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HISTORY OF THE
47TH AIR DIVISION
AND

6TH AIR BASE GROUP

1 - 31 OCTOBER 1958

(Unclassified Title)

Units Assigned to the

FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND

Home Station

Walker Air Force Base, Roswell, New Mexico

This document was prepared by M/Sgt (b) (6), Unit Historian, under the supervision of Maj. (b) (6), Base Information Services Officer. This history is classified ~~Secret~~ under the provisions of paragraph 30b, AFR 205-1, 3 January 1956. This classification conforms to that of its appended supporting documents, which reveal the combat capability of this unit. (UNCLASSIFIED)

William C. Kisselbury
WILLIAM C. KISSELBURY
Brigadier General., USAF
Commander

Checked and
approved by (b) (6)
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Major., USAF
Base Information Svcs Officer

Department of Energy Document Review

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47TH AIR DIVISION

UNITS ASSIGNED

6th Bombment Wing (B) Jet
6th Air Base Group
4036th USAF Hospital

JOINT UNITS

605th Aircraft Control and Warning Squadron
2010th Airways and Air Communications Service Squadron
Detachment 15, 7th Weather Squadron
17th District, Office of Special Investigation Detachment
B-52-5 Mobile Training Detachment
B-52-2, Mobile Training Detachment

6TH AIR BASE GROUP

UNITS ASSIGNED

Headquarters Squadron Section, 6th Air Base Group
6th Food Service Squadron
6th Transportation Squadron
6th Operations Squadron
6th Air Police Squadron
6th Installation Squadron
6th Supply Squadron
37th Aviation Squadron

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GLOSSARY OF TERMS

AAGS	Airways and Air Communications Service
ADC	Air Defense Command
AFB	Air Force Band
AFSC	Air Force Specialty Code
AIO	Air Installations Office
AOCP	Aircraft Out-Of-Commission for Parts.
ATC	Air Training Command
AWOL	Away Without Leave
CWO	Chief Warrant Officer
CSA	Commercial Service Authorization
DF	Disposition Form
FY	Fiscal Year
MCP	Military Construction Program
NCO	Non-Commissioned Officer
NCOIC	Non-Commissioned-Officer-in-Charge
OJT	On-The-Job-Training
OMK	Operating and Maintenance
PAC	Purchasing & Contracting
PCS	Permanent Change Station
POL	Petroleum Oil Lubricants
RAVCON	Radar Approach Control Center
SAAMA	San Antonio Air Materiel Area
SAC	Strategic Air Command
TDE	Temporary Duty
TV	Television

UMD Unit Management Document
UR Unsatisfactory Report
USAF United States Air Force
USCM Unit Simulated Combat Mission
VM Vehicle Grounded for Maintenance
RP Vehicle Grounded for Parts.

CHAPTER I MISSION AND ORGANIZATION

MISSION

The mission of the 47th Air Division, as directed by Headquarters Fifteenth Air Force, and in compliance with the policies established by the United States Air Force, is to man, train and equip units of the Sixth Bombardment Wing for the primary purpose of conducting aerial warfare on a global scale; to develop a mobility capability and train subordinate units to permit deployment and establishment of operations on a short notice in any part of the world; to support the Air Reserve and Air National Guard programs in accordance with instructions from higher headquarters; to be prepared to participate in disaster relief and other domestic emergencies; and to perform such special missions as may be directed by higher headquarters. ¹(U)

COMMAND

Brig. Gen. William C. Kingsbury, 47th Air Division Commander, accompanied Mr. (b) (6), Mr. (b) (6) and Mr. (b) (6) to Eglin Air Force Base, Florida, on 5 October 1958, to attend the Aerial Firepower Demonstration held on 8 October 1958. They returned on 9 October. ^{2/}(U)

Colonel (b) (6), Special Assistant to the Division Commander, received orders transferring him to Mountain Home AFB, Idaho, for duty as Director of Operations, 9th Bombardment Wing, effective 24 October 1958. ^{3/}(U)

General Kingsbury sent out a memorandum to all major commanders of the 47th Air Division on the severe drop of Walker's OJT rate. He requested that all commander's and supervisors maintain the desired "personalized" quality of OJT program. Until recently the program was "tops" in SAC, however, the results of last month's Airmen's Proficiency Exams indicate this drop in quality. This memo was the result of a letter from Gen. Thomas S. Power, Commander-in-Chief of SAC and an indorsement by Maj. Gen. Archie J. Old Jr., Commander of Fifteenth Air Force. In his letter, General Powers stated "The semi-annual inspection report of the SAC Inspector General reiterated that numerous squadron OJT programs were ineffective due to lack of commander and supervisor support. . . . For a successful OJT program, each officer and non-commissioned officer must accept responsibility for training within his respective areas." According to the General,

2. / Interview between W/Sgt. (b) (6), historian and Maj.

(b) (6), Info Serv Off on 19 Nov 58.

3. / S.O. # A-966, 47AB, 24 Oct 58, Exhibit # 1.

the command can obtain and maintain a professional force, productive and dependable, only through proper training of the personnel. The command's global operation and expanding alert concept is dependent on how well we accomplish this objective. General Old added to General Power's letter with the endorsement, that his staff had found wide variations in the quality of on-the-job training within squadrons as well as between squadrons at most bases in Fifteenth Air Force. He stated that in almost every case, the results achieved were directly proportional to the support given the program by immediate commanders and supervisors. ^{4/} (U)

The 37th Aviation Depot Squadron was selected as the 47th Air Division Squadron of the Month for October 1958. They compiled a total of 1045 points out of a possible 1150 points, for a 90.87 average. The 4036th USAF Hospital scored 86.52 per cent and the 6th Transportation Squadron 86.05. The leader last month, the 6th Periodic Maintenance Squadron had a reversal of fortune and scored only 71.13 per cent. Most units lost points due to traffic violations during the recent drive by Base Police authorities. ^{5/} (U)

General Kingsbury recently received a message from Maj. Gen. Archie J. Old Jr., Fifteenth Air Force Commander, requesting the Division Commander convey his personal congratulations to W/Sgt Floyd S. Martin of the 6th Installations Squadron, for his outstanding performance of duty while attending the Fifteenth Air

^{4/} Memo, 47AD, to GMM, SACRU, 4036th USAF Hosp, "On-The-Job Training," 17 Oct 58; Ltr, SAC to Comdr 15AF, "On-The-Job Training," 24 Sept 58 with Ind 15AF to Comdr 47AD, 11 Oct 58, Exhibit #2.

^{5/} 47AD Squadron of the Month Standings Oct 58 and Rating Statements 6th IRI and 6th RI Oct 58, Exhibit # 3.

Force Non-Commissioned Officer Academy at March AFB, California. Sergeant (b) (6) as a result of his endeavor, was selected Honor Graduate and Academic Achievement Award winner and was among the top ten for the Commandant Award, for Class 5B-F at the school. The Sergeant was the sixteenth student to achieve such distinguished honors since the beginning of the Academy program. To top it off he made the highest total score made by the academy students, 10 points above the previous winner, of the 3461 graduates of the Fifteenth Air Force NCO Academy. ^{6/} (U)

A definite decrease was noted in the AWOL rate, Man-Days lost through AWOL Rate and the Average Days Lost per AWOL. There were three AWOL's for a command rate of 0.58 per 1000 personnel assigned, as against a rate of 1.14 for September and a rate of 0.96 for October 1957. The October rate was the lowest on record for this station. Of the AWOLs experienced, two were from the 6th Bomb Wing for a rate of 0.69 per 1000 and one from the 6th Air Base Group for a rate of -.52 per 1000. There were 25 man-days lost through AWOLs for a rate of 4.84 per 1000 personnel. The military type offense rate was 2.48 as against a negative rate for September and a rate of 0.97 for October 1957. The traffic accident rate of 2.13 was an increase over the September rate of 1.33 and an increase over the 1957 October rate of 0.83. ^{7/} (U)

The 47th Air Division reenlistment rate was 65 per cent, with 51 of 79 discharges, reenlisting. The 4036th USAF Hospital had

6. /TWX, COMAF 15 to COMNAV 47, C 227, 1 Oct 58, Exhibit # 4.
7. /Status of Discipline Summary, 47AD, Oct 58, Exhibit # 5.

a rate of 75 per cent, with three reenlisting of four men discharged. The 6th Bombardment Wing had 27 reenlisting of 43 discharged, for a rate of 63 per cent. The 6th Air Base Group reenlisted 21 of 32 discharged, for a rate of 66 per cent. The 6th Installations Squadron, commanded by Lt. Col. (b) (6) was the high squadron with eight of eight reenlisting, for 100 per cent. ^{8/}(U)

A change was made in the policy set forth in sending the 39th Bombardment Squadron of the 6th Bombardment Wing to Columbus, Miss., in early 1959. A message was received from SAC changing the time to early 1960. The previous plans were cancelled. Long Range plans call for transfer of the squadron in early 1960 to a new site. The exact location has not been disclosed and is still subject to change. Under the SAC Dispersal Concept, the present B-52 Bombardment Wing at this station will be divided into three separate units, one of the Bomb Squadrons plus tankers and maintenance and support personnel will remain at Walker and retain the title of Bombardment Wing. The other two Bombardment Squadrons will be transferred, each to a separate base, to afford the desired dispersal needed by SAC. Each of these squadrons will be part of a new strategic wing, consisting of B-52 bombers and KC-135 tankers plus maintenance and support personnel. The number of personnel to be transferred with each squadron has not been given to date. ^{9/}(U)

A contract was approved in September for Scrubbing, Cleaning and Waxing of Tile Floors of the empty housing in the Wherry

1. Reenlistment Report 1 thru 31 Oct 58, Base Retention Office, Exhibit # 6.

2. TDR, CINCSAC to COMAIRDIV 47, OIP 38495, Oct 31 58, Exhibit # 7.

Project. The work started on 1 October and continued throughout the month. The cost for the project will be \$2400 and the contract is expected to be completed by 20 November. ^{10/} (U)

A contract was given for the Repairing of Bathroom Tile, changing from the metal to ceramics, on those units needing immediate work, at a cost of \$7170.20. The contract was signed on 2 October and work began by the Saint Plastic and Ceramic Tile Company of Roswell, on 3 October. Another contract was signed on 29 October in the amount of \$4125.00 for the painting of the interior of Wherry, to C. A. Boothe of Amarillo, AFB. This work will be completed in November. ^{11/} (U)

Higher headquarters has asked that more use of information to the news media be used so that bidders on Wherry projects will know what Rehabilitation and Improvement programs they are actually entering bids on. Also, notices of bids should be sent to all contractors, manufacturers and suppliers on base lists. Any other means of advertising the Wherry projects should be utilized. Headquarters urged that bidders be invited to inspect projects they are bidding on. ^{12/} (U)

Original plans called for 353 Wherry houses to be modified to either three or four bedroom units; 353 were approved by Headquarters USAF. Out of 333 three-bedroom units requested, 297 were approved; 89 for officers and 208 for airmen. Of the 20

^{10/} Interview between W/sgt (b) (6) [redacted] historian and A-1C Lloyd Frederickson, POC Contract Maintenance Buyer on 20 Nov 58.

^{11/} Ibid.

^{12/} T&E, COMAF 15 to COMADIV 47, DROM-1 56215, 2 Oct 58, Exhibit #6.

four-bedroom units requested, 56 were approved, 20 for officers and 36 for airmen. Also, modification was amended to include central thermostat control for the heating systems and ceramic tile for the bathrooms. Units affected will be 244 airmen and 109 officers, which will receive additional bedrooms. Deleted from the list by the revising panel was the sprinkler system for Cherry units. The Hot Water heaters suggested by USAF to be done from O&M funds will be accomplished as new work. - (U)

Plans are underway to procure a large quantity of new household ranges and refrigerators in the near future. It is planned to purchase gas ranges and electric refrigerators. The Base Materiel Officer requested AIO to advise him as to size and type of each recommended for procurement. It was especially urged that the largest that is practical for Cherry, be obtained. AIO stated that the 12 ft. refrigerator with a 34 inch width maximum and 64 inch maximum height would be best. It was believed that a 36 inch gas range would be best with a good automatic pilot light system and also good automatic time and temperature oven controls. - (U)

Included in the contract for Cherry Modification at Walker, was a master TV antenna which would eliminate the individual units attached to quarters causing leaks and additional maintenance. This was discussed at USAF Headquarters, but was not

13. Memo, 47AD Staff Minutes 21 Oct 58, Exhibit #9 and DF, IS to AB Comdr, Cherry Modification and Improvement Program 14 Oct 58, exhibit #10.

14. DF, IS to Base Materiel, Requirement for Ranges and Refrigerators 15 Oct 58, and DF, IS to IS 13 Oct 58, Exhibit #11.

included due to the limitation of funds. A contract of this type was negotiated at Mountain Home AFB, Idaho and it was suggested that Walker Purchasing and Contracting contact that station for needed information on the subject. ^{15/} (U)

The Annual Budget Authorization was received for Cherry Housing in the amount of \$36.80 per unit per month, or a total of \$118,798.80 for the fiscal year 1959. Breakdown of the amount was as follows: \$209,393 for maintenance, \$25,000 for supplies; \$42,041 for equipment; \$21,077 for electricity; \$24,499 for gas; and \$15,328 for rental of utilities systems. The following maintenance projects were funded against the \$209,393 allotted: 101-9 for painting interiors of Cherry (Officers) at \$6,900.00; 102-9 for painting interior of Cherry (NCO) at \$6,070.30; 100-9 for maintenance for 1 September 1958 through 30 June 1959 at \$118,017.00; Clean by scrubbing 65 houses at \$2400.00; 1006-9 for repairing tile in bathrooms at \$7,170.23; and 105-9 for painting the Cherry interiors at \$20,200.00 for a total of \$152,157.53. ^{16/} (U)

As of 28 October, the United Fund drive stood at \$2,242.00 that was collected from 1000 envelopes, which was a considerable record. This indicated that the base would reach the goal set at the beginning of the drive. The figures indicated the contributions of the various squadrons and sections were very good, with only one out of ten envelopes empty. ^{17/} (U)

The Division Commander was informed by Fifteenth Air Force that

- ^{15a/DF}, IS to AB Comdr, Closed TV Service to residents of HAFB, 21 Oct 58, Exhibit /12.
^{16a/DF}, Dir of Comp to IS, "ABA for Cherry Housing, FY 59" 22 Oct 58, Exhibit / 13.
^{17a/ memo}, 47AD, Staff Minutes 28 Oct 58, Exhibit / 14.

Headquarters SAC had approved and submitted to USAF a request for an additional 121 housing units for this station. This housing requirement for lower grade airmen was indicated by SAC and was not programmed by the Department of Defense. SAC will keep Walker advised on the status of this project. ^{18/}(U)

BASE COMMAND

Announcement was made of the appointment of Lt. Col. J. W. Yarborough as Commander of the 6th Air Base Group, effective 6 October 1958. This appointment was due to the TTY of Col. James V. Beardon, 6th Air Base Group Commander to Castle AFB, California for 66 days for B-52 Training for Senior Officers. This class started on 15 October. Also, Lt. Col. (b) (6) ^{19/} was appointed Deputy Base Commander for this period. (U)

A Security Readiness Exercise, held on 24 and 25 September, indicated that Squadron Commanders have not been complying fully with current directives in certain instances. General Kingsbury sent a Disposition Form to both 6th Bomb Wing and 6th Air Base Group on Alert Cards and Training Records. According to Air Base Group Commander the following corrective action was taken: All personnel will have a maximum of three names on their Alert cards in the pyramid recall system. Colonel (b) (6), 6th Air Base Group Commander, sent a WF to all Squadron and Attached Unit Commanders, stressing this pyramid system and the use of the names on the Alert cards and also that they check all personnel, as some few individuals did not have an

^{18/}TWE, COMAF 15 to COMADIV 47, DECH 58623, 16 Oct 58, Exhibit #15.
^{19/}SO # A-388, para #1, 15AF, 9 Oct 58 and SO # B-987, 47AD para #2, 12 Sept 58 and Memo, 6th ASGRU, Minutes of Staff Meeting on 8 Oct 58, Exhibit # 16.

