:

PRIMARY	ALTERNATE
Commander, 45th Air Division	Director of Operations, 45th Air Division
Commander, 42d Bombardment Wing	Deputy Commander, 42d Bombardment Wing
Commander, 42d Air Base Group	Deputy Commander, 42d Air Base Group
Director of Operations, 45th Air Division	Deputy Director of Operations, 45th Air Division
Director of Operations 42d Bombardment Wing	Deputy Director of Operations, 42d Bombardment Wing
Director of Materiel, 45th Air Division	Deputy Director of Materiel 45th Air Division
Director of Materiel, 42d Bombardment Wing	Chief of Maintenance, 42d Bombardment Wing
Senior Control Officer, 42d Bombardment Wing	Wing Control Officer, 42d Bombardment Wing
Adjutant, 42d Air Base Group	Officer of the Day, 42d Air Base Group
Commander, 69th Bomb Squadron	Operations Officer, 69th Bomb Squadron

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PRIMARY	ALTERNATE
Commander, 70th Bomb Squadron	Operations Officer, 70th Bomb Squadron
Commander, [illegible] Bomb Squadron	Operations Officer, 70th Bomb Squadron
Commander, 2nd Air Refueling Squadron	Operations Officer, 2nd Air Refueling Squadron

(1) Key Personnel will insure that their location is known at all times by alerting authorities. This will be done by advertising the SCOS Switchboard Operator. In addition, Key Personnel who contemplate absence from their place of duty, residence or station will advise their alternate, as designated. The alternate will notify the SCOS Switchboard Operator accordingly.

(2) It is the responsibility of subordinate activities and staff sections to maintain a check list outlining the responsibilities for each Key Position under alert or emergency conditions.

5. PRIMARY MILITARY PERSONNEL: Primary military personnel are defined as those persons in command or on the general staffs who have an immediate responsibility in effecting the implementation of an alert and/or evacuation plan.

SECTION II - PROCEDURES

6. RESPONSIBILITIES OF MILITARY PERSONNEL: All military personnel other than those designated Key Personnel will, when leaving the base or their off-base residence for periods in an excess of three hours, advise the Charge-of-quarters of the squadron or activity to which they are assigned, of their planned location, and where applicable, telephone numbers.

7. RESPONSIBILITIES OF SQUADRON COMMANDERS AND SUPERVISORS: Squadron Commanders and Supervisors will maintain in each Orderly Room, a roster of all personnel who will be absent from the base or their quarters for periods in excess of three (3) hours. In the event of an initiation of an alert, the Charge-of-Quarters will attempt to call those persons who are carried on the absentee roster to return to their place of duty. Unless specifically directed to do so, the Charge-of-quarters will not inform anyone of the reason for re-call. The Charge-of-Quarters will maintain a record of all calls and forward this record to the Base Adjutant at the termination of the alert.

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7. NOTIFICATION OF KEY PERSONNEL: The Controllers on duty in the Command Control Room will notify, by the most expeditious means, the Key Personnel, cited in paragraph 4f, that the command is on an alert status. The Controller will advise the Key Personnel, if the alert called is a practice alert or an actual alert.

a. When instructed by Headquarters, Strategic Air Command, the Controller, will direct the Adjutant or his alternate, to request the Loring AFB TV Station; Presque Isle Commercial Radio Station; and theatres in Presque Isle, Ft Fairfield and Van Buren to make the following announcement: "ATTENTION, ALL MILITARY PERSONNEL STATIONED AT LORING AFB!!! REPORT TO YOUR DUTY STATION IMMEDIATELY!"

b. Controllers will notify all the above Key Personnel. Normally, each Controller will attempt to limit his calls to Key Personnel only. The Senior Wing Controller will also be notified when not on duty.

8. NOTIFICATION OF PRIVATE MILITARY PERSONNEL: Key Personnel or their alternates, when notified of an alert by the Command Control Room will be responsible for alerting the following personnel in the sequence indicated:

	will notify:
Director of Operations, 45th Air Division (or his alternate)	Director of Personnel, 45th Air Division
Director of Personnel, 45th Air Division (or his alternate)	Deputy Wing Commander, 42d Bombardment Wing
	Director of Personnel, 42d Bombardment Wing
	Adjutant, 42d Bombardment Wing
Director of Operations, 42d Bombardment Wing (or his alternate)	Deputy Director of Operations 42d Bombardment Wing
Director of Materiel, 42d Bombardment Wing (or his alternate)	Chief of Maintenance
Commander, 42d Air Base Group (or his alternate)	Deputy Commander, 42d Air Base Group
	Staff Operations Officer, 42d Air Base Group
	Commander of the Guard, Central Security Control
	Director of Materiel, 42d Air Base Group

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	will notify:
Adjutant, 42d Bombardment Wing	Commander, Headquarters Squadron 42d Bombardment Wing
	Commander, 4034th USAF Hospital
	Inspector, 42d Bombardment Wing
Chief of Maintenance, 42d Bombardment Wing	Commander, 42d Field Maintenance Squadron
	Commander, 42d Armament and Electronics Squadron
	Commander, 42d Periodic Maintenance Squadron
Staff Operations Officer, 42d Air Base Group	Base Operations Officer
	Commander, 42d Operations Squadron
	Commander, Headquarters Squadron, 42d Air Base Group
Commander of the Guard, Central Security Control	Base Provost Marshal
	Commander, OSI Detachment
	Commander, 54th Anti-aircraft Artillery Bn.
Base Provost Marshal	Principal of civilian schools on Loring of pending dependents evacuation.
	State of Maine Highway Patrol of pending Dependents evacuation
Director of Materiel, 42d Air Base Group	Commander, 42d Motor Vehicle Squadron
	Commander, 42d Air Installations Squadron
	Commander, 42d Supply Squadron

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	will notify:
Director of Personnel, 22d Air Base Group	Comptroller
	Field Director, American Red Cross
	Staff Munitions Officer
	Dependents Assistance Evacuation Coordinator (in the event of dependents evacuation)
	Civil Defense Authorities (in the event of dependents evacuation)
Base Operations Officer	Commander, 1974th AWCS
	Commander, 2-7 Weather Detachment
	Base Communications Officer
Commandant, Headquarters Squadron 22d Air Base Group	Base Housing Officer
	Commander, [illegible] Air Force Band
	Commissary Officer
Comptroller	Chaplain
	Resident Auditor
	Legal Officer
Deputy Commander, 22d Air Base Group	Commander, [illegible] Service Squadron
	Commander, [illegible] Air Force Station
	Resident Engineer, US Corps of Engineers
	Also notifies any other tenant organizations not listed herein.

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SECTION III

DEPENDENTS EVACUATION MILITARY ASSISTANT ORGANIZATION

12. PURPOSE: To implement the requirements of command to insure the safe and orderly evacuation of base resident dependent personnel, this regulation establishes a military assistance organization. This organization will be composed of personnel of the staff of the 42d Air Base Group to aid the Dependents Assistance Evacuation Coordinator in the performance of her duties.

13. DEPENDENTS EVACUATION MILITARY ASSISTANCE ORGANIZATION: The Dependents Evacuation Military Assistance Organization is composed of personnel occupying the following listed positions on the 42d Air Base Group staff who will perform the duties as indicated.

POSITION	EVACUATION DUTY
Director of Personnel	Senior Advisor
Dependents Assistance Officer	Assistant Advisor
Comptroller	Senior Evacuation Officer
Training Officer	Assistant Evacuation Officer
Legal Officer	. . .
Assistant Information Services Officer	. . .
Special Services Officer	. . .
Forms Management NCOIC	
Personnel Affairs NCOIC	Load Master
Recruiting NCOIC	. .
Base Historian	. .
Personnel Services NCOIC	. .
Education NCOIC	. .
Management Analysis NCOIC	. .
Information Services Office NCOIC	. .
Processing Section NCOIC	. .
Base Material NCOIC	. .
Training Flight NCOIC	. .
Commandant, Leadership School	. .
Link Trainer NCOIC	. .