Alert Card. The Individual Training Records would be posted and kept up-to-date. Each Squadron was required to submit a statement to the Base Commander by 15 October, that the review had been made.
20/
 (U)

ADMINISTRATIVE SERVICES

During the final week of October, the Directorate of Administrative Services was visited by Colonel (b) (6), Fifteenth Air Force Director of Administrative Services and CMO (W-4) (b) (6). This was a staff visit.
21/
 (U)

SAFETY

The Accident Review Board convened on 15 October to review traffic accidents and to determine responsibility and the specific action needed to control this type ground accident. Four cases were discussed, three for automobile accidents and one for a motorcycle accident. Squadron Commanders were asked to stress the factors of defensive driving as the best basis for accident prevention.
22/
 (U)

In the base summary of Ground Accidents for the period 1 January 1958 to 1 November 1958, there were no reportable fatalities for military personnel as compared to 14 for 1957. There were 41 reportable disabling injuries against 98 for 1957. There were 556 days lost and 1418 in 1957. The cost of military injuries was \$22,907 as compared to \$486,830 for 1957. This was a military accident rate of 2.17, .01 lower than the Fifteenth Air Force rate of 2.18 and

20. DF, 47AD Comdr to Comdrs 68W and 6ABGRU, #Security Readiness Exercise, 2 Oct 58 and DF Comdr 6th ABGRU to Sqdn Comdrs "Security Readiness Exercise, 8 Oct 58, Exhibit #17.

21. Interview between W/Sgt (b) (6) and CMO (b) (6), Deputy Dir of Adm Svs on 21 Nov 58.

22. Minutes of Accident Rev Board meeting, 6th ABGRU, held 15 Oct 58, Exhibit #18.

considerably lower than the 1957 rate of 5.05. (8)

There were no civilian accidents during the period 1 January through 1 November 1958. There were six reportable USAF Motor Vehicle accidents against nine for last year. The cost was \$1351.00 as compared with \$705 for 1957. The USAF Motor Vehicle rate (cumulative) was .41 just .08 lower than Fifteenth Air Force for the period and considerably lower than the 1957 rate of $\frac{23}{70}$. (8)

The Military Personnel rate for the period was: Six disabling injuries against four for 1957, losing 97 days with only 75 lost last year; The cost of military injuries was \$3162.00 with 1957 costing only \$2509.00. The military accident rate was 3.83, higher than the Fifteenth Air Force rate of 1.96 and also higher than the 1957 rate of 2.50. There were no civilian disabling injuries or USAF motor Vehicle reportable accidents. $\frac{24}{70}$ (8)

The Base Safety Committee met on 8 October at 47th Air Division Headquarters, with Colonel Beardson acting as chairman. The status of fuel spills was discussed. In September, there were 32 reported fuel spills, one of which occurred at the automotive gasoline station during the refueling of 72 octane underground tanks. Of the remaining aviation gas fuel spills, 19 were charged to the 6th Bombardment Wing, two to Base Flight and ten in the FOM section. The 32 fuel spills reflected a decrease from the past months. A breakdown of the spills show eleven as a result of personnel error, 13 for material

23. Ground Accident Summary, USAF, Base Safety, 1 Jan 58 through 1 Nov 58, Exhibit # 19.

24. Ibid.

malfunxion and sight for other causes, such as expansion. Colonel Beardon asked that the Director of Material check into the ten for POL and see that corrective action was taken. ^{25/} (U)

Due to heavy rains, the work on the end of runway 03 has been delayed, but the major portion should be completed by the end of October. It was asked that Navy traffic be held to a minimum on weekends so that more time could be put on the job. Mid-air collisions were emphasized at this meeting and all were urged to coordinate with airport managers at Roswell and Hagerman and with ATC and A-CCS. A briefing was held in the conference room on 10 October. Other items discussed at the meeting was the foreign objects control, status of vacuum sweepers, barrels on the flight line, aircraft ground accidents, proximity of vehicles to the aircraft, and speed limit on the flight line. ^{26/} (U)

A Traffic Violators school was conducted on 22 and 23 October for all military personnel who had received moving traffic violations during the previous month. On 27, 28 and 29 October, a safety engineer, Mr. (b) (6), from the Denver office of the U. S. Bureau of Mines presented a lecture and demonstration on static electricity which was mandatory for all personnel on the base. This discussion was pointed at aircraft and the fires that are caused by static electricity on the flight line. ^{27/} (U)

^{25/} Memo, 6th ANGRU, Minutes of Base Safety Committee Meeting, held 8 Oct 58, WAFB, 14 Oct 58, Exhibit #20.

^{26/} Ibid.

^{27/} Interview between W/Sgt (b) (6), historian, and W/Sgt (b) (6), Base Safety on 21 Nov 58.

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^{23/}Ground Accident Summary, WAFB, Base Safety, 1 Jan 58 through 1 Nov 58, Exhibit # 19.

^{24/}Ibid.

PROVOST MARSHAL

On 28 October, the Walker AFB Law Enforcement convened at the Walker Officer's Club with Lt. Col. (b) (6), Base Commander presiding. The discussion at the meeting was on discipline of airmen and the incident rate of offenses. ^{28/} (U)

The traffic enforcement index for Walker of 6.75 is a decrease over the September rate of 8.67, but an increase over the October 1957 rate of 3.33, and still under the desired rate index of 10.00. The confinement rate per 1000 assigned of 3.68 is slightly higher than the September 1958 rate of 3.03 and just above the October 1957 3.45 per cent rate. Of the 18 military type offenses reported for Walker, all were of an internal nature such as Failure to Repair, Failure to Obey a Lawful Order, Negligence in the Performance of Duty, Red Check Charge - not one of which required action by the Base Police Flight or other law enforcement activities here. ^{29/} (U)

COMPTROLLER

An AWOL study was made last month indicating that the base average for AWOL's for 1958 was ten per month. There were six AWOLs in September, three in October, showing an excellent reduction in this department. This is an indication that the procedures in effect on the base to administratively discharge airmen under the provisions of Air Force Regulation 39-16 has been very effective in eliminating the potential absentees. (U)

Major (b) (6) and Master Sergeant (b) (6) attended a

28. Interview between K/Sgt (b) (6), historian and S/Sgt (b) (6), Clerk PM Office on 21 Nov 58.
29. Status of Discipline Summary, 47AD, Oct 58, Exhibit # 5.

conference at SAC Headquarters for the purpose of being orientated on a proposed training program for cross training of accounting and finance personnel. Procedures for accomplishing this training were developed during this conference by those present and members of SAC Financial Services Division. These procedures will be adopted and published in the form of a SAC directive. The necessity of a controlled and well developed program for cross training of accounting and financial personnel made this action possible. ^{30/}(U)

On 28 October, Mr. (b) of International Business Machines Corp. visited Walker to coordinate machine activities and assist in the GWT program for machine operators. Headquarters Fifteenth Air Force has advised this base that an O26 Card Punch and an O82 Sorter were ordered for Walker to be utilized by Director of Personnel to maintain personnel records. The machines are scheduled to arrive approximately 1 February 1959. Arrangements have been made by this division with Director of Personnel to select personnel, administer aptitude tests and train them as operators. Also scheduled for delivery 1 January 1959, are an additional O24 Card Punch and a second O56 Verifier to support the proposed Maintenance Time Reporting Program. SAC is considering the need for increasing the UMD spaces to man this function. ^{31/}(U)

20. Form History of Comptroller for Oct 58 on file at Dir of Comptroller, WAFB.

21. Interview between W/Sgt (b) (6), historian, and W/Sgt (b) (6), Comptroller Section on 21 Nov 58.

CHAPTER 11 PERSONNEL

COMBAND

As of 31 October, there were 811 officers and 4297 airmen assigned to the 47th Air Division, against an authorization of 713 officers and 4168 airmen. The body manning for officers was 113.39 and for airmen 103.09. With a total of 5208 assigned to Walker and 4883 authorized, the base body manning was 104.60. The attached units on the base had 32 officers and 136 airmen assigned against an authorization of 34 officers and 287 airmen. (U)

This was an increase of 21 officers and a decrease of 83 airmen over September, when the assigned strength was 790 officers and 4380 airmen. (U)

BASE COMBAND

The 6th Air Base Group, as of 31 October, had 144 officers authorized and 167 assigned for a body manning of 115.97. The authorized strength of airmen was 1864 with 1868 assigned, for a body manning of 100.21. This was a decrease of one officer and 69 airmen over September. (U)

Nine officers reported to Walker and were assigned duties commensurate with their AFSCs, three were reassigned PCS and ten were assigned TDY to schools. There were 109 airmen reported in to the base and were assigned to squadrons and duties commensurate with their AFSCs, 101 airmen were reassigned PCS and 25 placed on TDY for the

1. Monthly Consolidated Strength Report, 47AB, 47-21, as of 31 Oct 58, Exhibit # 21.
2. From History of 47th Air Division for Sept 58 on file at LSC Walker.
3. Ibid and Monthly Consolidated Strength Report, 47AB, 47-21 as of 31 Oct 58 Exhibit # 21.

purpose of attending schools. Two officers and 72 airmen were separated from the service. ^{4/}(U)

MANPOWER

In manning, the Information Services Officer, Major, AFSC 7216, authorization was withdrawn from Headquarters, 6th Air Base Group UNK and added to Headquarters, 6th Bombardment Wing UNK. ^{5/}(U)

ON-THE-JOB TRAINING

The Staff OJT section made visits to seven squadrons. Under the SAC management Rating System for the running quarter August, September and October, the major units at Walker received the following scores: 6th Air Base Group - 111 points out of a possible 150; 6th Bombardment Wing - 85.5 points out of 150; and 47th Air Division - 91.5 points out of 150. The highest unit was the 6th Operations Squadron with 94.5, and the high squadron for the quarter was 6th Supply with 148.5 points. Twenty-four airmen were removed from OJT and 50 entered on OJT training, with 66 tested for APT's and 23 for AFJKT's, and 54 airmen upgraded. There were 48 Master Sergeants administered the E-8 USAF Supervisory Examination and all qualified. ^{6/}(U)

PERSONNEL SERVICES

According to a message from Headquarters Fifteenth Air Force, Personnel Services will remain assigned to the Air Base Group, under the Deputy Base Commander, until such time as SAC manual 20-15R has been supplemented. The final determination of the change will be

4. Chart, Increase and Decrease of Officers and Airmen, Dir of Personnel, 6th BK, 31 Oct 58, Exhibit # 22.
5. Interview between W/Sgt Earnest Mayfield, historian, and W/Sgt (b) (6) MCCIC, Manpower on 24 Nov 58.
6. Interview between W/Sgt Earnest Mayfield, historian, and W/Sgt (b) (6) OJT Section on 24 Nov 58.

purpose of attending schools. Two officers and 72 airmen were separated from the service. ^{4/}(U)

MANPOWER

In manning, the Information Services Officer, Major, AFSC 7216, authorization was withdrawn from Headquarters, 6th Air Base Group WMD and added to Headquarters, 6th Bombardment Wing WMD. ^{5/}(U)

ON-THE-JOB TRAINING

The Staff OJT section made visits to seven squadrons. Under the SAC management Rating System for the running quarter August, September and October, the major units at Walker received the following scores: 6th Air Base Group - 111 points out of a possible 150; 6th Bombardment Wing - 85.5 points out of 150; and 47th Air Division - 91.5 points out of 150. The highest unit was the 6th Operations Squadron with 94.5, and the high squadron for the quarter was 6th Supply with 148.5 points. Twenty-four airmen were removed from OJT and 50 entered on OJT training, with 66 tested for APT's and 23 for APJKT's, and 54 airmen upgraded. There were 48 Master Sergeants administered the E-8 USAF Supervisory Examination and all qualified. ^{6/}(U)

PERSONNEL SERVICES

According to a message from Headquarters Fifteenth Air Force, Personnel Services will remain assigned to the Air Base Group, under the Deputy Base Commander, until such time as SAC manual 20-15R has been supplemented. The final determination of the change will be

4. Chart, Increase and Decrease of Officers and Airmen, Dir of Personnel, 6th BW, 31 Oct 58, Exhibit # 22.
5. Interview between W/Sgt (b) (6), historian, and W/Sgt (b) (6), MOOIC, Manpower on 24 Nov 58.
6. Interview between W/Sgt (b) (6), historian and W/Sgt (b) (6), OJT Section on 24 Nov 58.

made at Headquarters SAC. ^{7/}(U)

CIVILIAN PERSONNEL

Commemorating the Diamond Jubilee, dating from passage of the Civil Service Act 75 years ago, the Federal Civil Service Agencies in the Roswell, New Mexico Area, under the Civilian Personnel Office at Walker planned a "Civil Servant of the Year" with an award presentation and celebration. According to planning committee head, Mr. John Sweeney, recommendations for the award will come from department heads and supervisors of the various agencies. Individuals selected must have a minimum of 10 years service as a Federal Government Employee, five years of which may have been spent in the military service. Award nominees must also have been a part of the Walker-Roswell community for the past three years. Squadron Commanders and supervisors were urged to give thought to the promotion of the program. ^{8/}(U)

7. /TWX, COMAF 15 to COMAINDIV 47, DPP 56835, 3 Oct 58, Exhibit # 23.
 8. /Interview between M/lt (b) (6), historian and Mr. (b) (6), Civilian Personnel Officer on 21 Nov 58. and Memo, 6th ADRG, Minutes of Staff Meeting, 21 Oct 58, Exhibit # 24.

CHAPTER III OPERATIONS AND TRAINING

ORGANIZATION

Major (b) (6), 47th Air Division Operations, returned after being hospitalized at Brook Army Hospital, Ft. Sam Houston, Texas, since August, for second and third degree burns. (U)

The Air Traffic Control Board meeting was held on 10 October for the primary purpose of preparing personnel for the briefing to be given Fifteenth Air Force on Traffic Control at Walker on 20, and 21 October 1958. The AACS Manual 100-1 was one point of discussion, for a change of five miles from touchdown as the minimum distance to which an aircraft on OCA final approach may progress before final clearance. Where the minimum is determined to be impracticable or a limiting factor in the base's mission, it may be varied to fit the local requirement. The present policy at this base is that if an aircraft does not have a final clearance from the Tower by the three-mile point, it is sent around again. This will remain in effect unless changed by AACS. (U)

Difficulty has been noticed in contacting CAPCOM from position reports on departures and for clearances upon arrival. It was recommended that a separate channel be used for arrivals and departures. This suggestion was approved by the Air Traffic Control Board and AACS will establish procedures for this and they will try to implement them by 1 November 1958. These procedures will be briefed to crews at the next Flying Safety Meeting. (U)

1. Memo, 47AD SO, Minutes of Air Traffic Control Board Meeting
10 Oct 58, 47AD, 14 Oct 58, Exhibit # 25.

The briefing was held for Fifteenth Air Force on 20 and 21 October, with a survey of Terminal Air Traffic Control procedures at Walker AFB. All procedures were found to indicate progressive thinking and a strong desire for safe efficient handling of traffic. The station has a medium-density traffic situation, with almost no conflict with Roswell Municipal Airport (when operating under single runway (03-21) concept) and with no airways producing terminal control difficulties. The base leg at Walker is established by policy to be approximately five miles out. Several patterns were observed to be approximately nine miles out for the base leg and with but one or two aircraft in the pattern. Emphasis was to be placed on adhering to standard traffic patterns as required by regulations and supplements. Runway 21/03 was closed and runway 17 and 35 are to be used, as runway 21/03 followed directly with Main Street in Roswell. The new route will place the final leg north of the city of Roswell. (U)

The facilities installed for the control of terminal air traffic at Walker are adequate. The status of some of the facilities renders the overall capabilities of the system marginal for the safe control of terminal air traffic. The status of RAPCON equipment is particularly critical. The IAW for the 2010th AACS Squadron does not authorize adequate officer and seven-level air traffic controllers for the unit to effectively accomplish its mission. The document presently authorizes one officer controller and seven airman supervisory level controllers for RAPCON operations, not including the

2. 15AF Survey Report of Terminal Air Traffic Control Procedures at WAFB, 20 and 21 Oct 58, Exhibit # 26.

precision radar portion. The functions of Control Tower Officer has been prescribed as a singular duty during duty hours, however, during non-duty hours, his functions are combined with the duties of Supervisor of Flying. The assigned Base Operations Officer was considered fully qualified for his duties and excellent administration was observed. Many of the items in this report were discussed at Air Traffic Control Board meetings in the past and will be used as points of discussion in future meetings. Included with the Survey, was the discussion of the Location of Tower Officer as briefed by Colonel (b) (6), 47th Air Division Director of Operations. This survey was not given as directive in nature, but it was expected that each indication of needed action would be evaluated by the Air Traffic Control Board, and action and procedures developed as necessary. These developments and actions would be reported to Fifteenth Air Force for information and possible use in assisting in these problems at other bases. ^{3/}(U)

Due to the survey, an agenda was published for the Air Traffic Control meeting to be held on 31 October, listing the old business or subjects to be discussed and the new subjects that were to be emphasized in the discussions, and the section responsible for action in all cases. ^{4/}(U)

At the Air Traffic Control Board on 31 October, Colonel (b) (6) brought Fifteenth Air Force Regulation 55-4 to the board members attention, setting up ATC Boards and its assigned responsibilities. The

^{3.} /15AF Survey Report of Terminal Air Traffic Control Procedures at WAFB, 20 and 21 Oct 58, Exhibit #26.