14. RESPONSIBILITIES:

a. The Senior Advisor and his assistant are responsible to insure that appropriate Civilian Defense Authorities and Dependents Assistance Evacuation Coordinator are informed of pending dependents evacuation. Upon completion of these notifications, the Senior Advisor and his assistant will depart Loring AFB with their dependents and proceed to the evacuation site.

(1) The Senior Advisor and his assistant will, in coordination with the Civilian Defense Authorities at the evacuation site, review the Reception Plan and assist in the reception of Loring AFB evacuees.

(2) Establish a line of communication between the evacuation site and the 42d Air Base Group Commander.

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KODAK SAFETY FILM

A. Children on the buses will be off-loaded at the intersection of Cobb and Foulois Drive; Brockley Court and Foulois Drive; mid-point on Wells Drive; intersection of Dickman and Cross Drive; Texas Road and Tennessee Circle; and opposite Building 2105 on Tennessee Circle.

(b) Two buses will be loaded with small, sick or handicapped children of airmen personnel. The buses will depart the Damon Elementary School at X plus 25 minutes.

A. Buses will depart Damon Elementary School via California Road and proceed to Rhode Island Road; a right turn on Rhode Island Road and proceed to Wisconsin Road; right turn on Wisconsin and proceed to Wyoming Circle; right turn and proceed to Wisconsin Road; right turn to Hickam Drive; right turn on Hickam to Travis Drive; left turn and proceed to Meehan Drive; left turn on Meehan Drive and proceed to Kelly Drive; left on Kelly Drive and proceed to Hickam Drive; proceed on Hickam Drive so as to park on the East side of the street, approximately 100 feet South of the Owens Drive intersection at X plus [illegible] minutes.

A. Children on the buses will be off-loaded at both intersections of Wyoming Circle and Wisconsin Road; Albrook Court and Hickam Drive; center of Travis Drive; Meehan Drive and Bolling Court; Meehan and Harmon Court; center of Kelly Drive; Hickam Drive and Sherman Court.

(3) Two buses will be dispatched to the Harrison School to arrive at X plus 15 minutes.

(a) One bus will be loaded with the dependent children of officer personnel. This bus will depart the Harrison School at X plus [illegible] minutes.

A. Bus will follow exact route and unloading procedures outlined in paragraph [illegible] (2)(a) A and A.

(b) One bus will be loaded with the dependent children of airmen personnel. Bus will depart the Harrison School at X plus 25 minutes.

A. This bus will follow the exact route and unloading procedures as outlined in paragraph 13a (2)(b) A and A.

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(2) The other policeman and vehicle will assist in performing traffic duties. When no longer required the Air Policemen and vehicle will return to post.

b. Air Policemen will be dispatched to the following locations to guide convoy traffic:

(1) Intersection of Foulois Drive and California Road.

(2) Intersection of Wisconsin Road and Rhode Island Road.

(3) Intersection of Rhode Island Road and California Road.

(4) West intersection of Tennessee Circle and Texas Road.

(5) East intersection of Wyoming Circle and Wisconsin Road.

BY ORDER OF THE COMMANDER:

JOSEPH H JACOBY
Major, USAF
Adjutant

OFFICIAL

Richard L Lally

RICHARD L LALLY
2nd Lt, USAF
ASTADJ

DISTRIBUTION:
"A"

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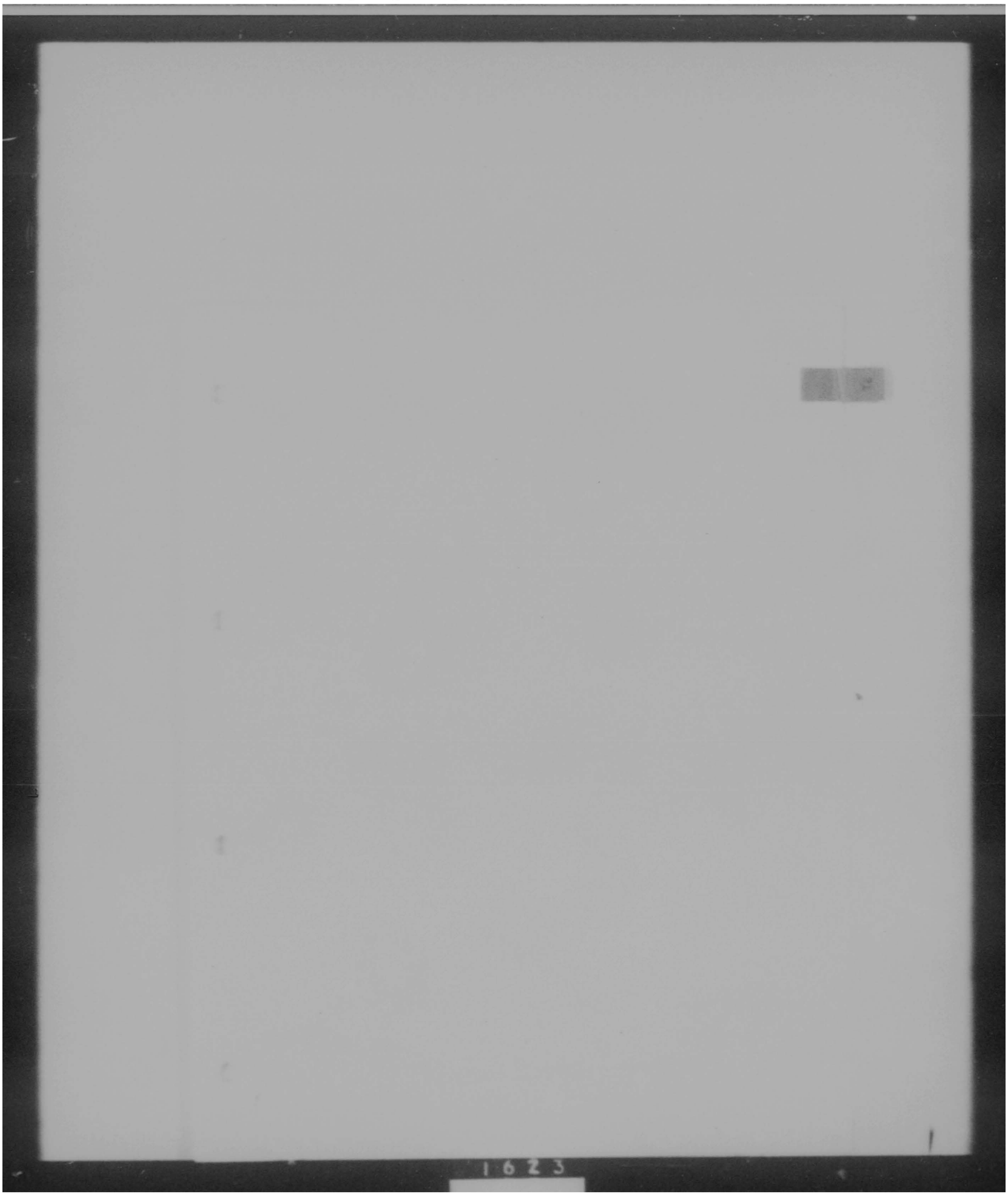

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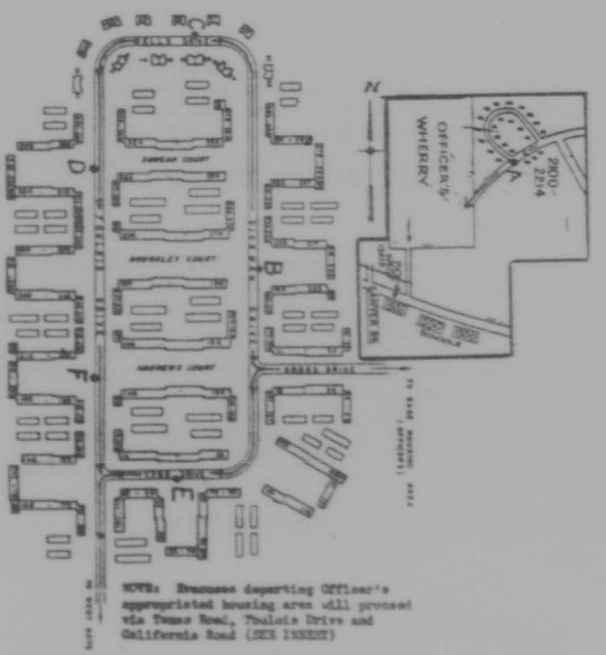

NOTE: Dependents departing Officer's appropriated housing area will proceed via Tennis Road, Toulois Drive and California Road (SEE INSERT)

OFFICERS AREA

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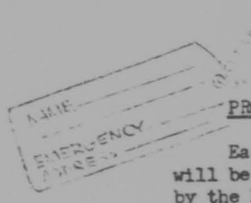
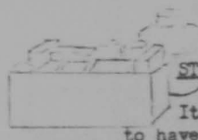


PROCURE IDENTIFICATION TAGS -

Each dependent member of a household will be furnished an Identification Tag. by the Dependents Assistance Center. Each householder is responsible to provide the Dependents Assistance Center with the name of each dependent and the emergency address to which the Civil Defense organization could transport dependents in the event of a prolonged family separation during periods of hostilities.



STOCK EMERGENCY FOOD RATION -

It will be necessary for each evacuee to have with his person a seventy-two (72) hour food supply. The responsibility for obtaining and maintaining this store in satisfactory quantity will rest with the family. Though no specific list will be required, since tastes are too variable, it is imperative your supply consist entirely of non-perishable items such as: canned milk, dried fruits, dried vegetables, canned meats, canned vegetables, dehydrated soups, dried meats, etc.. Freshness should be maintained by a rotation method that will assure the constant minimum requirement.

EMERGENCY CLOTHING SHOULD BE AVAILABLE -

The only clothing evacuees should take is one serviceable change of clothing considerate of climatic condition and one blanket per individual.

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FIRST AID KIT IS MANDATORY

Prepare and store in a suitable container or case, an emergency first aid kit.

FIRST AID KIT SHOULD INCLUDE THE FOLLOWING:

1. One small bottle of Iodine.
2. One bed sheet.
3. One dozen safety pins.
4. One box of sanitary napkins.
5. One collapsible cup for each member of family.
6. Three ounce bottle of Castor Oil.
7. Flashlight with extra batteries.
8. Six wooden tongue blades.
9. One box aspirin.
10. Scissors.
11. Two cakes of toilet soap.
12. Toilet tissue.

USE OF FIRST AID KIT:

1. Bed sheet, sanitary napkin, safety pins, and wooden tongue blades to be used for bandages, slings, splints or dressings for wounds and broken extremities.

2. Iodine to be used for water purification. If water cannot be boiled readily, use three to five drops of Iodine to one quart of water and leave for twenty minutes. Water will have peculiar taste but will be drinkable. Neither boiling or Iodine will make water safe for drinking if contaminated by radio-active products. Take one gallon jug of cold water.

3. Castor Oil to be used on burns. Do not use any antiseptic solution on burns. Castor Oil to be used as emergency eye drops. Use two drops in irritated eye, then apply cold compresses and repeat every twenty minutes.

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HOW TO EVACUATE

When the BASE ALERT SIGNAL sounds, the following steps should be taken IMMEDIATELY:

1. Get Transportation.
2. Put First Aid Kit, rations and clothing in car.
3. Have identification tags ready to put on family when evacuation order is given.
4. Wait for evacuation order from proper authorities, (Area Warden, Block Captain, or Horn).
5. Do not be impatient and do not use phone, unless of an emergency nature.
6. If evacuation order is given, put identification tags on dependents, check lights and electric appliances in apartment before locking doors. Leave pets inside apartment.
7. Proceed in your car to WEST GATE by designated route, see maps, pages 10 and 11.

CAUTION: Dependents must be on the alert for Air Police and Civil Police traffic directors and follow their instructions without delay to avoid traffic congestion.

IF YOU HAVE NO TRANSPORTATION:

Those people without transportation must go to the designated check points (see maps pages 10 & 11) to be placed in partially filled vehicles. All partially filled vehicles may be stopped and held at check points by the Traffic Director in charge for dependents without rides.

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It is suggested that dependents who must use check points take only that equipment which is absolutely necessary; baby food, diapers, etc.. Those dependents who are unable to procure transportation at the check points should proceed on foot to the West Gate.

AFTER YOU LEAVE LORING ----------

After you depart Loring Air Force Base, you are under the jurisdiction of local Civil Defense authorities. Your destination is Fort Kent, Maine.

EXCEPTION: There is a possibility that because of radio active fall-out your destination may be changed. Follow directions given you by Civil Defense officials.

The Maine State Highway Police and Caribou Civil Defense authorities have made plans to guide you thru Caribou and get you to your destination.

The Route to Fort Kent is depicted on page 18

Your speed on the highway should not exceed 35 mph-- keep at least four car lengths behind the car in front of you.

Always use the proper hand signals for any maneuver.

To assist you, two first aid stations will be established along your route. See map (page 18) for locations.

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IF YOU HAVE CAR TROUBLE ----

Pull off to side of road -- raise hood of car and standby for assistance. Any evacuee who has a partially filled auto is requested to stop and pick up those in trouble if the maneuver does not create a traffic hazard. A military wrecker has been included in the convoy and will render assistance where possible.

CAUTION: Do not attempt to leave the convoy stream to make your own way to a destination of your own choice.

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EVACUATION SIGNALS

BASE ALERT

All personnel -- military, dependents, and civilian -- of Loring Air Force Base will be alerted for an emergency evacuation by the BASE ALERT SIGNAL. This signal will be made by a siren and will be a series of 5 short blasts repeated after a short pause.

1 min 1 min 1 min 1 min 1 min pause 1 min 1 min
/-----/-----/-----/-----/-----/pause/-----/-----/

DEPENDENTS ALERT

On this signal dependents will be notified by phone by their Block Captains. All schools, recreation centers, and nurseries will also be notified by phone.

The signal for evacuation by dependents will be made by an air horn. The signal will be one LONG BLAST.

Air Horn
/----------/

It is very possible that in an emergency the base alert signal will sound followed immediately by the dependents evacuation signal. In that case, no notification by phone will be possible -- ALL DEPENDENTS MUST EVACUATE IMMEDIATELY.

ALL CLEAR

Three one minute soundings of Siren repeated after two minute pause.

SIREN
/-----/-----/-----/ 2 min pause /-----/-----/-----/

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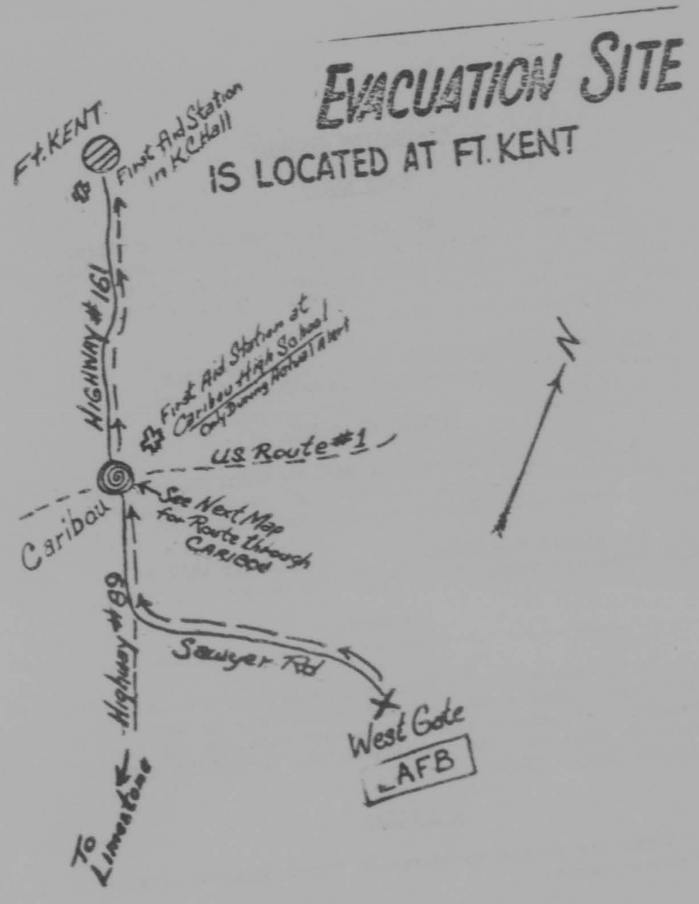