^{4.} /Memo, 47AD, Agenda, Air Traffic Control Board Meeting for 31 Oct 58, 29 Oct 58, Exhibit # 27.

subjects rediscussed from previous meetings were: Status of wind Direction and Velocity Indicator in the RAPCON Building; 80-142 recorders, waiver for the 77K-16; approach and departure procedures for runway 18-36; status of Walker AFB being "Official Business Only"; AACS Lecture Service; status of 193A Key System in RAPCON; and banner and light system for the tower. All the items discussed in the Survey for Fifteenth Air Force were on the agenda for the latter half of the Air Traffic Control board meeting. These subjects were: Traffic Patterns; Practice Jet Flare Out Patterns; Timed Approach Procedures and Missed Approach Procedures; RAPCON/Control Tower Coordination; Control at and after Pull-Up; Discrete Frequencies; Adequacy of Installed and Proposed facilities; TRO; 80-142 Type Recorders; New Microphones in Control Tower; Lighting for RAPCON Unsatisfactory; AACS Unit; the Familiarity of Control Personnel in duty performance; Tower operation and schools for operators. These problems were brought up, and work started on resolving them. ⁵ (U)

Two B-52 aircraft and four combat crews represented the 6th Bomb Wing at the SAC Annual Bomb-Nav Competitions at Castle AFB, Calif. The Ops Plan was written for the 6th in September giving all procedures and actions for the wing and support personnel. The competitions were flown from 13 to 16 October. The 40th Bombardment Squadron and 24th Bombardment Squadron each furnished one crew and the 39th Bombardment Squadron furnished two. At the conclusion of the flying, the 6th Bomb Wing placed third in navigation, first in bombing and

5. Memo, 47AD, Minutes of Air Traffic Control board Meeting held 31 Oct 58, Exhibit # 28.

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22

11th in overall competitions. In the navigation phase they scored 402.2 points for third, with only the 306th Bomb Wing of MacDill AFB, Florida with 404 points and the 310th Bomb Wing of Schilling AFB, Kansas with 403.4 points ahead of them. In Bombing, the 6th Wing scored 928 points for 21st place and the winner, 341st Bomb Wing of Dyess AFB, Texas scored 1119 points. In Overall competition, the 6th Bomb Wing scored 1330.2 points for 11th place, while the top unit, 306th Bomb Wing of MacDill, scored 1520 points. In the second day, the 6th Bombardment crews were in first place in navigation. This was the first year the 6th Wing entered with B-52 aircraft. ^{6/}(U)

Due to the current and programed construction at this station, it was requested that all units limit the use of Walker. This curtailed the transient flying activity, and when use was necessary, prior coordination was to be accomplished before the aircraft could land. This restriction was to remain in effect for the next 12-months period, ending in October 1959. ^{7/}(U)

A continuing requirement existed to conduct large scale SAC directed UICW's on a "No Notice" basis to exercise concepts of Strategic Air Operations. The period of vulnerability for the 6th Bombardment Wing was the month of October 1958. ~~---~~ The 47th Air Division Operations staff acted as observers and monitors for "Big Jump," which was flown on 22 October 1958. The 6th Air Base Group provided normal base support and facilities, as required. Also the 37th Aviation Depot Squadron furnished the handling and loading of Special

6. /TIX, Bombing Competition Press Center, March AFB to COMAD 47, DMC 00020, 18 Oct 58, Exhibit # 29.
7. /TIX, COMAF 15 to Victor, DCOM 55034, 1 Oct 58, Exhibit # 30.

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Weapons for "Big Jump." The mission was highly successful in all areas. The generation of aircraft was on schedule for all aircraft, and the overall flight phase was considered excellent. Base facilities and support facilities were adequate. PCS, transportation, APOON and other support activities all supported the mission in a professional manner. The condition of the runways, taxiways and parking area increased difficulties in operation of a mission of this type. ^{9/}

BASE OPERATIONS

Base Flight aircraft flew the following number of hours: 71:35 hours for B-25 aircraft; 13:12 hours for C-45 aircraft (aircraft PCS on 14 October); 133:05 hours for C-123 aircraft; and 160:35 hours for T-33 aircraft. On 31 October, the aircraft assigned to Base Flight were: three B-25s, two C-123s and three T-33s. One B-25 was gained during the period. B-25 aircraft were out of commission 814 hours; 331 for maintenance, 164 for AOCF, eight for testing and 311 for inspections. C-123 aircraft were out of commission 352 hours; 171 for maintenance, 62 for AOCF, four for testing and 115 for inspections. T-33 aircraft were out of commission 1110 hours; 678 for maintenance, 242 for AOCF, 18 for testing and 172 for inspection. Base Flight aircraft were out of commission for a total of 2276 hours; 1180 for maintenance, 468 for AOCF, 30 for testing and 598 for inspection. ^{9/} (U)

1. /Ops Order 21-54 "Big Jump", 21 Aug 58, 6th BW, (S) and DAI, Zippe 10-332, B-27 on Ops Ord 21-54, "Big Jump" 6th BW to 15AF, info to Comdr, Lincoln Park Base, Oct 58, (S) exhibit in History of 6th Bomb Wing for October 1958. (U)

2. /From History of Staff Operations for Oct 58 on file at Staff Ops Walker AFB.

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0037

The following Air Traffic was handled by Base Flight Dispatch section: 436 transient aircraft inbound; 436 transient aircraft outbound; 53 administrative flights; 45 local flights on DD Form 113a; 795 on DD 175a filed and 821 aircraft listed on DD 175a. On 5 October, Maj. Gen. Hugh A. Parker of Hamilton AFB came to Walker and departed the same day. Nineteen transient Colonels visited the base. ^{10/}(U)

Major airfield construction was accomplished as scheduled. Airdrome maintenance work of minor nature was accomplished, as the need arose. Airdrome Activities were discussed at all Walker Airdrome Activities Committee meetings. They were held on 1, 8, 15 and 29 October. It was requested that flashing lights be placed at areas of repair work on the runway, when such work requires pilots to land over the area. It was determined that work crews would use this standard procedure in the future. All take-off of aircraft will be scheduled not to interfere with repair work scheduled by AIO. With the 6th Bombardment Wing on a standdown, the contractors were able to repair taxiway T-9 at intersection of T-12. The road adjacent to runway 03/21 which leads to AACS facilities was in bad shape and was repaired by AIO within the limit of construction criteria. ^{11/}(U)

Information was received from Fifteenth Air Force that they have increased the letter requesting Walker be placed on "Official Business Only" status, to SAC Headquarters. Maximum transient capabilities

10. Interview between W/Sgt (b) (6) [redacted] historian, and W/Sgt (b) (6) [redacted] MOIC, Staff Ops on 24 Nov 58.
 11. Memo, Staff Ops, Minutes of Walker Airdrome Activities Committee meeting on 1, 8, 15, 29 Oct 58, Exhibit # 31.

under this condition, is two KC-97's and two T-33's at any one time. Navy transient aircraft coming into Walker, also has been curtailed. Three areas along runway 21/03 at approximately 2300 feet, 4400 feet, and 9300 feet from approach end of 03, was patched, using the "four-hour patch" method to facilitate minimum time in getting the runway in condition for "quick strike" aircraft. Only one hole was filled at a time and the holes were filled in 15 minutes. The drainage pipe project, across the approach end of 03, was held up due to heavy rains. (U)

A 30 foot diameter circle was located in the area of the intersection of T-9 and T-12, to mark the helicopter landing area. The spot was selected by Base Operations and a work order was submitted by 47th Air Division Operations, for placement of the circle. The "under sealing" work, in progress along the inner ramp from Base Operations and the northeast ramp, has caused some hindrance to normal operations. Increased coordination with control tower concerning time and location of engine run-ups has eliminated complaints in this area. ^{12/}(U)

6TH OPERATIONS SQUADRON

The authorized and assigned strength of the 6th Operations Squadron, as of 31 October, was: Officers - Authorized eight and assigned eight, for a body manning of 100 per cent; Airmen - Authorized 139 and assigned 143, for a body manning of 106.49 per cent. ^{13/}(U)

^{12/} Memo, Staff Ops, Minutes of Walker Airbase Activities Committee meeting on 1, 8, 15 and 29 October 58, Exhibit # 31.
^{13/} WMO, 6th Ops on 31 Oct 58 and W/O, 6th Ops on 31 Oct 58.

The Mountain States Telephone and Telegraph Company has installed two "Hot Line Launch" circuits in the Wing Command Post. These circuits are direct voice circuits, with authentication capability to the SAC Command Post and Fifteenth Air Force Command Post. The Bureau Alarm System has been installed in the Central Security Control, Weapons Storage Area, SAC Telephone Set Switchboard, Communications Center, Wing Command Post and Control Tower. This is a Security Control Communications System between these locations. The cable plant near the new Officers club has been re-routed to provide adequate area for the construction of the new club. Request for CCA has been submitted to Fifteenth Air Force to relocate the circuits and drops from the present SSK switchboard to the base administrative switchboard. This project was coordinated with representatives of the telephone company and SAAMA. Plan 55, operation cut-over from Plan 51, was on 4 October 1958. No complications existed at this time. Within the seven day period after the cut-over, numerous equipment malfunctions existed. Malfunctions were mainly in the automatic numbering device and lighting. At times, Western Union maintenance personnel were not available to repair the equipment. At present, the feed out tape switch, which was removed by Western Union, is causing a little delay as operating personnel must use a screw driver (directed by Western Union Maintenance Personnel) to release tape. Traffic handling over this new system has proven expeditious and when the malfunctions are all

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standing by the aircraft for a period of time consistent with established loading time standards. Ammunition loadings required 86,400 rounds of Caliber 50 T. P. ammunition. With the exception of minor delays and misinterpretation of schedules by the loading crew, the air support of this exercise was very satisfactory.

17/ ~~---~~

Excess quantities of certain items of equipment have been generated due to changes in the types of weapons required in support of the single bomb wing. Some of these items have been reported to the applicable action agency for disposition instructions and aggressive action has been taken to eliminate all other items, both special and conventional weapons. ~~---~~

The only maintenance problem existing within the squadron was connected with C-9 Hoists and M-1 Hoist Tubes. At present, the Loading section has 17 sets of beams assigned, and ten of them are operational. There are 30 C-9 hoists assigned and only 24 are operational. This repairable equipment has been turned over to the 6th Armament and Electronics Maintenance Squadron for repair. Where applicable, U. S.'s were submitted. (U)

Programmed for the near future, is a separate ADS Communications net, which will replace the presently shared A. P. Radio Net. This radio communications will consist of master and slave instruments, to be located in munitions operations and in the control room, one slave located in the Loading Section and six slaves

17/ ~~---~~ RP, 3742, Historical Report for Oct 54, (100 85) Exhibit # 33.

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to be installed in AOB Motor vehicles. This radio network will greatly increase the efficiency of AOB communications and thereby enhance the overall accomplishment of the squadron mission. ^{18/}(U)

During October, the 37th Aviation Depot Squadron was given the responsibility of training one officer and 30 airmen from Base AFM, Texas for Special Weapons loading of B-52 aircraft. As of 31 October, all lesson plans and course outlines were completed and all necessary work accomplished, in preparation for actual classroom instruction and loading exercises, beginning in November. ~~SECRET~~

Requests have been initiated for widening doors leading to assembly bays, and the addition of a hoist structure to the North Bay of building Number 1138. Personnel from 6th Installation Squadron have visited the AOB area for preliminary investigation in preparation for starting work on the project. ^{19/}(U)

FLYING SAFETY

There were no reportable aircraft accidents or incidents for Base flight aircraft. The 6th Bombardment Wing experienced two aircraft accidents, one involving a KC-135 aircraft on 21 October and one involving a B-52 on 14 October. These accidents are explained in detail in the 6th Bombardment Wing History for October 1958. ^{20/}(U)

6TH AIR POLICE SQUADRON

The authorized and assigned strength of the 6th Air Police Squad-

^{18/} DF, 37408, Historical Report for Oct 58 ~~SECRET~~ Exhibit # 33.
^{19/} DF, 37408, Historical Report for Oct 58 ~~SECRET~~ Exhibit # 33.
^{20/} From History of 6th Bomb Wing for October 1958.

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ron, as of 31 October, was: officers - authorized five and assigned five for a body manning of 100 per cent; airmen - authorized 184 and assigned 187 for a body manning of 101.63. The assigned strength decreased from 219 to 187, due to reassignment and discharge of personnel. ^{21/} (U)

The Strike Force was dispatched to cover five Seven High Alerts, fifteen Code Echos, three Code Fox Trot, and four Code Tangos. On 1 October, Flight Rotation was initiated. Flights will be rotated every seven days. Rotation will take place on Fridays and Wednesdays as a new three Flight system. ^{22/} (U)

21./FO Number 2025 Dec 57 and DF dtd 27 Aug 58 and WH 6th AF of 31 Oct 58.

22./ Interview between W/Sgt (b) (6), historian and 1st Lt. (b) (6), 6th AF Sqdn on 24 Nov 58.

CHAPTER IV MATERIAL

COMMAND

As of 31 October, there were 76 aircraft assigned to Walker Air Force Base and a total of 3308:05 hours were flown during October. Aircraft assigned by type and hours flown by each type, are as follows: (U)

<u>TYPE AIRCRAFT</u>	<u>HOURS FLOWN</u>	<u>NUMBER AIRCRAFT</u>
B-52E	2008:15	19
C-123	133:05	2
EC-135	910:00	19
F4U-78N	87:40	3
F-105	169:05	3

The Base recently received 117 F-105 flying coveralls, leaving a shortage of 372 sets. These 372 sets are on requisition. There were 29 fuel spills in October for a total of 1145 gallons. This was a decrease from the 32 spills for a total of 1507 gallons for September. (U)

In keeping with the fuel spill problem, which has been discussed at length by higher headquarters, and covered in previous histories, the 47th Air Division published a new directive on the reporting of fuel spills. This superseded the directive published on 29 May 1954, which did not adequately cover the fuel spill reporting. These spills will be reported on DD Form 96 which has been in use since 4 June 1953. The Fire Chief will also fill out Comment Number 1 on the DD Form 96. These reports will be kept on file for one year. Since the induction of the

1. Form History of Director of Material for October 58 on file at Division Material.

new reporting system, noticeable decrease has been shown in the number and amount of fuel spills. ^{2/}(U)

A Runway Paving Phase Conference is planned for 13 November at Walker. Representatives of Area Engineers of Albuquerque, New Mexico; Air Force Installation Regional Office of Dallas, Texas; 47th Air Division Directorate of Operations, Base Operations, 6th Air Base Group Staff Operations and the Installation Engineers will attend this all important conference. The Paving problem has been an urgent one for this base. ^{3/}(U)

BASE MATERIAL

A request had been made to higher headquarters for funds for purchasing furniture for Cherry Housing. According to Fifteenth Air Force, the funds were available to Walker during October in the amount of \$243,264.00 for the procurement of family quarters furniture, not including washers and dryers for the acquired Cherry Housing on the base. ^{4/}(U)

Fifteenth Air Force informed Base Material that the Annual Budget authorization under budget program 450 was increased by \$8013.00. This increase was granted in consideration of cost requirements for preparation for sale, of salvage military property, formerly funded under SF 400. Authority has also been granted, to record and obligate pending receipt of funding documents. This increase does not include funds for erection of quonset buildings, but Headquarters SAC advised that funds for the quonsets are being

^{2.} Material Directive #6, 47th AD, 30 Sept 58, Exhibit # 34.

^{3.} Memo, 6th ACOM, Staff Meeting minutes for 28 October 58, Exhibit # 35.