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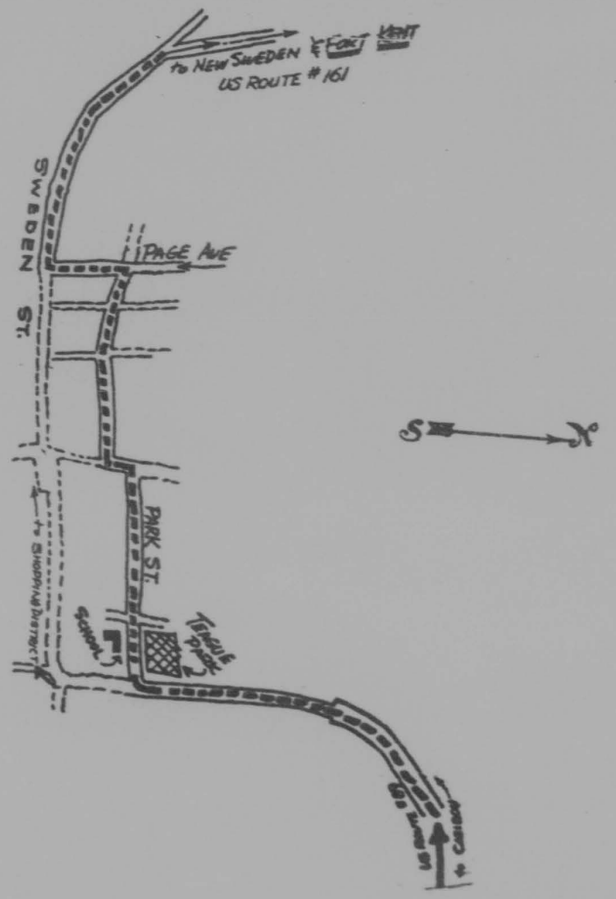
EVACUATION ROUTE - THRU CARIBOU



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An Open Letter from your Base Commander.

TO ALL DEPENDENTS AT LORING AIR FORCE BASE:

In the event of an attack on the United States by a foreign power, it must be assumed that Loring Air Force Base would be a primary target.

Our warning nets provide for an advance alert in the event enemy aircraft approach our nation. It must further be assumed that an attack by a foreign power would be of an atomic or radiological nature. These assumptions necessitate planning, preparation and practice of dependents evacuation from Loring Air Force Base.

Since we live in a military community, husbands will be required to report to their military duty. Dependents will evacuate by themselves with private supplies in private automobiles.

This evacuation plan is designed primarily to avert loss of life. The SUCCESS OR FAILURE depends on the COOPERATION of each and every individual living in our community.

YOU can do YOUR PART to assure the success of the plan by

(1) Becoming completely familiar with EVACUATION PLANS.

(2) Explicitly following instructions under practice or actual conditions.

Jackson W. Lewis

JACKSON W. LEWIS
Colonel, USAF
Commander

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Yes it can!

Most of us have become
accustomed to the idea that
we must be prepared to evacuate if we
are to survive an enemy attack on
Loring Air Force Base.
However,
Many of us are still
concerned about who will
provide the necessities of life if
we should be forced to leave our
homes at Loring

* * *

The problems which would
arise in such an event would
become the concern of
Civil Defense.

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WHAT IS CIVIL DEFENSE?

is a nation-wide organization, under the direction of the Federal Civil Defense Administration. It's purpose is to preserve lives before, during and after any domestic emergency resulting from an enemy attack or a natural disaster.

In the event of another war, Civil Defense has the primary responsibility to alert and evacuate all people within certain strategic target areas, AND to care for these displaced people when they reach a safe area.

In order to accomplish this objective, each state has organized Civil Defense units in all its communities. Evacuation plans have been drawn, and reception areas have been established with every conceivable emergency service. These civil protection units are trained and ready for immediate action.

The reception areas have been chosen because they are removed from the danger zone, and are prepared to provide food, shelter, clothing, police services, education and recreational facilities for displaced persons.

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HOW DOES THIS EFFECT US AT LORING?

If we must leave our home, we can feel confident that there are predesignated towns that have already made plans to provide for our needs.. ...on a permanent basis, if necessary.

Should our families become separated, Civil Defense will make every effort to reunite them through their registration and central clearing areas.

LORING AIR FORCE BASE EVACUATION COMMITTEE

Our organization at Loring is unique in that it is probably the only organization of it's kind staffed entirely by women.

Dependents Assistance is charged with the responsibility of supervising Dependents Evacuation activities. As a result, one of the Dependents Assistance Volunteers acts in the capacity of Evacuation Committee Chairman. She is responsible for the Evacuation Program. Her connection with the military is through the Dependents Assistance Officer who coordinates her plans with the Military Defense Plans. To assist her, the Chairman has 39 Area Wardens and approximately 300 Block Captains.

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Area Wardens act as a communication link between the Chairman and the Block Captains. They supervise the plans and policies within their area: they brief all new Block Captains on their duties and responsibility and help solve any particular evacuation problems that may arise within their area. They have the final responsibility of notifying the Chairman when their area is clear.

Block Captains are appointed through all housing areas on the basis of one Block Captain per six apartments.

Some of their responsibilities are as follows:

(1) Pick up supplies from Area Wardens and distribute literature promptly to dependents with detailed instructions.

(2) Maintain a list of dependents in section with ages, addresses and phone numbers.....Note any handicaps.

(3) The Block Captain will be responsible for the thorough briefing of all dependents within her section.

(4) Notify the Area Warden of absence and on a permanent change of station.

(5) Upon a base alert, the Block Captain will notify dependents in her section of a base alert. If the dependents evacuation signal is given, the Block Captain will immediately clear her section, and any other section assigned to her by the Warden. She will assist the dependents wherever possible. When her section (or sections) is cleared of all dependents, she will report to her Area Warden.

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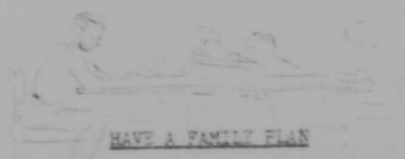
-----Your life and your children's lives depend on it!

RIGHT NOW you should prepare for an emergency evacuation -- some advance preparations you should make are:



HAVE A FAMILY PLAN

EVERY MEMBER of your family should be acquainted with their part in an evacuation. It is very possible that families will not be together when the alert sounds. Each member should be briefed on what he or she should do and how the evacuation will be carried out. Periodically, the Block Captain will hold briefings with each family within her section and will pass on information regarding any changes or additions to the evacuation plan. All newly arrived personnel will be briefed by the Block Captains. These briefings should be discussed thoroughly with all members of the family. Also, once a year a practice evacuation will be held -- this will be a good opportunity to test your "family plan".

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IF YOU ARE NOT AT HOME ---------

If an alert sounds when you are not at home but still on the base, return to your home immediately and prepare to evacuate. If you are working on the base, your employer will release you to go home immediately following a base alert.

If you are in one of the nearby communities --- DO NOT TRY TO RETURN HOME ---you will be evacuated with the community population to a safe area by Civil Defense authorities. YOUR CHILDREN will be taken care of by the Evacuation Committee. Families will be reunited as soon as possible.

IF YOUR CHILDREN ARE NOT AT HOME----------

IF YOUR CHILD IS AT THE BASE NURSERY -----Do not try to pick up your child during the first hour and thirty minutes after the sounding of a base alert. If the Dependent Evacuation horn has not sounded by this time children may be called for at the Nursery.

If a Dependents Evacuation does follow the base alert your child will be taken under supervision in a government bus to the Evacuation Site.

IF YOUR CHILD IS AT THE DAMON ELEMENTARY SCHOOL -- At the sound of the Dependents Evacuation Signal all first grade, sick or handicapped children will be loaded into government buses and returned to the Wherry areas. All other children will be instructed to return home.

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IF YOUR CHILD IS AT THE HARRISON SCHOOL --- At the sounding of the dependents Evacuation horn he will be returned to the Wherry area by government bus.

IF YOUR CHILD IS AT ONE OF THE LORING RECREATIONAL FACILITIES --- When the base alert is sounded the people in charge of the various activities will announce the alert and direct all the children to return home by the shortest possible route on a paved thoroughfare. Teach your children now what they will do in such an emergency.

TRANSPORTATION SHOULD BE PLANNED

Dependents will be required to evacuate by private vehicles! Arrangements should be made in advance within the family. When possible car pools should be organized. At the sound of a base alert men who are not immediately needed at their duty section will be allowed to bring their family cars home. Private cars should always be maintained in good mechanical condition -- keys should be available to dependents. Cars should never have less than one half tank of gasoline.

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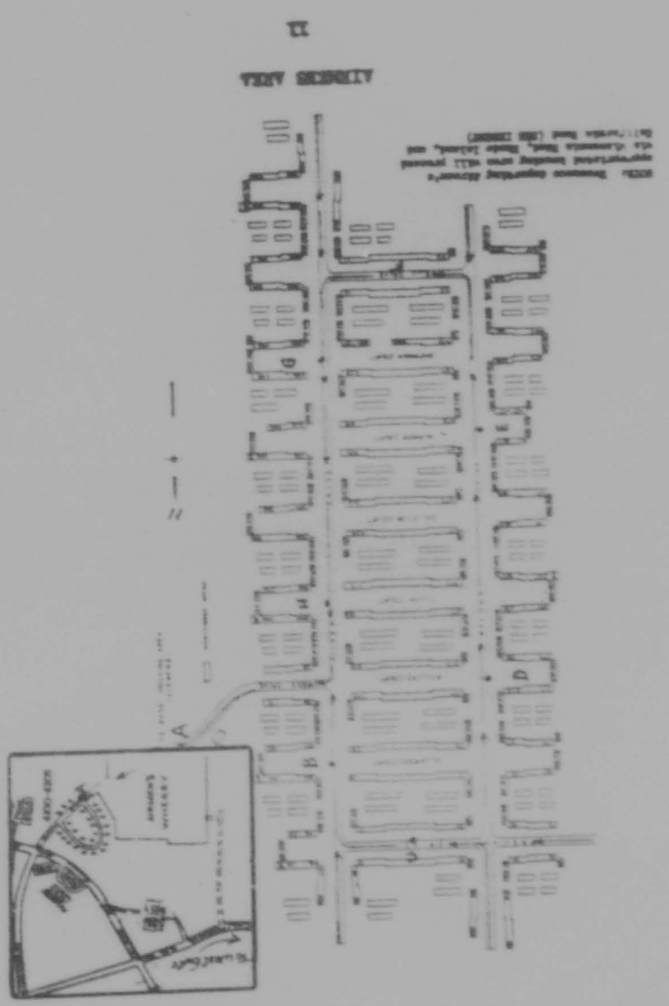

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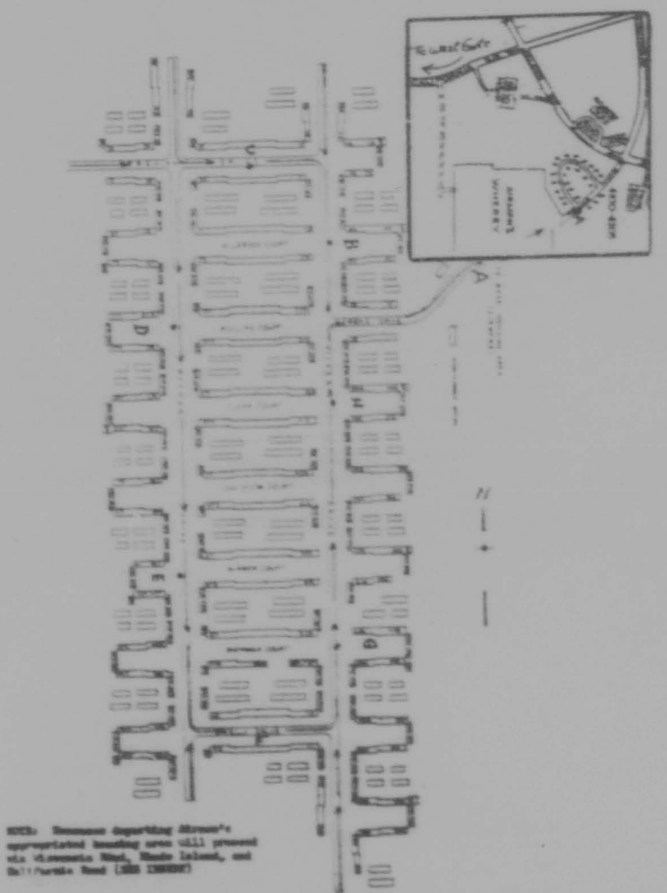

AIRBORNE AREA

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SUPPLEMENT TO THE DEPENDENTS EVACUATION PLAN

1. The Dependents Evacuation Coordinator, Mrs. Garner, has been receiving numerous telephone calls concerning all elements of our dependents evacuation plan. It is obvious that no one person can possibly answer all of the questions which are being asked and disseminate the answers to all of our dependents here at Loring Air Force Base. Therefore, it seems advisable to issue a supplement to our dependents evacuation instructions and cover as many of these questions as possible. You may have questions in addition to those which are being answered in this supplement. These questions should be referred to your block captains or area wardens. If they cannot answer the question they should in turn consult with their coordinator, Mrs. Garner. The coordinator can, in turn, brief all wardens and block captains and consequently the information will be disseminated from them to all the dependents. This procedure, if rigidly followed, will reduce the burden on your coordinator while at the same time giving the desired information dissemination to everyone concerned. As a further assurance that everyone is being informed additional supplements may be issued from time to time giving questions and answers which we feel are necessary for the success of our dependents evacuation plan.

2. All dependents have been briefed by television programs, block captains, area wardens, news publicity and individual copies of the dependents evacuation plan for each family. This information, together with the question and answers which are being issued in this supplement, should be sufficient to insure an orderly evacuation under any circumstances. With this information you should be able to carry out your part of the evacuation plan without difficulty.

WILLIAM A CARTER
Lt Colonel, USAF
Senior Advisor
Dependents Evacuation
Military Assistance Organization

QUESTION: During other than duty hours if an alert is sounded do the dependents take husbands to work and bring cars home.

Answer: Yes, whenever possible.

Question: Before this time it was the responsibility of dependents to form their own car pools. Does this still apply or is it now the block captains responsibility.

Answer: Yes, it is the responsibility of the dependents to form car pools however, the car pools must be pre-arranged. In appropriated housing car pools must be worked within their own area. In cherry housing areas car pools would be formed within the dependent's own courts.

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Question: Will civilian employees who are not dependents report for work in the event the evacuation signal is given prior to duty hours?

Answer: No. They will report to their duty station at the normal duty hours.

Question: What provisions are made for high school students attending school off base to participate in practice evacuations?

Answer: High school students attending schools off base will return home at the end of the school day as usal.

Question: What provisions are made for high school students attending schools off base to evacuate in the event of an actual emergency?

Answer: They will be evacuated by bus or other vehicle to an evacuation site determined by the State of Maine.