^{4.} FAX, COMAF 15 to COMNAV 47, DMSNO 58534, 17 Oct 58, Exhibit # 36.

considered separate. Currently available P458 funds may be utilized for the present project according to higher headquarters, pending receipt of additional funds. These quonsets are to be utilized for storage and are not to be carried on real property records. ^{3/} (U)

Walker was asked to ship one ME-3 vehicle to the 70th Air Division by 15 October 1958. A request was initiated by Walker, through Fifteenth Air Force, for an increase instead of decreasing the number of units, especially need for de-icing of aircraft. Walker is authorized seven of the units, and with the coming of the winter months, the required number should be brought up to the number authorized. An additional need has been added because of the critical parking problem, making it necessary to extend the tails over the portion of the airbase not paved because of construction on the parking and runways sections. At present, the base has only been able to keep two of the ME-3 units in condition, due to the non-availability of parts, which have to be shipped from the factory. If these ME-3 units were shipped out, the 6th Bombardment Wing could not meet their Alert Force and SAC generation requirements. In view of the icy condition here and no suitable substitute for the ME-3 known, Fifteenth Air Force concurred with the Walker request for the increase instead of shipping out the unit to another organization. This request was relayed by message to SAC, asking for an early reply. ^{6/} (U)

^{5.} /T I, COMAF 15 to COMINTEV 47, WOPFH 59786 23 Oct 58, Exhibit # 37.
^{6.} /T I, COMAF 15 to COMINTEV 47, WOPFH 56691, 6 Oct 58, Exhibit # 38.

BASE EXCHANGE

A new Mobile Unit was received by the Walker Exchange to replace the old Snack Wagons serving the Flight Line. This new vehicle will offer Hot Sandwiches in addition to cold sandwiches, previously featured. Coffee, hot chocolate, ice cream and cold drinks are also included in the menu. Mr. (b) (6) and Mr. (b) (6) (b) (6), San Francisco Service Center Field Representatives, for Management and Food respectively, are conducting a Management survey of the operations of this exchange and should complete the survey on 7 November 1958. ^{7/}(U)

BASE SUPPLY

The RANAC Conversion Team, established within Base Supply, reports the project is 36 per cent complete. Category III procedures, presently in effect, reflect Property Accounting as 99 per cent complete and rewarehousing as 98 per cent complete. During the recent SAC Bombing Competitions, 98 per cent of the spares were supplied. The Radio Room's supply control console has been installed, as required by Fifteenth Air Force and will be put into use approximately 17 November. ^{8/}(U)

6TH SUPPLY SQUADRON

As of 31 October, the assigned strength of the 6th Supply Squadron was ten officers and 287 airmen, compared to the nine officers and 301 airmen on 30 September. This was an increase of one officer and a decrease of 14 airmen. ^{9/}(U)

7. Interview between W/Sgt (b) (6), historian and Mr. (b) (6), Base Exchange Officer on 24 Nov 58.
8. Interview between W/Sgt (b) (6), historian and Major (b) (6), Base Supply Officer on 25 Nov 58.
9. A/R for 6th Sup Sq on 31 Oct 58.

S/Sgt (b) (6), Squadron GYT 800, recently shipped PCS to Germany, was highly commended for the fine GYT program he initiated in the squadron. At the time of his departure, Supply Squadron had achieved a rating of 148.5 of a possible 150 points and the program is still 100 per cent effective. ^{10/}(U)

6TH FOOD SERVICE SQUADRON

The authorized and assigned strength of the 6th Supply Squadron, as of 31 October, was: officers authorized two and assigned one, and airmen authorized 177 and assigned 144. At the end of September, the assigned strength was one officer and 138 airmen for an increase of six airmen, but still one officer and 33 airmen under the authorization. ^{11/}(U)

The Food Service Squadron has repaired and revarnished chairs and tables in Dining Hall Number One. Also, 100 new tablecloths and 400 chair back covers were received. The covers are in the colors of brown, green, gold and tan, adding to the looks and appeal of Dining Hall Number One. ^{12/}(U)

6TH TRANSPORTATION SQUADRON

As of 31 October, the authorized and assigned strength of the 6th Transportation Squadron was: Four officers authorized and four assigned, for a 100 per cent body manning; and 163 airmen authorized and 161 assigned, for a body manning of 98.77 per cent. (U)

^{10.} Interview between W/Sgt (b) (6), Historian and W/Sgt (b) (6), F/Sgt 6th Supply on 26 Nov 58.

^{11.} UMO dtd Dec 57 and Auth: ltr, Nq SAC and W/R 6th Sup Sq 31 Oct 58.

^{12.} Interview between W/Sgt (b) (6), Historian and Capt (b) (6), Comdr 6th Food Sv Sq on 28 Nov 58.

On 22 October 1958, at 0400 hours, the 6th Transportation Squadron Charge-of-Quarters was notified that an alert was in effect. A substantial amount of difficulty was encountered while implementing the pyramid of alert notification. After dialing the numbers personnel had listed in the orderly room, busy-signals were received for a few of the numbers, several others could not be contacted at all using the phone numbers available to the charge-of-quarters. Clear outside lines could not be obtained at times, and finally when they were obtained, they were often "cut-in-on" during conversation. It was believed that the charge-of-quarters was not thoroughly aware of the correct manipulation of the telephone during an alert. Each charge-of-quarters has been re-instructed in the correct technique so as to preclude a recurrence of the difficulties experienced in the initial stages of this alert. ^{12/}(1)

On 15 and 16 October 1958, Majors Buterworth and Hayes of the Base Individual Training Division conducted an AIT Staff Visit of this organization. Results of this visit indicated conclusively a "lack of professional approach" on the part of the trainers. In many cases, AIT forms were not being maintained current, phase tests were either inadequate or were not being used at all. In one or two isolated cases, trainers were initialing training forms indicating that trainees had received training, when actually no training had been given. In the Vehicle Maintenance Section,

13./From History of 6th Transportation Sq for set 54 on file at 6th Transportation Sq Orderly Room.

several of the training records were incomplete, some non-existent. (U)

The 70230 career field can be, almost without exception, pointed out as the "weak area." Three 70230's have been administered their five level job knowledge tests, the results of which are not known at this time. Rotation of personnel has already begun, an intensified "after working hours study program" has been initiated through WGI correspondence courses. WGI lesson plans and "end of chapter test answers" are regularly examined by trainers to determine the extent of the trainees progress. ^{14/}(U)

On 16 and 19 October 1958, mandatory meetings of all squadron NCO's were held at the Base Driver's School, Subject: Squadron OJT Effectiveness. Major (b) (6) presided, with T/Sgt (b) (6) of the 511th Field Training Detachment as guest speaker. The findings and recommendations of the OJT Staff Visit were thoroughly reviewed. (U)

The extremely low OJT rating this squadron received has proved to be an effective "re-organizational" stimulant. All phase tests have either been revised or completely reaccomplished. Twice weekly, the squadron OJT NCOIC visits each section to inspect their training program and records. The findings of each inspection are verbally reported to the Squadron Commander. ^{15/}(U)

Headquarters Strategic Air Command letter dated 15 September 1958, Subject: Base Radio Taxi Fleets, calls to attention that they continually receive complaints from the field regarding the in-

14. / Interview between W/Sgt (b) (6), Historian and W/Sgt (b) (6), W/Sgt, 6th Trans Sq on 28 Oct 58.

15. / Ibid.

adequacy of base transportation support. Subject letter was general in application, with no specific emphasis on any single SAC installation. In order for SAC Headquarters to review the results of their suggestions, an RGS report, SAC-J1 (OT), was completed and forwarded as requested concerning the termination of the deterioration of Radio Taxi Fleets. ^{16/} (U)

In the August and September Historical Reports, mention was made of the personnel shortage and its effects upon the performance of Logair and Transportation Services mission. Further, steps taken to alleviate the situation were listed, and continual "follow-up" information was promised. ^{17/} (U)

On 17 October 1958, Air Base Commander Lt. Colonel (b) (6) (b) (6), stated in his DF to 6th Operations Squadron and 6th Supply Squadron:

"In view of the above, request that two airmen from each squadron be assigned on a 90 day special-duty basis with the 6th Transportation Squadron, for duty in AFSC 60110." (See attachments 9-11) (U) ^{18/}

Master Sergeant (b) (6), received a Letter of Favorable Communications, signed by the Air Base Commander, Colonel (b) (6), for an outstanding job in organizing and directing the 6th Transportation Squadron Logair Section. Under

- ^{16/} Ltr, Hq SAC, DMSC, "Base Radio Taxi Fleets with Ind Hq 15AF dtd 4 Feb 58, and TWX, COMAF 15 to COMCH 47, DM58, 10 Sept 58, and Ltr, Hq SAC, DM50, Base Radio Taxi Fleets, 15 Sept 58, with Ind, Hq 15AF, 3 Oct 58, Exhibit # 39.
- ^{17/} DF, 6DPNAS to HQ, "Assignment of Personnel" 13 Oct 58, and DF, TSTSO to Dir of Personnel, "Assignment of Additional Personnel, 2 Oct 58, Exhibit # 40.
- ^{18/} DF, SO to Comdr 6th Ops, 17 Oct 58, "Comment 4" Exhibit # 41.

his supervision, 4,784,497 pounds of cargo has been handled. ^{19/} (U)

During the month of September 1958, forty-eight Transportation Requests were issued for the movement of 68 military, civilian and dependant personnel at a cost of \$6,542.00. A total of 111 Government Bills of Lading were issued for the outbound movement of 395,113 pounds of military cargo. A total of 571 Government Bills of Lading were accomplished for the inbound movement of 20,515,841 pounds of military cargo. A total of 124 Government Bills of Lading were issued for outbound movement of 125,891 pounds of household goods at a cost of \$13,354.00. (U)

During the alert from 22nd through 24th October, the Cargo Control Section, which is directly controlled by Transportation Services Office received a satisfactory rating for job performance. (U)

Newly assigned personnel was Major (b) (6) as Transportation Services Officer, effective 3 October 1958. Major Heiler replaces Captain (b) (6) Jr., who has been alerted for overseas assignment. ^{20/} (U)

A total of 152,766 miles were traveled as compared with 134,906 miles for the month of September. This was an increase of 17,860 miles. (U)

On 4 October 1958, 10 busses were operated by Motor Pool Personnel in support of "National Kids Day." This activity was responsible for transporting 1,200 children from various pick-up points in Roswell, New Mexico to assembly stations on Walker Air

19./ Ltr, Base Comdr to W/Sgt (b) (6), "Favorable Commendations" 9 Oct 58, Exhibit # 42.

20./ Interview between W/Sgt (b) (6) historian and T/Sgt (b) (6), MOGIC, Trans Serv on 28 Nov 58.

Force Base. Children were transported to the aircraft displays on the flight line, survival demonstration's and the theater. (U)

In addition to the above requirements, on 2 October 1958, the Motor Pool provided transportation and vehicle operators for floats entered by Base activities in the Eastern New Mexico State Fair. All these floats, (Fire Department, Walker Air Force Base Boy Scouts and 6th Field Maintenance Squadron) participated in the parade for this State event. ^{21/}(U)

On 13 October 1958, the Base Shuttle Busses were re-routed due to new construction on the Base. One of the Shuttle busses was routed on the flight line to support flight line personnel. (U)

On 21 October, the Motor Pool suggested the Fire Department with seven additional radio vehicles to support a fire fighting action on a KC-135 Aircraft from the 6th Air Refueling Squadron. In addition, the pyramidal notification system was put into effect to obtain additional drivers if required to support this action. Thirty additional vehicles were manned 15 minutes after the alarm sounded. ^{22/}(U)

Radio Taxi utilization improved over the previous month. A total of 4,414 passengers were transported with an increase of 2039 passengers over the month of September. Radio Taxi Fleet hauled 61 tons of cargo, for a decrease of 32 tons of cargo over the month of September. ^{23/}(U)

^{21a/} Interview between W/Sgt (b) (6), Historian and Capt. (b) (6), Motor Pool Officer on 18 Nov 58.

^{22a/} Ibid.

^{23a/} Ibid.

Vehicles processed in and out of shops in October were as follows: (U)

	<u>ON HAND</u>	<u>RECEIVED</u>	<u>RELEASED</u>	<u>BALANCE</u>
Scheduled	11	89	89	11
Unscheduled	29	162	180	11

There were 21 vehicles left in the shop at the end of October. This included 11 vehicles AOCF. One trailer was processed for service and seven trailers, one de-icer, and one wrecker were processed for shipment during the month of October. (U)

Fund credits consumed by purchases from the Air Force Service Store amounted to \$6076.68. Of this amount, \$802.94 was spent for bench stock, \$1568.11 for tires and tubes, \$90.00 for auto polish, and \$687.44 for batteries. ^{21/}(U)

An alert was called at 0400 hours on 27 October and personnel were alerted by the telephone notification system. Present for duty at this date were 58 military personnel. Vehicles in the shop were 35, of which 14 were VDP, 17 were VIM, and four were being processed for Base Supply for either shipment or issue. Four vehicles were released immediately upon opening of the shop. (U)

Critical items out-of-commission at the beginning of the alert included; one F-6 VDP for Engine Assembly, one DE-ICER VDP for lower Cylinder Assembly, three A-2 Tractors, one VDP for Engine and two VIM, and one Air Police Pick-up VIM for Engine Assembly. Of the above critical items, two A-2s, which were VIM,

24. / Interview between W/Sgt (b) (6) historian and W/Sgt (b) (6), NCOIC, Maintenance Shop on 25 Nov 58.

were returned to service the first day. The Air Police vehicle was returned to service the second day of the alert. (U)

Five Fire Trucks out-of-commission at the beginning of the alert included; one O-11A VOP, one Pick-Up VOP, one O-11A for leaking Water Manifold, one O-11A for Clutch and Transmission Assemblies, and one Water Distributor for leaking fow tank. All of these vehicles were returned to service the first day of the alert except an O-11A which was VOP. This high out-of-commission rate was due to the previous night's operation in combating fire on a KC-135. These vehicles were in constant use during the entire night. ^{25/} (U)

Two 12 hour shifts were established with 60 per cent on days and 40 per cent on nights. This ratio of personnel on each shift proved to be the proper distribution of personnel. Alert was concluded at 1200 hours, on 24 October 1958, and personnel resumed normal duty hours. (U)

The Unit Manning Documents are continually decreasing the authorized military strength of this section, while the assigned vehicle equivalents are increasing. If this should continue, the personnel of this section will continually be called upon for extra duty hours to perform the assigned mission. ^{26/} (U)

6TH INSTALLATION SQUADRON

As of 31 October, the authorized and assigned strength of the 6th Transportation Squadron was: seven officers authorized and ten

^{25/} Interview between W/sgt (b) (6), historian and W/sgt (b) (6), NCOIC, Maintenance on 25 Nov 58.

^{26/} Ibid.

assigned, for a body manning of 117.75 per cent; and 354 airman authorized and 287 assigned, for a body manning of 81.07 per cent. This total was the same as the assigned strength on 30 September. No officer changes were made and 17 airman were reassigned from PCS and overseas and 17 airman were lost to separation and overseas or other PCS assignments. ^{10/}(U)

The status of the Fiscal Year 59 Operations and Maintenance and Minor New Construction Program is given on a chart set up by the Engineering section. Of the projects listed, the Athletic Field; Modification of the Central Heat Plant; and the Modification of Building 1147, are in the designing stage. Specifications are being drawn up on the Modification of Building 1158. The Repair of Hangar 85 specifications have been submitted to higher headquarters. The Construction of Medical Supply and Issue and the Modification of the Commissary specifications have been returned from higher headquarters. Nine projects have been completed and are awaiting action by Purchasing and Contracting. The Modification of Water Supply has been completed by PAC and bid set for the contract on 24 November. The Repair of Roofs on miscellaneous buildings has been completed and bids set for 21 November. Repair of the Water Distributing Mains is complete and up for bid on 25 November. The Modification of building 730, for Headquarters 6th Air Base Group, is complete at PAC and up for bid on 25 November. The Modification of the Aqua System Mechanical was completed by 27. / W/A for 6th Installation Sq for 31 Oct 58.

PAC and will be bid on 26 November. Bids have been let on:
 Uncovered Apron Operational; Repair of Sewage Plant; Install Fire
 Alarm System; Repair Apron B-32 Dock; Install Conveyor in Ware-
 house Building 115; and Modification of Airman Quarters 748
 and 747. ^{28/} (U)

Fifteenth Air Force asked to be advised of the scheduled date
 for submission of project 357-3, Construction of Field Softball, for
 technical review. This information was to reach Fifteenth Air Force
 no later than 30 October. ^{29/} (U)

Authority was granted by higher headquarters to extend the
 submission date of project 06-9, Construct Medical Supply and Issue
 Building until 1 November. ^{30/} (U)

Word was received from higher headquarters in a telephone con-
 versation between Mr. Don Thomas and Mr. George, Installations Engineer
 representative on 30 September, that additional funds required to meet
 low bid on project, 06-9, Repair Apron B-32 Dock will be provided
 from resources available to this command. The Annual program for
 Walker will be adjusted periodically to compensate for the required
 transfer of funds. ^{31/} (U)

The Installation Engineer has been notified that he will receive
 word immediately when approval has been received on Project 1A-9,
 Modification of Building 730 for Headquarters Air Base Group. ^{32/} (U)

28./ Chart, Projects Status in FY-59 O&M Program Requiring ISAF
 Approval, 31 Oct 58, exhibit # 43.

29./ TMI, COMAF 15 to COMAINDIV 47, DROCC 59079, 20 Oct 58, exhibit # 44.

30./ TMI, COMAF 15 to COMAINDIV 47, DROCC 1 6119, 31 Oct 58, exhibit # 45.

31./ TMI, COMAF 15 to COMAINDIV 47, DROCC 56419, 4 Oct 58, exhibit # 46.

32./ TMI, COMAF 15 to COMAINDIV 47, DROCC 59325, 22 Oct 58, exhibit # 47.

Walker Project 75-9, the modification of Warehouse Building 115, has been approved by Fifteenth Air Force in the revised amount of \$50,100.00. This requires administrative approval by Headquarters USAF. This project cannot be advertised for bid until this approval has been received. ^{33/} (U)

The project section continued engineering on the 32 work order projects which fall within the Base Commander's approval authority, 17 of which have been completed. It is anticipated that engineering on the remainder of these will be completed early in December. This work involved approximately \$2,300,000.00 of work in the P-341, P-458, P-459.1 and P-459.3 fund categories. (U)

Requests were submitted to PAC for utility contracts to be negotiated on the following Corps of Engineer contracts: 2118, Operational Building Administration; 2110, Dining Hall Kitchen; 2161, Operations, Squadron; 2143, Flight Simulator Training; and 2170, Operations Mission Training and Target. A request was submitted to PAC also for an electrical contract to be negotiated for Sierra Blanca Gap Filler. The Engineer Form 290, Transfer of New Construction, was received on a portion of contract 2110, Operations Building Addition. (U)

All FI-57 and FI-58 MOP projects were progressing on schedule with the exception of 2053, Chapel Education Wing. Work on this project was delayed due to the sheet metal strike and an extension of 35 days was granted moving the acceptance date from 5 November to 10 November 1958. ^{34/} (U)

^{33/} FAX, COMAF 15 to COMAFV 47, WJBD 60993, 31 Oct 58, exhibit 7 48.
^{34/} From History of Installations for October in 6th Install Sq History on file at Squadron Orderly Room.

The Albuquerque District Engineer advised AOC that the Operations Building Addition was approximately 75 per cent complete and was inspected on 8 October. A representative of the USAF Installation Representative Office, Southwestern Region of Dallas, would make the inspection. ^{25/} (U)

A Joint Resident Engineer-Base Installation Engineer inspection was conducted on 31 October 1958 for the following contracts:

Contract DA-29-005-eng-2190, OJ Men, which was 75% completed.

Contract DA-29-005-eng-2129, OJ Nurses, which was 50% completed.

Contract DA-29-005-eng-2064, Hospital, which was 25% completed.

Contract DA-29-005-eng-2161, Squadron Operations, which was 50% completed.

Contract DA-29-005-eng-2096, Storage Area Air Defense (AOC), which was 75% completed.

Contract DA-29-015-eng-2065, Training Special Weapon, which was 75% completed. ^{26/} (U)

The following projects were completed in October 1958:

41-57	Rep MR Trackage
6-59AOC	Install Fire Dept Misc Bldg
30-8	Repair Ext 112
313-9	Repair Roof Train 1043
309-9	Mod 683 & 684
22-8	Modify Bldg 147

^{25a/} T-1, USAF Instl Rep Ofc Cal to Comdr AOC, SWSO-2 11, 2 Oct 58
Exhibit # 49.

^{26a/} WOP Progress Chart, IS 1 Rev 58, Exhibit # 50.

311-9 Paint Control 1083
 102-9 Paint Family Housing NCO Interior
 7-59ADC Mod 793,94, 95, 96. ^{37/} (U)

Word was received from Fifteenth Air Force, that the construction of the addition to operations training building project was added to 1 July Fiscal Year 1959 AF-X5 in the amount of \$7014.00 as additional funds for completion of prior year P-341 project. The project was not listed on Air Force Form 422 for September 1958. The status of the construction was sent to SAC with information copy to Fifteenth Air Force, as of 15 October. ^{38/} (U)

The Albuquerque District Engineers advised Walker that Final Acceptance Inspection for Special Weapons Training Building at this station has been scheduled for 13 November. Arrangements have been made for the inspection with representatives from USAF Installations Office of Dallas, Texas scheduled to attend. ^{39/} (U)

According to the MCP Chart issued by Air Installations at this station for 1 November, the following is the percentage of completion of projects: 11 per cent for the C/W Runway; eight per cent for the T/W Apron Access; 11 per cent for Apron Stub Parkings; 35 per cent for Hydrant for Jet Fuel; 86 per cent for the ACE Operations; 50 per cent for the Squadron Operations; 13 per cent for the ADC Flight Simulator; 20 per cent for the Operations Mission Training Building; 90 per cent for the Special Weapons Training Building; 55 per cent for the Target

27. Interview between W/Sgt (b) (6), historian and Mr. (b) (6), IE on 28 Nov 58.
 28. TXI, COMAF 15 to COMINDEV 47, DMDC 59176, 21 Oct 58, Exhibit # 51.
 29. TXI, USAF Instl Rep Op 34 Rgn Dal to CINCPAC info to 15AF and Comdr Walker, SAFO-2 508, 29 Oct 58, Exhibit # 52.

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Intelligence Training building; 85 per cent for the large $\sqrt{3}$ locks; 69 per cent for the AOC Rocket Assembly; 75 per cent for the Ammunition Storage area for AOC; 33 per cent for the Deep Cold Storage for Food; 27 per cent for the Hospital; 12 per cent for the Airman Dormitories; 32 per cent for the Airman Dining Hall; 25 per cent for the Officers Quarters for Men for FY-57 and 36 per cent for the other Q's for Men for FY-58; 49 per cent for Nurses Q's; 92 per cent for the Chapel Educational Wing; and 12 per cent for the Officers Open Mess. ^{40/} (U)

A request was initiated for authority to local purchase 23 portable explosion proof floodlights for use on, or near outer ramp. This project was deleted from the FY 59 OAM program for security, lighting because security could not support the requirement. The project is being further studied and more explicit justification with sketches have been forwarded. The proposed location and source of power has also been shown. ^{41/} (U)

The FY 59 OAM and Minor Construction program was revised and the amount adjusted to \$349,357.00, with the funds available through Comptroller channels. Higher headquarters has set a goal of allotting the entire program by 31 December 1958. The third and fourth quarter funds will be made available, based on the ability of the base's to use their obligated funds and the accomplishment of their objectives. The listed funds must be put up for invitation to bid by 20 November 1958. ^{42/} (U)

^{40/} MOP Project Chart, 18, 1 Nov 58, Exhibit # 50.
^{41/} PAC, COMAF 15 to DA AWD 47, DPMO 56795, 7 Oct 58, Exhibit # 53.
^{42/} PAC, COMAF 15 to COMARNAV 47, DROC 1 58059, 10 Oct 58, Exhibit # 54.

Intelligence Training building; 85 per cent for the Large A/C Boats; 69 per cent for the AOC Rocket Assembly; 75 per cent for the Ammunition Storage area for AOC; 33 per cent for the Base Cold Storage for Food; 27 per cent for the Hospital; 12 per cent for the Airman Dormitories; 38 per cent for the Airman Dining Hall; 25 per cent for the Officers Quarters for Men for FY-57 and 34 per cent for the other Qs for Men for FY-58; 49 per cent for Nurses Qs; 92 per cent for the Chapel Educational Wing; and 12 per cent for the Officers Open Mess. ^{10/} (U)

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^{40/} MCP Project Chart, 16, 1 Nov 58, Exhibit # 50.

^{41/} TAC, COMAF 15 to COMADIV 47, 28JUL 56795, 7 Oct 58, Exhibit # 53.

^{42/} TAC, COMAF 15 to COMADIV 47, DECC 1 30759, 10 Oct 58, Exhibit # 54.

The project 03-8, Repair Apron 8-32 Docks has been revised and replaced by project 3-9 (Rev 2) Repair of Maintenance Dock Access Pavement, Walker. This has been approved in the revised amount of \$439.1 fund requirement of \$37,100.00. ^{43/}(U)

According to the Construction Progress Chart, the status of the Operating and Maintenance and Base Approved projects were as follows: 98 per cent complete for the Modification of Field Maintenance building 1070; 90 per cent complete for the landscaping of the chapel; 79 per cent for repairing of Sanitary treating plant; 79 per cent for the installation of Conveyor in building 115; 50 per cent for the Modification of Hangar 1003; 96 per cent for the Assembly of Portable Maintenance Platforms; 100 per cent completed for the Modification of buildings 793, 794, 795 and 796; 90 per cent complete for Modification of the electrical distribution lines 80; 98 per cent for the AE Service for Modification of Hangar for Maintenance unit; 85 per cent for Floors and Paper Structures; 55 per cent for the Repair of the Water Distribution Pains; 75 per cent for the Undersealing of Aprons Operational; 85 per cent for the AE Services for Wherry Improvements; 30 per cent for fire alarm systems; 85 per cent completed for the Repair emergency 1-9; 20 per cent for the Repair of the Base Gymnasium; 40 per cent for the Repair of bathroom Tile of Wherry Housing; 15 per cent for the Modification of the Airman Swimming Pool fence; 97 per cent for the cleaning and waxing of floors in Wherry Housing; 30 per cent for the Maintenance of Family Housing; and 20 per cent for the Emergency

43/ I-1, CIRCULAR to 15AF and EXHIBIT 47, DHC 19724, 17 Oct 58
Exhibit # 55.

Repair of T-13 and T-15. ^{44/} (U)

A Fifteenth Air Force Inspection has been requested for the Conveyor in building 115 for 4 November 1958. The Air Service for Modification of Hangar for Maintenance unit was transmitted for corrections. The repairing of the Base Roads was started on 11 October and is expected to be completed on 29 December 1958. The repair of the B-52 Deck Apron was started on 18 October and is expected to be completed on 17 March 1959. The contract was let on the Painting of Exterior of Cherry Housing on 29 October 1958. The Installation of Mirrors in the Airman's Quarters and the Replacement of Equipment at the Officers Mess were let out on contract on 30 October. ^{45/} (U)

^{44/} Construction Progress Chart, OAM and Base Projects, 1A, 31 Oct
58, Exhibit # 56.
^{45/} Ibid.

HEADQUARTERS
47TH AIR DIVISION
United States Air Force
Walker Air Force Base, New Mexico

7 November 1958

KEY PERSONNEL LISTING

Brigadier General	William C. Kingsbury	Commander
Colonel	(b) (6)	Special Assistant
Colonel	(b) (6)	Dir of Operations
Lieutenant Colonel	(b) (6)	Dir of Materiel
*Colonel	(b) (6)	Dir of Operations

(b) (6)

Lt Col, USAF
Administrative Officer

*Training as Director of Operations

ROSTER OF KEY PERSONNEL
6th FOOD SERVICE SQUADRON

Commander, Food Service Squadron	Captain	(b) (6)
Food Service Superintendent	MSGT	
First Sergeant	MSGT	
MSGIC Dining Hall #1	TSOT	
MSGIC Dining Hall #2	TSOT	
MSGIC Dining Hall #3	TSOT	
MSGIC Central Meat Plant	SSOT	
MSGIC Central Pastry Shop	TSOT	
MSGIC In-Flight Kitchen	TSOT	
MSGIC Unit Supply	SSOT	

(b) (6)

Capt, USAF
Commander

ROSTER OF KEY PERSONNEL

Major (b) (6)
Major
Major
Captain (b) (6)
1st Lt.
1st Lt.
(b) (6)
M/Sgt
M/Sgt (b) (6) (b)
M/Sgt)
M/Sgt) (6)
M/Sgt
M/Sgt

Squadron Commander
Base Comm Officer
Ground Training Officer
Comm Officer
Comm Center Officer
OIG KC-135 Simulator
Telephone Officer
Comm Center Superintendent
KC-135 Photo Lab
KC-135 Comm Office
KC-135 PMF Section
1st Sergeant
KC-135 Training Devices

6TH SUPPLY SQUADRON
6TH AIR BASE GROUP
United States Air Force
Walker Air Force Base, New Mexico

12 November 1958

SUBJECT: Roster of Key Personnel, 6th Supply Squadron

<u>RANK:</u>	<u>NAME:</u>	<u>TITLE:</u>
MAJ	(b) (6)	SQUADRON COMMANDER
MSG	(b) (6)	FIRST SERGEANT
2NDLT	(b) (6)	UNIT SUPPLY OFFICER, CLOTHING SALES OFFICER
MSG	(b) (6)	UNIT SUPPLY SERGEANT
CAPT	(b) (6)	COMMISSARY OFFICER
MSG	(b) (6)	COMMISSARY NCOIC
CIV	(b) (6)	LAUNDRY SUPERINTENDENT
MSG	(b) (6)	LAUNDRY NCOIC
CIV	(b) (6)	R AND M OFFICER
MSG	(b) (6)	R AND M NCOIC
MSG	(b) (6)	CLOTHING SALES NCOIC
MSG	(b) (6)	OFFICE MACHINE AND EQUIPMENT REPAIR SHOP

(b) (6)

Major, USAF
Commander

ROSTER OF KEY PERSONNEL OF THE 6TH TRANSPORTATION SQUADRON
6TH AIR BASE GROUP

1 October 1958

31 October 1958

Major (b) (6)Commander
Major (b) (6)Transportation Services Officer
Captain (b) (6)Motor Pool Officer
CWO (W-3) (b) (6)Vehicle Maintenance Officer
N/sgt (b) (6)First Sergeant
N/sgtNCOIC, Vehicle Maintenance Shop
N/sgtNCOIC, Base Motor Pool
N/sgtNCOIC, Unit Supply
N/sgtNCOIC, Logair Section
Y/sgtNCOIC, Transportation Services

(b) (6)
(b) (6)
Major, USAF
Commander

6TH AIR POLICE SQUADRON
6TH AIR BASE GROUP
United States Air Force
Walker Air Force Base, New Mexico

AFSC

October 1958

SUBJECT: Roster of Key Personnel

TO: All Concerned

Major (b) (6)	Commander
Captain (b) (6)	OIC Air Police Operations
Captain	Air Police Officer (TNY)
First Lieutenant (b) (6)	Assistant Operations Officer
First Lieutenant	Administrative Officer
Master Sergeant (b) (6)	NOOIC Air Police Operations
Master Sergeant	NOOIC ADS Security
Master Sergeant	First Sergeant
Staff Sergeant (b) (6)	NOOIC Air Police Armory
Staff Sergeant	NOOIC Unit Supply

(b) (6)

Major, USAF
Commander

BIBLIOGRAPHY

The October edition of the 47th Air Division and 6th Air Base Group's History was prepared from information from visits to various staff sections and squadrons of the units, from individual histories submitted by the staff sections and squadrons in accordance with SAC Regulation 133-1, and Headquarters, 6th Air Base Group Supplement Number 1, dated 24 October 1956, with further elaboration by personal visits, personal and telephone interviews, reference to past histories, the Walker Air Force Base Newspaper, The Maxwell Daily Record, Al Base Times, Air Force Times, the Congressional Records, Co correspondence, T&A's, Daily Bulletins, Letter and Special Orders, General Orders, and from minutes of the staff and board meetings held by and for the personnel representing organizations of the 47th Air Division and the 6th Air Base Group.