Question: How are we going to alert the area wardens, block captains, and dependents, by telephone, or has this been changed?

Answer: A plan is being formed and complete instructions will be issued forthwith.

Question: Do baby sitters evacuate with the family they are working for at the time the alert is sounded?

Answer: Baby sitters may evacuate with family for whom they are working at the discretion of the family concerned.

Question: Do baby sitters evacuate with the children of a family when the family is off base and cannot be reached?

Answer: No. They will remain in the house with the children.

Question: Can children be picked up from the nursery prior to the evacuation?

Answer: During practice alerts children will remain in the base nursery and will not participate in the evacuation. Children may be picked up when evacuation is over.

Question: Can pets be taken on practice evacuations.

Answer: No pets will be taken on any evacuation.

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Question: What are the loading points for dependents with no means of transportation?

Answer: Those evacuees without transportation will proceed to loading area where they will be loaded into partially filled vehicles. Loading areas will be as follows:

(1) Officers Area
   a. West intersection of Tennessee Circle and Texas Road.
   b. Brookley Court and Dickman Drive.
   c. Mid point on Wells Drive.
   d. Duncan Court and Foulois Drive.
   e. Mid-point on Cobb Drive.
   f. Andrews Court and Foulois Drive.

(2) Airmens Area:
   a. West intersection of Wisconsin Road and Wyoming Circle.
   b. Albrook court and Hickam Drive.
   c. Midpoint on Travis Drive.
   d. Bolling Court and Meehan Drive.
   e. Harmon Court and Meehan Drive.
   f. Mid-point on Kelly Drive.
   g. Hickam Drive and Sherman Court.
   h. Hickam Drive on Clark Court.

Question: Where are the off loading points for the small, sick, handicapped and pre-school age children.

Answer: 1. Two buses will be loaded with small, sick, and handicapped dependent children of officer personnel. These buses will depart the Damon Elementary School at X plus 25 minutes.

   a. Children on the buses will be off-loaded at the intersection of Cobb and Foulois Drive; Brookley Court and Foulois Drive; mid-point on Wells Drive; intersection of Dickman and Gross Drive; Texas Road and Tennessee Circle; and opposite Bldg. 2108 on Tennessee Circle.

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2. Two buses will be loaded with small, sick or handicapped children of airmen personnel. The buses will depart the Damon Elementary School at X plus 25 minutes.

a. Children on the buses will be off loaded at both intersections of Wyoming Circle and Wisconsin Road; Albrook Court and Hickam Drive; center of Travis Drive; Meehan Drive and Bolling Court; Meehan and Harmon Court; center of Kelly Drive; Hickam Drive and Sherman Court.

3. Two buses will be dispatched to the Harrison School to arrive X plus 10 minutes, one bus to load dependent children of officer personnel, and one bus to load dependent children of airmen personnel, and will depart the Harrison School at X plus 25 minutes. These children will depart the Harrison School at X plus 25 minutes. These children will follow the same off-loading procedures as stated above.

4. It is the responsibility of the parents to see that these children are met at the off-loading points. If it is impossible for the children to be met, it is the parents duty to thoroughly brief the children and be certain the children do not delay, but go directly home from the off-loading points.

Question: Are families expected to go on practice evacuations when husbands are on leave and are present on Loring Air Force Base.

Answer: Husbands will report to duty and dependents will participate in evacuation plans.

Question: If dependents have to walk to loading points how much of the evacuation supplies must they carry?

Answer: As much as possible. Giving priority to essential items as determined by the family.

Question: Are personnel temporarily residing on Loring AFB to go on an evacuation?

Answer: Yes

Question: If a mother is ill, in the hospital, must her child go with a strange baby sitter to the Evacuation Site?

Answer: No

Question: If a mother is off base can she get back to Loring if Loring is having a practice evacuation?

Answer: Yes

Question: Are Grey-ladies exempted from the evacuation if on duty at the hospital?

Answer: No. Grey-ladies will not be exempt.

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Question: What happens to school teachers teaching in base schools?

Answer: School teachers who are dependents of military personnel will participate in base alerts and dependents evacuations. Those teachers who are employed from the local surrounding communities will be released to their homes and come under the control of local civilian authorities at the discretion of the school principal.

Question: What happens to dependent teachers who are teaching in off-base schools?

Answer: They will be exempt from participating in base alerts and evacuation plans and will proceed off-base to their place of duty.

Question: Will civilian employees who are dependents of military personnel evacuate the base during practice alerts if they are sounded during duty hours?

Answer: Yes, they will evacuate the base in accordance with the Dependents Evacuation Plan.

Question: Will civilian employees who are dependents of military personnel suffer a loss of pay while participating in evacuation practice during duty hours?

Answer: No, there will be no loss in pay.

Question: Will military dependents who are also civilian employees report to their duty station in the event the evacuation signal is given during off-duty hours?

Answer: No, they will participate in the evacuation in accordance with the dependents evacuation plan. However, if a dependents evacuation is not called within two hours from the sounding of a base alert, the dependents will proceed to their place of duty.

Question: Should people who are temporarily subleting apartments on Loring have First Aid Kits?

Answer: Yes.

Question: Will children who are attending school on Loring AFB and whose residence is off-base, participate in the evacuation?

Answer: Yes.

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Question: What provision is made for these children to return home after the evacuation?

Answer: It is the responsibility of the parents to pick up their children at the base school at the conclusion of an evacuation exercise. It is also the responsibility of the parents to find out when the evacuation is ended.

Question: If a child resides off base and attends base school, how will he be evacuated?

Answer: He will report to the evacuation officer at the West Gate to be loaded aboard partially loaded vehicles.

Question: When do Block Captains leave the area?

Answer: When they have notified all personnel in their area that an evacuation is underway.

Question: If a husband is on leave away from the station and the family remains at Loring, will the family be required to participate in dependents evacuation?

Answer: Yes.

Question: Who is exempt from participating in the dependents evacuation?

Answer: The entire household is exempt when the household contains a member or members who:

a. Is seven or more months pregnant.

b. Has new born baby two months old or younger.

c. Are physically handicapped or who cannot move without the assistance of another person.

d. Have casts on arms or legs.

e. Are under prolonged care of a medical doctor.

f. Have a contagious disease.

g. May be running a temperature.

h. Is infirm or aged.

Question: Do we still have check-point area wardens?

Answer: No.

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Question: If a mother is off base, can she go to the evacuation cite to pick up her children?

Answer: No.

Question: What is the procedure for obtaining identification tags for dependents?

Answer: Military personnel reporting into Loring AFB will give the Dependents Assistance Organization the required information for identification tags pertaining to his dependents. This organization will procure and distribute the identification tags to him.

Question: When should Block Captains brief newly arrived personnel?

Answer: Block Captains will brief newly arrived personnel within one week.

Question: If dependents are in the process of moving in (trucks in front packing or Un-packing) are the dependents expected to participate in the evacuation?

Answer: New arrivals will not participate in evacuations until they have been briefed by the block captains.

Question: Is it permissible to use luggage trailers in the convoy to make more room for passengers?

Answer: Yes, provided luggage trailer is hitched to the family vehicle prior to sounding dependents evacuation alert signal.

Question: Do civilian nurses married to service men evacuate in accordance with Dependents Evacuation Plan or do they go according to hospital rules?

Answer: Yes. They will evacuate in accordance with Dependents Evacuation plan.

Question: If an alert lasts over one day, is it necessary for Block Captains to contact Area Wardens each time they leave the house?

Answer: Yes, at anytime they will be away from home for more than one hour.

Question: If working in the Dependents Assistance Office, do you stay in the office or return home?

Answer: Return home.

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Question: Is it likely that when we evacuate on a practice alert only, we will have to remain overnight for an extended period?

Answer: NO.

Question: Is it true that all cars with flight line passes will not be returned to the homes during a base alert?

Answer: No.

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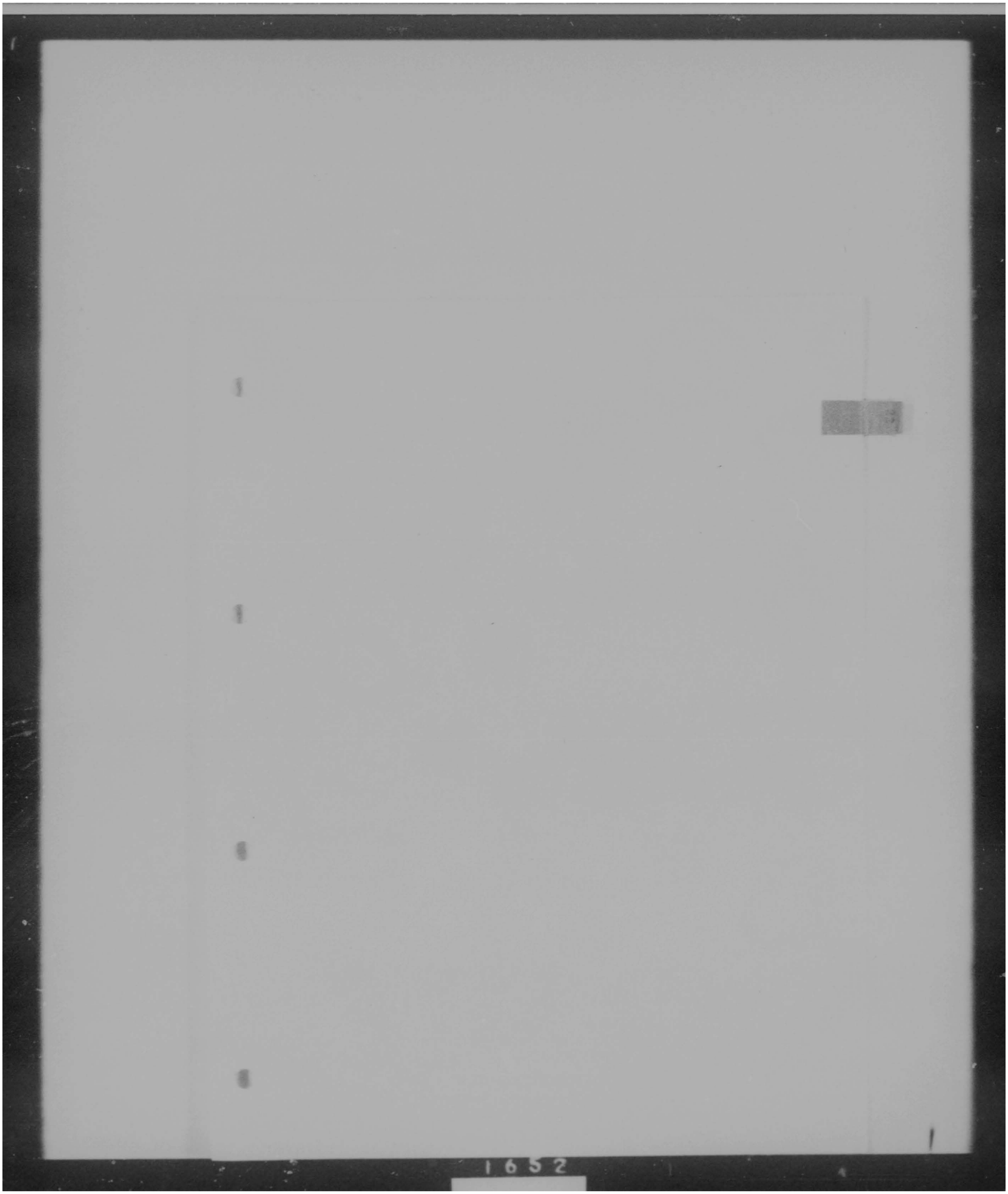

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CRITIQUE ON DEPENDENTS EVACUATION FOR JUNE 1956

0900 alert sounded. I immediately called all the personnel who are to be notified by the Base Personnel office, that the alert had been sounded. The Civil Defense authorities were notified that an alert had been sounded and that they would be called later in the event an evacuation became a reality. I found that they had previously been notified that an evacuation would be held and they had already departed for Loring Air Force Base to lend assistance.

0920 made a tour of officers Wherry, airmans Wherry, officers government housing, airmans government housing the Damon Elementary School and the Harrison School and the Base Nursery. I found that the alert there was proceeding according to plan and that the buses had arrived at the schools and the Base Nursery. Although I did not contact the school principal, I was informed that some confusion existed relative to transporting the handicapped and small children by bus to their housing area. The principal, I was told, would not release the children from school until the actual evacuation signal had been sounded. This was evidently true since I was at the West Gate when the evacuation signal was sounded andI saw children departing from the school.

1000 hours evacuation signal sounded and at 1003 the first cars began departing the base. There was no break in the departure of dependent vehicles from this time on. The last cars departed the West Gate at 1100 hours. I checked the route from the head of the column to the rear of the column and found only one vehiclein trouble. This was due to a flat tire. Some airmen changed the spare tire.. The passage through Caribou was exceptionally well controlled by the Civil Defense authorities and traffic moved along without difficulty. I checked the column again at Fort Fairfield and found that the Civil Defense authorities and the State Troopers were directing traffic and everything was moving smoothly. The first vehicles in the convoy arrived back at the East Gate at 1120 and the last vehicle passed through the East Gate at 1230.

RECOMMENDATIONS:

1. I recommend that an airpolice man be dispatched to stand at all railroad crossings while the convoy is passing. I noticed that all vehicles slowed down practically to a stop at these crossings since there was no one to signal that the track was clear.

2. Some vehicles departed the base without lights burning. Instructions should be issued to the airpolice man at the Gate of departure to warn all drivers to turn on their lights while in convoy. Load masters should also inform the driver to turn on their lights. This is the only method the Civil Defense authorities have for recognizing convoy personnel from other personnel while in route.

3. It is recommended that some system be devised whereby the practice alert will be the same as actual alerts concerning children in the base schools. Under the present system outlined in Base Reg 205-11, dated 9 May 56 instructions for base schools are as follows:

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a. Damon Elementary School (During dependents evacuation practices or under actual conditions)

(1) All physically able children will be released and directed by the school authorities to return to their homes.

(2) Four buses will be available, within 10 minutes after the sounding of the alert, to carry small, sick, or handicapped children to their quarters.

b. Harrison School (During dependents evacuation practices or under actial conditions)

(1) All children will be released and directed to board buses by the school principal or other competent authority.

(2) Two buses will be available at the Harrison School within 10 minutes of the sounding of an alert to return the children to their quarters. Under paragraph 8 of this regualtion (Notification of primary military personnel) it becomes the responsibility of the Provost Marshall to notify the principal of civilian schools on Loring of pending dependents evacuation.

c. To comply with the regualtion as written all dependents would be expecting their children to report home upon the sounding of the alert. This is not the case,therefore, our system for alerting the principal when to release the children must be pre-arranged. Any system of this nature is not realistic. It is, therefore, suggested that we reconsider our alert system and that we establish a system which can be employed on practice as well as actual emergency evacuations.