LIST OF MEMOS

1. S. O. # A-966 47AD, 24 Oct 58.
2. Memo, 47AD, to 68H, 6ABMU, 4036th USAF Hosp, "On-The-Job Training 17 Oct 58; Ltr, SAC to Comdr 15AF, "On-The-Job Training, 24 Oct 58 with Inf 15AF to Comdr 47AD, 14 Oct 58.
3. 47AD Squadron of the Month Standings Oct 58 and Making Statements 6th ABW and 6th ABW Oct 58.
4. TOL, COMAF 15 to COMADIV 47, C 227, 1 Oct 58.
5. Status of Discipline Summary, 47AD, Oct 58.
6. Resiliant Report 1 thru 31 Oct 58, Base Detention Office.
7. TOL, SINGAS to COMADIV 47, OIP 18495, Oct 31 58.
8. TOL, COMAF 15 to COMADIV 47, DUCB-1 50215, 2 Oct 58.
9. Memo 47AD, Staff Minutes 21 Oct 58.
10. DF, IS to AB Comdr, Cherry Sanitation and Improvement Program 24 Oct 58.
11. DF, IS to Base Material, Requirement for Engines and Refrigerators 15 Oct 58, and DF, IS to IS 13 Oct 58.
12. DF, IS to AB Comdr, Closed TV Service to residents of WAFB, 21 Oct 58.
13. DF, Dir of Compt to IS, "ABA for Cherry Housing, FY 59, 22 Oct 58.
14. Memo, 47AD, Staff Minutes 23 Oct 58.
15. TOL, COMAF 15 to COMADIV 47, DUCB 18623, 15 Oct 58.
16. SO # A-388, para #1, 15AF, 9 Oct 58 and SO # 75-987, 47AD, para #2, 12 Sept and Memo, 6th ABMU, Minutes of Staff Meeting on 9 Oct 58.
17. DF, 47AD Comdr to Comdrs 68H and 6ABMU, "Security Readiness Exercise 2 Oct 58, and DF Comdr 6th ABMU to Sqdn Comdr "Security Readiness Exercise, 8 Oct 58.
18. Minutes of Accident Review Board meeting, 6th ABMU, held 15 Oct 58.
19. Grouped Accident Summary, WAFB, Base Safety, 1 Jan 58 thru 1 Nov 58.
20. Memo, 6th ABMU, Minutes of Base Safety Committee Meeting, held 8 Oct 58, WAFB, 14 Oct 58.

21. Monthly Consolidated Strength Report, 47AD, 47-PI, as of 31 Oct 58.
22. Chart, Increase and Decrease of Officers and Airmen, Dir of Personnel 6th SQ, 31 Oct 58.
23. TXL, COMAF 15 to COMAIRIV 47, DFF 56735, 29, 3 Oct 58.
24. Memo, 6th APOB, Minutes of Staff Meeting, 31 Oct 58.
25. 47AD, 30, Minutes of AirTraffic Control Board Meeting 10 Oct 58, 47 AD, 11 Oct 58.
26. 15AF Survey Report of Terminal Air Traffic Control Procedures at WAFB, 20 and 21 Oct 58.
27. Memo, 47AD, Agenda, Air Traffic Control Board Meeting for 31 Oct 58, 29 Oct 58.
28. Memo, 47AD, Minutes of Air Traffic Control Board Meeting held 31 Oct 58.
29. TXL, Bombing Competition Press Center, March 47B to COMAF 47, SAC COMAF, 18 Oct 58.
30. TXL, COMAF 15 to Victor, WOT 55834, 1 Oct 58.
31. Memo, Staff Ops, Minutes of Walker Airborne Activities Committee meeting on 1, 8, 15, 29 Oct 58.
32. TXL, COMAF, SACMA to OIC (SAFRO) SAC 111, Oct Info to COMAF WAFB, 3498-10-52-1, 3 Oct 58.
33. W/A, 37AD 30 Oct 58 and DF, 37AD, Historical Report for Oct 58. (SAC RD)
34. Material Directive # 6, 47AD, 30 Sept 58.
35. Memo, 6th APOB, Staff Meeting minutes for 28 Oct 58.
36. TXL, COMAF 15 to COMAIRIV 47, SACMA 58254, 17 Oct 58.
37. TXL, COMAF 15 to ~~COMAIRIV 47, SACMA 58254, 17 Oct 58.~~ COMAIRIV 47, COMAF 57786 23 Oct 58.
38. TXL, COMAF 15 to CINCAC info to COMAF 47, WOE 56691, 6 Oct 58.
39. Ltr, Hq SAC, DMSO, "Base Radio Taxi Fleets with Incl Hq 15AF 4th & Feb 58, and TXL, COMAF 15 to Comdr 47, 1158, 10 Sept 58, and Ltr Hq SAC, DMSO, Base Radio Taxi Fleets, 15 Sept 58, with Incl, Hq 15AF, 3 Oct 58.
40. DF, 6PMAJ to Hq, "Assignment of Personnel 13 Oct 58 and DF, TATSO to Dir of Personnel, Assigning of Additional Personnel, 2 Oct 58.

41. DF, BC to Comdr 6th OPI, 17 Oct 58, Comment #4.
42. Ltr, Base Comdr to W/Sgt. (b) (6), "Favorable Communications" 9 Oct 58.
43. Chart, Projects Status in FY-59 O&M Program-Requiring 15AF Approval 31 Oct 58.
44. TXL, COMAF 15 to COMAINDIV 47, DEDCZ 59070, 20 Oct 58.
45. TXL, COMAF 15 to COMAINDIV 47, DEDC 1 6119, 31 Oct 58.
46. TXL, COMAF 15 to COMAINDIV 47, DEDCI 56619, 4 Oct 58.
47. TXL, COMAF 15 to COMAINDIV 47, DEDCI 59525, 22 Oct 58.
48. TXL, COMAF 15 to COMAINDIV 47, DEDC 60993, 31 Oct 58.
49. TXL, USAF INSTL REP OFC DAL TO Comdr ADC, SWRO-2 41, 2 Oct 58.
50. WOP Progress Chart, IR 1 Nov 58.
51. TXL, COMAF 15 to COMAINDIV 47, DEDC 59176, 21 Oct 58.
52. TXL, USAF Instl Rep Ofc SW Rgn Dal to CINCSAC info to 15AF and Comdr Walker, SWRO-2, 906, 29 Oct 58.
53. TXL, COMAF 15 to COMAINDIV 47, DEDC 56795, 7 Oct 58.
54. TXL, COMAF 15 to COMAINDIV 47, DEDC 1 58859, 10 Oct 58.
55. TXL, CINCSAC to 15AF and COMAINDIV 47, DEDC 33724, 17 Oct 58.
56. Construction Progress Chart, O&M and Base Projects, IR, 31 Oct 58.

HEADQUARTERS
47TH AIR DIVISION (SAC)
United States Air Force
Walker Air Force Base
New Mexico

SPECIAL ORDERS)
NUMBER A-966)

24 October 1958

COLONEL (b) (6) 4112A (Shipping AFSC 0036)

ASSIGNMENT: Relieved from assignment Hq 47th Air Division, SAC, this station; assigned 9th Bombardment Wing, SAC, Mountain Home Air Force Base Idaho.

REPORTING DATA: Report upon arrival to Commander, not later than 10 November 1958. EDCSA: 13 November 1958.

GENERAL INSTRUCTIONS: Authority: AFM 35-11 and message, Hq USAF APPMP-A 147926, 17 October 1958. Item 2a, reverse side, applies. All records will be hand-carried to final destination.

TRANSPORTATION: PCS. TDN. 5793500 967-9600 P531.10 664100 023110 039860. (9A1-531-023110-H-7701-421.68)(9A1-531-039860-G-7701-1100.00). TPA with 6 days travel time authorized. If POV is not used, travel time will be time of common carrier used. (C-2664)

FOR THE COMMANDER:

(b) (6)

DISTRIBUTION: B Plus

70, 6th BOMWG; 5, COMDR,
9th Bombardment Wing, SAC,
Mountain Home AFB Idaho;

1, Postal Officer, Mountain Home AFB Idaho

CWO, W-3, USAF
Deputy Director
Administrative Services

TOTAL: 165 copies

PERMANENT CHANGE OF STATION
Reassignment-Overseas; Zone of Interior; TDY training enroute PCS

1. Airman has over four (4) years service for pay purposes.
2. Recreation allowance (a) Other; (b) School.
3. Concurrent travel of dependents not authorized. Transportation of dependents to designated point is not authorized in accordance with AFM 75-1.
4. AFM 35-6 will be complied with.
5. Travel by military aircraft is authorized.
6. AFM 35-6 and Part 10, AFM 75-1 will be complied with.
7. DD Form 349 will be forwarded in accordance with AFM 75-1.
8. Dependent(s) will obtain passport(s) in accordance with AFR 36-61.
9. If port call is not received within fifteen (15) days prior to established availability date, sponsor will contact (a) USAF Atlantic Logistic Terminal, Atlantic Army Terminal, Brooklyn, NY; (b) USAF Pacific Logistic Terminal, Oakland, California, preferably by wire, for further instructions.
10. Hold baggage will be shipped in accordance with AFR 75-33.
11. Movement of household goods is authorized.
12. Shipment of POV is authorized in accordance with AFM 75-1.
13. This is a course of instruction.
14. Individual(s) (is) (are) cleared for access to classified material up to and including (a) Secret; (b) Top Secret; (c) Crypto, for period of this training.
15. Transportation of dependents and shipment of household goods to place of training, at Government expense not authorized.
16. All Disbursing Officers making payment against this order, and all Transportation Officers issuing Travel Requests, Bills of Lading and/or meal tickets will forward one copy of document in question to: (a) Commander, Technical Training Air Force, Attn: Budget Officer, Gulfport, Miss; (b) Commander, Technical Training Air Force, Attn: Compt 301-605, Maxwell AFB, Ala.
17. Travel by military aircraft, military and/or naval water carrier authorized.

OFFICE OF THE COMMANDER
47TH AIR DIVISION
Walker Air Force Base, New Mexico

17 Oct 1958

MEMO FOR: Comdr, 6BW
Comdr, 5ABGRU
Comdr, 4036th USAF Hosp

SUBJECT: On-the-Job Training

1. Your attention is invited to the attached letters from General Power and General Old.

2. Until just recently, Walker's OJT Program was "tops" in SAC; however, the results of last month's Airmen's Proficiency Exams indicate a severe drop in the quality of our OJT Program.

3. Request you take steps to insure that commanders and supervisors under your jurisdiction place their complete support in forming and maintaining the desired "personalized" quality OJT Program.

/s/ WILLIAM C. KINGSBURY
BRIGADIER GENERAL WILLIAM C. KINGSBURY

HEADQUARTERS STRATEGIC AIR COMMAND
United States Air Force
Offutt Air Force Base, Nebraska

C

24 Sep 1958

SUBJECT: On-the-Job Training

TO: Commander
Fifteenth Air Force
March Air Force Base, California

1. The recent semi-annual inspection report of the SAC Inspector General reiterated that "numerous squadron on-the-job training programs were ineffective due to lack of commander and supervisor support." This discrepancy indicates that the command has not obtained an optimum OJT program.

2. Everyone in SAC is affected by the OJT program, from the commander to the trainee. It must have positive support, direction and control to insure the end product is quality trained. For a successful OJT program, each officer and noncommissioned officer must accept responsibility for training within his respective area.

3. The command can obtain and maintain a professional force, productive and dependable, only through proper training of our personnel. The command's global operation and expanding alert concept is dependent on how well we accomplish this objective. "Personalized" quality OJT programs will do this.

/s/ (b) (6)

General, USAF
Commander in Chief

COPY

C, Hq SAC, 24 Sep 58, Subject: On-the-Job Training

C

1st Ind

14 Oct 1958

Headquarters Fifteenth Air Force, March Air Force Base, California

TO: Commander, 47th Air Division, Walker Air Force Base, New Mexico

1. My staff has found wide variations in the quality of on-the-job training within squadrons as well as between squadrons at most bases in this command. In almost every case the results achieved were directly proportional to the support given the program by immediate commanders and supervisors. For example, one squadron which encountered a problem in training personnel into a certain AFSC found a solution, while another squadron not more than a thousand feet away which had the same AFSC and problem did nothing but list it as a reason for not completing the training.

2. Apparently some of our people still consider OJT as just another personnel function. On the contrary, since the training in on-the-job training is accomplished at the working level, it will be only as good as the commander and supervisor at that level make it.

ARCHE J. OLD, JR
Major General, USAF
Commander

3

47TH AIR DIVISION
Squadron of the Month Standings
October 1958

<u>Standing</u>	<u>Squadron</u>	<u>% Score</u>
1.	37th Air Depot Sqdn.	90.87
2.	4036th USKF Hospital	86.52
3.	6th Transportation Sqdn.	85.05
4.	6th Operations Sqdn.	83.91
5.	Hq Sqdn., 6th Bomb Wing	83.48
6.	24th Bomb Sqdn.	82.17
7.	Hq Sqdn., 6th Air Base Group	81.57
8.	6th Field Maint. Sqdn.	81.22
9.	6th Air Police Sqdn.	80.87
10.	6th Food Service Sqdn.	80.73
11.	6th Installations Sqdn.	79.57
12.	39th Bomb Sqdn.	79.13
13.	6th Air Refueling Sqdn.	76.00
14.	6th Arm. & Elect. Sqdn.	75.22
15.	40th Bomb Sqdn.	75.04
16.	6th Supply Sqdn.	73.91
17.	6th Periodic Maint. Sqdn.	71.13

47TH AIR DIVISION RATING STATEMENT

6TH AIR BASE GROUP SCORES		DATE: Oct 1958								
SCORING AREA	Max Pts	HQ	AP	FISV	INSEL	OPENS	TRANS	BUFP	HOSP	STARS
1. Military Injuries	50	50	50	50	50	5	50	50	50	50
2. Traffic Accidents (On Base)	50	5	50	50	50	50	50	50	50	50
3. Traffic Accidents (Off Base)	50	50	50	5	50	50	50	50	50	50
4. Traffic Violations (On Base)	50	20	30	50	5	50	5	15	15	50
5. Traffic Violations(Off Base)	50	50	50	5	50	50	50	50	50	50
6. DWI	100	100	100	100	100	100	100	0	100	100
7. Military Discipline	50	50	50	50	50	50	50	50	50	50
8. Lost ID Cards & Passes	50	50	50	50	50	50	50	50	50	35
9. AWOL Rate	100	100	100	100	50	100	100	100	100	100
10. Broken Dental Appointment	50	20	50	5	5	50	25	40	50	50
11. Reenlistment	100	100	0	100	100	50	NS	80	100	80
12. OJT Effectiveness	100	83	60	* 15	85	100	63	100	75	80
13. Mil Mgt. Improv. Sugg.	50	0	0	0	0	0	0	0	0	0
14. Commander's Call	50	50	50	50	50	50	50	50	50	50
15. Bad Checks	50	35	20	50	30	10	50	10	5	50
16. Delinquent Accounts	50	25	50	50	50	50	50	5	50	50
17. Special Court	50	50	50	50	40	50	50	50	50	50
18. General Court	50	50	50	50	50	50	50	50	50	50
19. Ground Training	50	50	50	50	50	50	50	50	50	50
Points Earned		938	930	880	915	965	893	850	995	1045
Maximum Possible Points	1150	1150	1150	1090	1150	1150	1050	1150	1150	1150
% Score		81.57	80.87	80.73	79.57	83.91	85.05	73.91	86.52	90.87

*Not Scored in Category II

4TH AIR DIVISION RATING STATEMENT

6TH BOMB WING SCORES

DATE: Oct 1958

SCORING AREA	Max. Pts.	1957	2480	3082	4086	488	788	888	988
1. Military Injuries	50	50	50	50	50	5	5	50	50
2. Traffic Accidents (On Base)	50	50	50	50	50	5	50	5	50
3. Traffic Accidents (Off Base)	50	50	50	50	50	50	50	50	50
4. Traffic Violations (On Base)	50	50	50	30	35	40	10	5	25
5. Traffic Violations (Off Base)	50	50	50	50	5	5	50	50	50
6. DWI	100	100	100	100	100	100	100	100	0
7. Military Discipline	50	50	50	50	50	50	50	50	50
8. Lost ID Cards & Passes	50	35	50	50	50	50	50	45	50
9. ANOL Rate	100	100	100	100	100	100	90	40	100
10. Broken Dental Appointment	50	50	50	50	50	50	50	50	50
11. Reenlistment	100	100	100	40	100	80	100	100	NS
12. OJT Effectiveness	100	85	25	25	18	90	59	35	88
13. MIL. Mgt. Improv. Sugg.	50	0	0	0	0	0	0	15	0
14. Commander's Call	50	50	50	50	50	50	50	50	50
15. Bad Checks	50	25	15	15	50	35	25	25	30
16. Delinquent Accounts	50	15	5	50	5	5	50	50	5
17. Special Court	50	50	50	50	50	50	45	35	50
18. General Courts	50	50	50	50	50	50	50	90	50
19. Ground Training	50	0	50	50	0	50	50	13	50
Points Earned		960	945	910	863	865	934	818	798
Maximum Possible Points	1150	1150	1150	1150	1150	1150	1150	1150	1050
% Score		83.48	82.17	79.13	75.04	75.22	81.22	71.13	76.00



HEADQUARTERS
47TH AIR DIVISION
United States Air Force
Walker Air Force Base, New Mexico

STATUS OF DISCIPLINE SUMMARY

October 1958

The following computation of the factors having a bearing on discipline at Walker Air Force Base for the month of October 1958 is submitted in accordance with paragraph 3d(ADDED), SAC Supplement 1, 6 January 1958, to AFR 125-3, and paragraph 2b(3)(ADDED), SAC Supplement 1, 6 January 1958, to AFR 125-17.

Discussion of the Problem SECTION I
Probable Causes SECTION II
Recommendations SECTION III
Charts & Graphs SECTION IV

A. SECTION I. A definite decrease was once again evidenced during the month of October 1958 in the AMOL Rate, Man-Days Lost Through AMOL Rate, and the Average Days Lost Per AMOL. A considerable increase was noted in the Military Type Offense Rate and a slight increase in the Civil Type Offenses Punishable by 1 Year or Less, Traffic Accident Rate, Citations Issued for Moving Traffic Violations, with a natural accompanying increase in the Aggregate Rate of Offenses. A detailed analysis of the various areas under consideration is as follows:

(1) AMOL RATES: During the month of October 1958, this station experienced 3 AMOL's for a command rate of 0.58 per 1000 personnel assigned, as against a rate of 1.14 for September 1958 and a rate of 0.96 for October 1957. It is interesting to note that the October 1958 rate of 0.58 is the lowest on record for this station. Of the 3 AMOL's experienced during this month, 2 were from the 6th Bomb Wing for a rate of 0.69 per 1000 and 1 was from the 6th Air Base Group for a rate of 0.52 per 1000. The apparent problem area which was in existence in the immediately preceding months within one particular squadron within the 6th Bomb Wing has apparently been resolved in that although they did account for 50% of the AMOL's for that major unit, it amounted to only one AMOL, and that one of very short duration. There are at present no apparent problem areas within this category, and a definite downward trend is evidenced.

(2) MAN-DAYS LOST & AVERAGE DAYS LOST THROUGH AWOL: During October this station experienced a loss of only 25 man-days through AWOL. This is a rate of only 4.84 days lost per 1000 personnel and is approximately equivalent to the loss of productive man-hours of one individual for the month. This rate compares very favorably with the September 1958 rate of 17.25 and the October 1957 rate of 19.04. The Average Days Lost Through Awol for October 1958 amounted to 8.33 days per AWOL, as against 15.17 for September 1958 and 19.71 for October 1957. This definitely shows a decrease in the AWOL problem in that this figure is the one AWOL consideration which is not affected by the strength of the installation. A definite downward trend is evidenced in these categories.

(3) OTHER MILITARY &/OR CIVIL TYPE OFFENSES: The military type offense rate for the month of October is 3.48 as against a negative rate for September 1958 and a rate of 0.97 for October 1957. This increase has resulted from a change in reporting procedures rather than necessarily from an increase in offenses. This circumstance is explained in SECTION II below. The Civil Type Offenses Punishable by 1 Year or Less Rate of 2.32 is a slight increase over the September rate of 2.06 and a decrease from the October 1957 rate of 3.31. There were no outstanding trends evidenced in this category.

(4) TRAFFIC ENFORCEMENT AND ACCIDENTS: The traffic accident rate of 2.13 is an increase over the September 1958 rate of 1.33 and an increase over the October 1957 rate of 0.43. The accidents that are occurring however, are of a minor nature. During the year 1957 this station experienced 16 deaths from vehicle traffic accidents and as of this date there has only been one death this year. The traffic enforcement index of 6.75 is a decrease from the September 1958 index of 8.67, but an increase over the October 1957 rate of 3.33. Still, the Traffic Enforcement Index does not meet the desired index of 10.00.

(5) CONFINEMENT RATE: The Confinement Rate per 1000 personnel assigned of 3.62 is slightly higher than the September 1958 rate of 3.03 and just above the October 1957 rate of 3.45. No outstanding trends are felt to have been evidenced in this category.

B. SECTION II.

(1) The increase in the military type offense rate is a direct result of the reporting procedures instituted per Unclassified 15AF Message IGEE 60454, 28 October 1958. Prior to the receipt of the above referenced message it was the interpretation of this headquarters that only those offenses reported by Air Police to Unit Commanders which resulted in URM Action or other administrative action would be reported. Previously, those offenses occurring internally within a unit or squadron such as a failure to repair, bad check charge, etc, were not reflected as a reported

military type offense. Although present reporting procedures require the reflection of such offenses on this report, it is not felt at this headquarters that such should be the case. It is opined that the use of Article 15 action is a prerogative of a Unit Commander which may be used to make disposition of those offenses occurring within his unit without recourse to further reporting to official Air Police channels other than the fact that the Article 15 was administered. It is felt that if ultimate disposition of an internal offense may be handled by a unit commander such procedures should be employed without the unit or command being penalized by the charging of this offense on this or other related reports.

(2) Of the 18 military type offenses reported for this station this month, all were of an internal nature - e.g., Failure to Repair, Failure to Obey a Lawful Order, Negligence in the Performance of Duty, Bad Check Charge - not one of which required action on the part of the Base Police Flight or other law enforcement activities of this installation.

C. SECTION III. A high rate of sub-standard discipline can never be combatted effectively by an increasingly stringent enforcement program alone. Any individual will obey any law for which he has the proper respect, reverence, or fear - IF - such individual is imbued with the proper motivation. Respect, reverence or fear of the law alone is not enough. Although capital punishment is still utilized, those crimes calling for such punishment are still prevalent. Those individuals guilty of these transgressions are not motivated from within to obey the law. While the crimes under consideration in this summary are not of such magnitude as to call for capital punishment, the principle is the same. The recommendations believed to be those which will most improve the status of discipline and combat sub-standard behavior on this station are:

(1) Particular attention must be given by commanders to the first-time offender, regardless of how minor the offense. This individual has given the first indication that he is prone to disrespect for the rights and privileges of others. This is not an advocacy of stern disciplinary action, but rather a recommendation for the use of individual judgment and the meting out of punishment designed to fit the offense and the offender.

(2) Squadron commanders should, preferably at commander's call, re-emphasize to all personnel that there are considerable facilities available on-base for their off-duty interest, such as the hobby shops, bowling alleys, organized sports, etc. It is felt that if more personnel took an active interest in these activities, a decrease could be experienced in the civil-type offense rate.

(3) A continuation of present command interest in the AML problem by both major unit and squadron commanders. The effectiveness of this type of action is best explained by a close look at the AML situation within the 6th Air Base Group, which for the past year has had an AML rate that has gone steadily downward as a result of this type of interest.

(4) A continuous surveillance of element leaders in the Troop Management Program must be maintained by those in higher positions to insure that these individuals are performing their duties and fulfilling their responsibilities to the extent that they become an effective deterrent to substandard behavior.

(5) A continuing indoctrination of element leaders in their responsibilities not only to the members of their element, but to the Air Force as a whole. Also, that they strive, by precept and example, to maintain those standards of discipline and "Esprit-de-Corps" which will instill in the members of their element the motivation to conform to society and observe those laws and regulations set forth by competent authority.

(6) A further and continuing exertion on the part of Squadron Commanders in ferreting out undesirable individuals as rapidly as possible and insuring ultimate disposition of their respective cases as expeditiously as possible under either AFR 39-16/39-17 or other applicable directives.

OFFENSES	RATES AND OTHER DATA INDICATIVE OF THE STATE OF DISCIPLINE			INSTALLATION OF 47TH AFB		COMMAND WAGON - WALKER AFB, NEW MEXICO					PERIOD OF REPORT 1955		YEARLY AVERAGE
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
1. REPORTED ABSENT WITHOUT LEAVE	1.66	1.05	0.73	1.46	1.47	2.10	2.41	2.99	1.14	0.58			
2. MILITARY TYPE OFFENSES	1.38	1.49	1.17	0.15	1.61	2.25	3.34	1.49	0.00	3.48			
3. CIVIL TYPE OFFENSES PUNISHABLE BY 1 YEAR OR LESS	1.64	4.33	1.90	3.35	4.86	5.70	3.15	3.74	2.66	2.32			
4. CIVIL TYPE OFFENSES PUNISHABLE BY MORE THAN 1 YEAR (Offenses)	0.00	0.00	0.00	0.15	0.29	0.43	0.00	0.00	0.00	0.00			
5. POSSIBLE SECURITY COMPROMISE (Actual Number Reported)	0	0	1	0	0	1	1	1	0	2			
6. TRAFFIC ACCIDENTS (On and Off Base)	1.51	0.90	1.02	0.73	0.74	1.65	1.67	1.31	1.73	2.13			
7. AGGREGATE RATE OF OFFENSES	6.12	7.77	4.99	5.83	8.98	12.31	10.76	9.73	4.55	8.90			
OTHER DATA													
8. CITATIONS ISSUED FOR MOVING VIOLATIONS (On and Off Base)	4.66	8.82	8.15	3.64	3.38	4.65	3.89	5.43	10.99	12.77			
9. MANDAYS LOST THROUGH AWOL	21.09	9.86	8.20	11.36	25.01	35.67	32.63	20.58	17.25	4.84			
10. AVERAGE DAYS LOST PER AWOL	12.75	9.43	11.20	7.80	17.00	16.93	13.54	6.88	15.17	8.33			
11. TRAFFIC ENFORCEMENT INDEX	5.20	16.00	4.83	3.80	5.67	1.78	2.00	4.60	3.67	6.75			
12. AIR FORCE PERSONNEL IN CONFINEMENT	3.72	4.33	2.34	2.62	2.50	1.95	2.97	2.06	3.03	3.68			

INSTRUCTIONS

GENERAL. Each reporting unit and SAC major subordinate command will complete this form and forward as required by AFR 125-3/SACSUP-1. Copies submitted will reflect running data entered monthly. EXAMPLE: The form for the report covering the month of July would already have data for the months of January through June entered. The completed form may be reproduced in sufficient number for forwarding as required. By following this procedure, the reporting agency will eliminate unnecessary typing and use of forms by entering information for the current reporting period only.

1. Items number 1, 2, 3, 4, 6, 7, 8, 9, and 12, will be shown as rates per 1000 military personnel assigned. FORMULA: Average military strength divided into total number of each type offense, carried to hundredths. EXAMPLE: An installation having an average military strength of 5,000 has 9 reported AWOL's for a given month.

$$\frac{9}{5,000} \times 1,000 = \text{Rate per 1000 assigned}$$

2. Item 5 will reflect the actual number of reported security compromise cases.

3. Item 7, Aggregate Rate of Offenses, will be determined by same formula as paragraph 1. Add the number of offenses in Items 1 through 6. The sum of these items will then be divided by the average military strength.

4. Item 10, Average Days Lost Per AWOL, will be determined by dividing the number of AWOL's into the number of mandays lost through AWOL. Carry to nearest hundredths.

5. Item 11, Traffic Enforcement Index, will be determined by using formula as indicated in AFR 125-14. Use on base accidents and moving violations only.

6. Item 12, Air Force Personnel in Confinement, will be determined by same formula as paragraph 1. Total of lines 103 through 107 on AF Form 511 are Air Force prisoners.

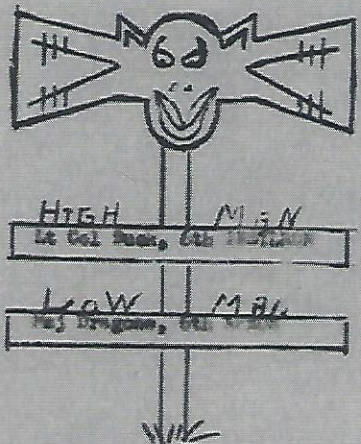
REASSIGNMENT REPORT FOR 1 thru 31 Oct 58

750

FROM: BASE RETENTION OFFICE, EXT 2091

ORGANIZATIONS	SQUADRON RATES			SHORTS		SAC MGS RATING				
	REGN	RS-UP	RATE	SHORTS REGN	SHORTS OHTD.	UNITS	1st TERM	Original ASSG **	Carried AW	POINTS
HORON 6 BOMWG	1	1	100	1	1					
A & ERON	14	7	50	9	5	SAC	40%	50%	80%	100
AREFSRON				1		47TH				
FLIMAINTRON	18	12	60	13	10	6TH BOMWG				
PERMAINTRON	1	1	10	1	1	6TH ABGRU				
24TH BOMRON	3	3	100	2	1	HOSP				
35th BOMRON	4	1	25	4	0					
40TH BOMRON	2	2	100	1	2					
6TH BOMWG TOTAL	43	27	63%	32	20					
HORON 6 ABGRU	6	4	60	6	3					
AFRON	1	0	0	5	0					
TRANSRON				1						
SUPRON	10	5	50	10	3					
FDSVGRON	2	2	100	1	2					
OPRON	3	1	33	7	0					
INSTLRON	8	8	100	0	3					
37TH ADS	2	1	50	3	1					
6TH ABGRU TOTAL	34	21	66%	33	12					
HOSPITAL	4	3	75	1	1					
6TH A.D. TOTAL	79	51	65%	66	33					

** 30, 32, 33, 42, 43 fields plus 534XO, 472XO and 462XO



TO BE HIGH MAN ON TOTAL POLE, UNIT MUST HAVE AT LEAST THREE REASSIGNED...

UNCLASSIFIED

X

DAF

Msg AFOIE-H 36309
Hq USAF, 24 Sep 58 U

COMAF 15 MARCH AFB CALIFORNIA

COMADIVS 810, 47, 36, 12
COMALEPTNS 4061
C 12 3 93, 28, 9

/U UNCLASSIFIED/DSCH-1 56215 . Subject: Wherry

Rehabilitation and Improvement Projects. Message AFOIE-H 36309,
Hq USAF is quoted in part for your information and action: quote. Request that every effort be made to stimulate bidder interest in Wherry R&I projects. Results of recently opened bids indicate a lack of thorough knowledge of project requirements on part of bidders and insufficient bidder response. Full use should be made of press releases on a continuing basis as well as provide bid data to all construction information services, I.E., Engineering News Record, Dodge Reports, Government Advertiser, and various local builders exchanges. Notices of bidding should also be sent to all contractors, manufacturers and suppliers on base lists. Any other means of publishing the project should be utilized. Prospective BIDDERS SHOULD BE INVITED TO INSPECT PROJECT AND EVERY COURTESY extended to them. Unquote. This information is to be furnished Installations and Procurement officers.

DSCH-1 29/1500 SEP 58

6128

UNCLASSIFIED

s/t/

(b) (6)

Chief, Const & Engr Division
Directorate of Instl Engineering

9

**HEADQUARTERS
47TH AIR DIVISION
United States Air Force
Walker Air Force Base, New Mexico**

STAFF MINUTES

The Division Staff Meeting which convened at 0830 hours, 21 October 1958, was conducted by Brig. General William C. Kingsbury, 47th Air Division Commander, with the following present:

Col (b) (6) Comdr, 6BW
Col (b) (6) Dir of Base Medical Svs
Col (b) (6) Special Asst
Col (b) (6) Div Dir of Operations
Lt (b) (6) Comdr, 6ABGRU
Lt Col (b) (6) Div Dir of Materiel
Lt Col (b) (6) Dir of Pers, 6BW
Lt Col (b) (6) Judge Advocate
Chaplain (Maj) (b) (6) Base Chaplain
Major (b) (6) Info Svs Officer
1/Lt (b) (6) Aide-de-Camp

Div Comdr:

Ground Safety Status: The following figures show that we are doing a much better job this year than in 1957; however, there is an increase in aircraft ground accidents:

	1957	1958
Persons killed	13	1
Disabling injuries	90	37
Number days lost	1209	481
Military Accident Rate	5.22	2.14
Acft Ground Accidents	2	5

General Kingsbury suggested that all staff members obtain a copy of the ground safety report and bring it to the attention of their troops at Commanders' Call, emphasizing that with winter weather coming on, increasing the possibility of more accidents, everyone should be extra cautious and try to finish out the year without any accidents.

Additional Housing for Walker AFB: Message received yesterday cited that SAC has approved and submitted to Hq USAF a project for 121 new housing units, specifically marked for lower grade airmen. SAC is doing everything possible to obtain adequate housing for all military personnel.

Winter Preparedness: With regard to winter flying, General Kingsbury requested that Colonel (b) (6) insure that necessary de-icing trucks, snow removal equipment, etc. are in readiness, since bad weather could strike at any time from now on.

NCO Academy: Inquiry was made as to whether this base has been sending flowers and congratulatory messages to the graduating NCO classes at 15AF, and if not, it was suggested that we do. Colonel (b) (6) will check into this.