4. I had an airman stationed at the intersection of highway 89 and Sawyer Road to count vehicles departing thebase. He counted 650 vehicles loaded with dependents and 87 vehicles loaded with military personnel. On the return trip this airman was stationed at the East Gate and he counted 535 vehicles loaded with dependents returning to the base. He did not count the vehicles loaded with military people who were returning to the base.

a/t WILLIAM A. CARTER
Lt. Colonel, USAF
Senior Advisor
Dependents Evacuation
Military Assistance Organization

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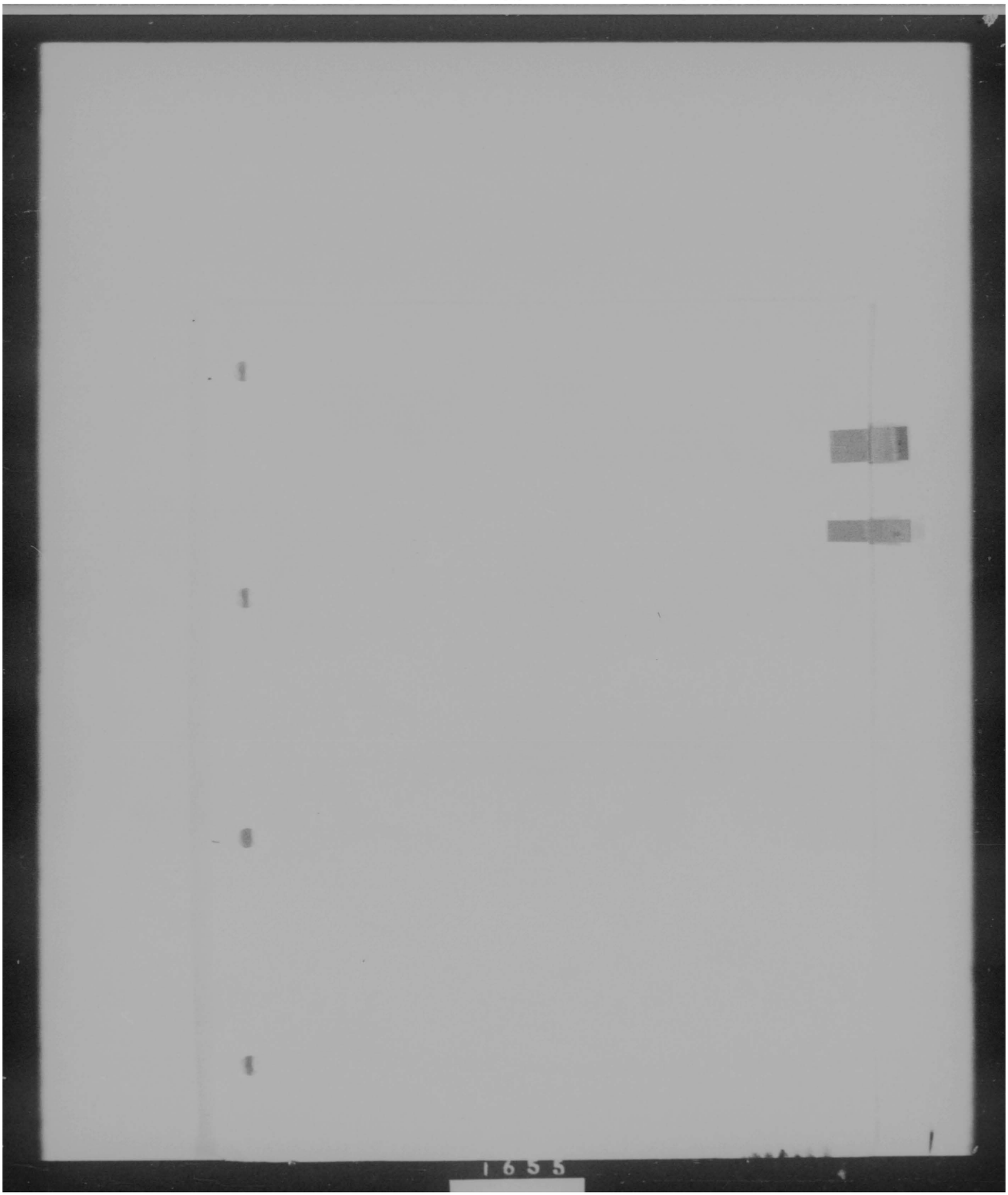

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The photo on the right shows part of the carnival set up in the large arched hanger at Loring Air Force Base for Armed Forces Day.

The Pipe and Drum Band of the First Battalion Black Watch, Royal Highland Regiment assisted in the Armed Forces Day observance at Loring Air Force Base.

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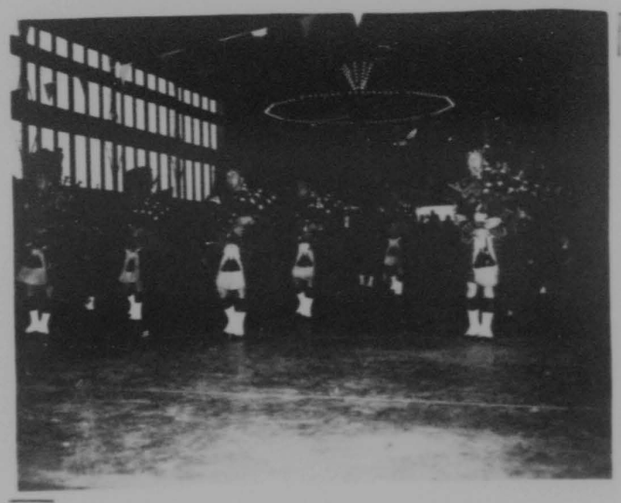

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Members of Loring Air Force Base and their dependents at the Recreation Center at Long Lake.

Dependent children of military personnel at Long Lake Recreation Center. Cables and the the boat dock belonging to the Center may be seen in the back ground.

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The photo on the right shows construction of the Post Office building as of the first week of June 1950. Necessary plumbing and heating lines were completed at that time as well as that part of the building shown.

The photo on the right was taken from the opposite side of the building and three weeks later than the photo above. Exterior walls are complete and windows are ready for the casements. Primary grading and staking of the parking area is shown in the fore ground.

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The photo on the right shows construction progress of the Base Building. Shelter for the drive-in-mechanic window may be seen on the left side of the building.

In the photo on the right a surfacing machine is being loaded during the surfacing project at the Base Exchange and Commissary parking areas.

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This photo shows progress on the new WAC club as of the end of June 1954.

The first B-47 aircraft to be delivered to the 92nd Air Division arriving at Larson Air Force Base.

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Following its arrival at Loring Air Force Base
R-52 3400 was christened the "State of Maine".

Poultry dogs assigned to the [illegible] Air Police Squadron
are handled by only one master. The dogs are trained
to obey only their own master regardless of commands
given to other dogs of the group at the right.

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The sentry dogs are trained to be mean and vicious. In the photo at the right a dog is tied and three trainers, not including the dogs master, are working with the dog at the same time.

The dogs are trained to attack the limbs of a victim first and is held on until commanded to release the victim by their master.

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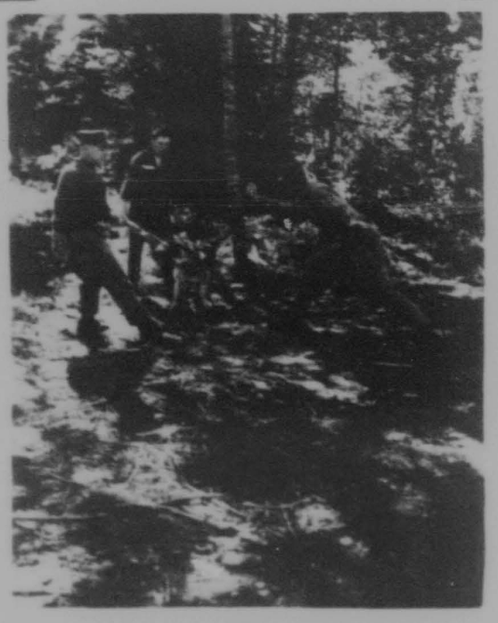

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Heavy equipment was called in to destroy his dam as a beaver looks on. The beaver dam was on the base and constituted a sanitation problem. Efforts to trap the beavers and move them off the base before destroying the dam failed.

The beavers, it seemed, had set a few traps themselves. The crawler tractor at right required help from a crane to get out of the trap.

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235		Sep/55				S	
414		Oct/55				S	
621		Nov/55				S	
717		Dec/55				S	
809		Jan/56				S	
893		Feb/56				S	
1069		Mar/56				S	
1203		Apr/56				S	
1398	K-Div-45-Hi	May-Jun56			45th Air Division	S	
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Some unreadable pages - Poor original

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