Reduction and Elimination of Substandard NCO's: It is desired that the squadron commanders place the necessary emphasis in this area as the time has come now where we cannot afford to carry these people. In this connection, Colonel (b) (6) said the second E-8 supervisory test to qualify for promotion to E-8 was given yesterday.

Maintenance Team Visit: Though a reply was not required, it was recommended that a reply be drafted as to the corrective action taken on discrepancies pointed out by this team.

SAC Bombing-Navigation Competition: General Kingsbury remarked on the fine job done by our crews and maintenance personnel and that he was proud of the way all our personnel out there were doing their best to see the 6th BW come in a winner, even though they didn't come home with any first place awards.

Show-down Inspection: Request was made that Colonel (b) (6) hold a clothing inspection to determine the needs of the troops so that they all will have sufficient clothing during the cold weather season.

Comdr, 6BW:

Stress Tests: Three civilians from the University of Dayton reported on yesterday to install stress recording equipment on several aircraft. Stress testing will run for about 6 months; one of the technicians will remain here on this base to monitor and make recordings of the tests. Castle AFB is also having these same tests made.

Colonel (b) (6) 39th Bomb Squadron Commander, is being re-assigned to Amarillo.

Inspection Reports: Colonel (b) (6) requested that in the future a few more days' time be allowed on the suspense dates in order to more fully complete such reports.

Comdr, 6ABGRU:

Runway Construction: Latest information indicates that the main runway construction should start about 1 Feb 59; however, 15AF has been contacted and the request made that a meeting be held to establish a possible earlier date for this construction. We are requesting a date of 1 January 1959.

MCP: Colonel (b) (6) informed the staff members that information indicates only 8 out of 43 items were left in the 1950 Military Construction Program, but we will reclaim some items in an effort to have some of the projects reinstated.

Wherry Housing Modification: Original plans called for 353 Wherry houses to be modified to either 3 or 4 bedroom units; 353 were approved by Hq USAF. Out of 333 three-bedroom units requested, 297 were approved; 89 for officers, 208 for airmen. Out of 20 four-bedroom units requested, 56 were approved; 20 for officers, and 36 for airmen. Also modification was amended to include central thermostat controls for the heating systems and ceramic tile for the bathrooms.

Dir of Base Medical Svs:

Flu Shots: Colonel (b) (6) reminded everyone that the hospital still has some flu shots left, if anyone is interested in getting them.

Colonel (b) (6) remarked that there has been quite an increase in the number of patients entering the hospital lately. It was thought that the elimination of Medicare was the reason for the increase. In case of an epidemic of flu or other reasons, it may be necessary to take over several floors of the dorms and move the airmen into the gymnasium.

47AD Special Assistant:

NCO Prep School: The first class of Tech Sergeants graduated from the NCO Prep School. The complete success of this class has resulted in programming three per year in the future. Commanders were requested to insure that every advantage be taken of the experience attained by these Tech Sergeants.

Div Dir/OPS: The following messages and regulations have just been received in this office:

SAC Msg DOOPF 31741, Subj: Offutt Traffic Procedures. It gives special instructions for landings and take-offs at Offutt for period 13 Oct thru Jan 59.

SAC Msg DECO 31705, subj: WAFB runway construction.

SACR 205-7/15AFSUP-1, subj: Security Notification Program.

AFR 11-12/15AFSUP-1 Use of Telecommunications.

SACR 53-5 Carrying Bombs, Gun and Cannon Ammunition, Cargo and Bomb Bay Tanks in Tactical Acft on Training Flights.

Ch. 1 to SACR 51-II Flying Training - Navigation Training Missions.

SAC Msg DOOPF-38934 Subj: Clarification of Procedure for determining ETA in Event of Two-Way Radio Failure.

Div Dir/Materiel:

SACR 91-3, 10 Oct 58, establishes policies for procedures designed to promote efficiency and economy in the use of utilities services within SAC.

SACR 91-5, 9 Oct 58, lists recurring utilities operations and services report and the dates they will be submitted.

AFL 71-4, 19 Sep 58, Improper Packaging, Marking, Labeling and Handling of Dangerous Materials for Movement by Air. It emphasizes the importance of assuring that items are safely prepared for air movement, outlines some of the deficiencies noted and directs immediate action to be taken to establish and maintain adequate local procedures to correct these deficiencies.

AFL 93-5, 15 Sep 58, Report on Operations under Budget Circular A-45, requires a report of operations pertaining to the rental of Government quarters under AFR 92-2. Report must be forwarded to arrive at Hq USAF before 15 Nov 58 with info cy to SAC.

SACL 121-9, 11 Sep 58, is a special subject letter, which directs continued emphasis on economy. General Kingsbury's letter to all base activities, 22 Aug 57, Subj: Conservation of Funds, is still applicable and should be restudied in the light of the new special subject letter.

15AF Sup 2 to AFR 65-5, 7 Oct 58, on the subject of control and management of Hi-Valu AF items, contains a check list for use in assuring a satisfactory Hi-Valu program. All agencies concerned in any way with the processing of Hi-Valu items should assure that a copy of this 15AF supplement is contained in their Hi-Valu folder.

Conspicuity Marking of USAF Acft, Interim T. O. 1-1-667B and 15AF
letter 8 Oct 58 directs that a project be established to effect timely accomplishment of cited T. O. which outlines the instructions for the conspicuous marking of aircraft. This directive is applicable to base flight and they have advised that the marking will be accomplished NLT 30 days after receipt of materials, which are on requisition.

AN/ARN-21 TACAN Retrofit: 15AF msg DM4BE 57296, 9 Oct 58, advises that B-52 acft will be retrofitted with TACAN equipment during 1959.

Preparation for Winter Weather Acft Maint: SAC Msg DM4E 30821, 8 Oct 58, outlines specific action that should be taken to assure preparedness for winter operation.

SAC Form 248, Record of Cannibalization: SAC Msg DM3A4-31396, 9 Oct 58, advises an analysis of 1206 cannibalization forms for the month of September revealed that approximately one-third of the 1206 forms contained erroneous stock numbers. It further advises that several hundred of the forms submitted were so badly scribbled they were almost illegible. Action should be taken to assure that correct stock numbers are used and that forms submitted are legible.

Federal Catalog Conversion Program: 15AF msg DM3D 57194, 8 Oct 58, requests that Hq 15AF be advised of the capability of this base to complete the Federal Conversion Program by 31 Dec 58. Base Supply advises that the conversion will be completed by that date.

2-SAC-V-1 Report: 15AF msg DM 56933, dated 7 Oct 58, advises that effective immediately, the current month's cumulative late take-offs (column AA of the 2-SAC-V-1 Report) will be broken down to include: (a) number of late take-offs due to ARTC clearance delays, (b) number of late take-offs due to material failure, (c) number of late take-offs due to maintenance, and (d) number of late take-offs due to other causes. Other causes should be additionally broken down to include such information as crew procedure, air-drome traffic, etc.

Funds for Procurement of Furniture for Wherry Housing: 15AF msg DM3MC 58554, 16 Oct 58, advises that funds will be made available to Walker AFB during October 1958 in the amount of \$243,263.00 for the procurement of family quarters furniture (washers and driers not included) for acquired Wherry housing.

Dir/Personnel, 6BW: The reenlistment rate as of 17 Oct is 57%, 42 discharged, 24 reenlisted. General Kingsbury asked that every effort be made to pick up as many "shorts" as possible, to bring the rate up before the end of the month.

OJT Program: Colonel (b) (6) said we are coming along better than last month; however, General Kingsbury requested that Colonel (b) (6) closely monitor the OJT program. We have been doing so well in the past months that we don't want to lose ground now.

AFR 35-45, 8 Oct 58. Proficiency Pay - The first increment of proficiency pay, for those eligible, will begin on 1 November 1958, in the amount of \$30 a month additional pay. About 45 airmen are eligible to receive this pay.

Judge Advocate:

United Fund Drive: As of this date, a total of \$1248 has been collected. Commanders were requested to put on more pressure to get the envelopes in before the deadline of 7 November.

ISO:

State Fair Parade: Major (b) (6) gave a brief report on the State Fair Parade and congratulated everyone concerned for their participation. The Fire Department won the first prize for the humorous-type float. A very fine survival equipment display was noted. The Chamber of Commerce was very pleased with the Base participation.

Aide-de-Camp:

Policy Memos: Over half of the policy memorandums were found to be obsolete or covered by regulations. It is expected to have a new policy memo file completed and out to all commanders in the near future.

FOR THE COMMANDER:

(b) (6)

1st Lt, USAF
Aide-de-Camp

SPECIFIC DISTRIBUTION		DIRECTIVE		SUBJECT	
DIVISION AND AIR BASE GROUP		TENANT UNITS		64 BOMB WING	
DIR ADMIN SVS	1	OSI		WING DIR ADMIN SVS	1
DIR PERSONNEL	1	RESIDENT AUDITOR		DIR PERSONNEL	1
DIR OPERATIONS	1	AACS	1	DIR OPERATIONS	1
DIR MATERIEL	1	ACAW	1	DIR MATERIEL	1
DIR COMPTROLLER		FTD		DIR COMPTROLLER	1
FIN SVS		WEATHER DETACHMENT	1	DIR SAFETY	1
BASE MATERIEL	1	USAF HOSPITAL	4	UNIT COMMAND SEC	1
STAFF OPERATIONS	1	BASE COMM		24TH BOMB SQ	1
BASE COMPTROLLER	4	CIV PERS		39TH BOMB SQ	1
STAFF JUDGE ADVOCATE	1	SQT MAJOR	2	48TH BOMB SQ	1
INFO SERVICES	1	EDAS	1	AWE MAINT SQ	1
BASE SAFETY	1	COL (b) (6)	1	FLD MAINT SQ	1
CHAPLAIN	1	MRS	3	PER MAINT SQ	1
BASE SUPPLY		47th AIR DIVISION	8	REFUELLING SQ	1
PROVOST MARSHAL	1				
UNIT COMMAND SEC	1				
FOOD SVC SQ	1				
INSTR SQ	1				
TRANS SQ	1	SUB - TOTAL	45	SUB-TOTAL	14
OPERATIONS SQ	1	OTHER DISTR		STOCK	
SUPPLY SQ	1	HQ 15TH AIR FORCE		TOTAL	59
AIR DEP SQ	1				
AIR POLICE SQ	1				
BASE POLICE FLIGHT					

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.	SUBJECT Wherry Modification and Improvement Program		
TO Air Base Commander	FROM Installation Engineer	DATE 14 Oct 58 (b) (6) 10/1/53	COMMENT NO. 1
<p>1. Project as hand carried to Headquarters SAC and Headquarters USAF was well received and called for the conversion of 353 units which were made up of 133 two-bedrooms converted to three-bedrooms and 20 three-bedrooms converted to four-bedrooms. During the review period at Headquarters SAC and Headquarters USAF three different types of plans calling for conversion of two-bedroom to three-bedroom had to be deleted because they exceeded the scope authorization per unit. In order to compensate for the deletions, additional four-bedroom units were authorized since the cost as submitted for adding a bedroom to a two or three-bedroom house was the same. Therefore, 353 units remain the same, 297 two-bedrooms will be converted to three-bedroom and 56 three-bedroom will be converted to four-bedroom. Units affected will be 244 airmen and 109 officer which will receive additional bedroom.</p> <p>2. Two items were deleted during the reviewing period:</p> <ul style="list-style-type: none">a. Sprinkler system for Wherry Housing Units.b. Hot water heaters which Headquarters USAF suggested be done on an O&M program since the main function of the revolving funds was to accomplish new work. <p>s/t/ (b) (6) Deputy Installation Engineer</p>			

10

DISPOSITION FORM

SECURITY CLASSIFICATION (if any)

FILE NO.	SUBJECT	XX
TO Base Materiel	FROM Installation Engineer	DATE 15 Oct 50 (b) (6) 10/453
		COMMENT NO. 2

1. In compliance with request contained in Comment #1, the following information is furnished for your guidance:

a. Refrigerators: The Estimating section examined floor plans and measured appliance spaces in a number of representative types of cherry units. The conclusion was that barring interference from privately owned appliances and considering only spaces originally designed for stoves and refrigerators, that all units will take a minimum of 10 cu. ft. refrigerators, and most will take 12 cu. ft. refrigerators if within the following dimensions:

- (1) 10 and 12 Cu. Ft.
- (2) 34" overall width maximum.
- (3) 64" maximum overall height.

Several standard name brands have units within these dimensions.

b. It is believed that standard 36-inch gas ranges will be appropriate in all applications. Probably the grade should be standard or better, not competitive grade, and the range should be specified to have a good automatic pilot light system and should have good automatic time and temperature oven controls.

s/t/ (b) (6)
Lt Colonel., USAF
Installation Engineer.

DISPOSITION FORM

SECURITY CLASSIFICATION (U=U)

FILE NO.	SUBJECT		
	Requirement for Ranges and Refrigerators		
TO	FROM	DATE	COMMENT NO. 1
Installation Engineer	Base Materiel	12 Oct 50 CWO (b) (6) 341/504	
<p>1. It is planned to procure a large quantity of new household ranges and refrigerators in the near future. It is planned to purchase gas ranges and electric refrigerators.</p> <p>2. It is requested that this office be advised of size and type of ranges and refrigerators you recommend for procurement. When considering size and type, it is desired to obtain as large an appliance as practical that can physically be installed in the former cherry houses.</p>			
<p>s/t/ (b) (6) Lt Colonel, USAF Base Materiel Officer</p>			

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.	SUBJECT	DATE	COMMENT NO.
	Closed TV Service to Residents of Walker AFB	21 Oct 98	2
TO	FROM	DATE	COMMENT NO.
Air Base Commander	Installation Engineer	(b) (6) do/153	2
<p>1. In order to eliminate the necessity of individual antennas mounted on roofs or attached to buildings, which causes leaks and additional maintenance problems, a master TV antenna was included in the Wherry Housing Modification project to pick up the local Roswell station. This item was discussed at Headquarters USAF and due to fund limitations could not be included in the project.</p> <p>2. A contract of this type has been negotiated by the P&C officer, Mountain Home Air Force Base, Idaho, and civilian contractor. Suggest our P&C officer contact the P&C officer at Mountain Home Air Force Base for additional information.</p> <p>s/t/ (b) (6) Deputy Installation Engineer</p>			

DD FORM 96
1 FEB 50

REPLACES HMC FORM NO. 1 OCT 46, WHICH MAY BE USED.

AIR FORCE NO. 1147, MARCH 1961

0105

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT

ABA For Wherry Housing, FY 59

TO

Installation Engineer
ATTN: Mr. (b) (6)

FROM

Dir of Comptroller
Financial Services Div
HCPFB

DATE

22 October 58
(b) (6) 2454

COMMENT NO. 1

1. Annual Budget Authorization for Wherry Housing has been received in the amount of \$39.80 per unit per month, or a total of \$318,798.00 for fiscal year 1959.

2. Distribution of this amount was made as follows:

Maintenance	\$209,393
Supplies	25,000
Equipment	22,281
Electricity	21,297
Gas	25,499
Rental of Utilities Systems	15,328

3. The following maintenance projects have been funded against the \$209,393:

101-9	Paint Interiors (Officers)	\$8,300.00
102-9	Paint Interiors (NCO)	6,070.30
100-9	Maint. - 1 Sept 58 - 30 Jun 59	118,917.00
	Clean by scrubbing 65 houses	2,400.00
106-9	Repair Tile in Bathrooms	7,170.23
105-9	Paints Interiors	10,500.00
	TOTAL	\$152,157.53

s/t/ (b) (6) CIV
Asst. Budget Officer

DD FORM 96

1 FEB 58

REPLACES THE FORM 96, 1 OCT 48, WHICH MAY BE USED.

AIR FORCE NO. 1547, MARCH 1950

0106

HEADQUARTERS
47TH AIR DIVISION
United States Air Force
Walker Air Force Base, New Mexico

STAFF MINUTES

The Division Staff Meeting which convened at 0830 hours, 28 October 1958, was conducted by Brig. General William C. Kingsbury, 47th Air Division Commander, with the following present:

Col (b) (6) [redacted], Comdr, 6BW
Col (b) (6) [redacted], Div Dir of Operations
Lt Col (b) (6) [redacted], Comdr, 6ABGRU
Lt Col (b) (6) [redacted], Div Dir of Materiel
Lt Col (b) (6) [redacted], Dir of Personnel, 6BW
Lt Col (b) (6) [redacted], Judge Advocate
Chaplain (Maj) (b) (6) [redacted], Base Chaplain
Major (b) (6) [redacted], Asst Dir of Base Medical Svs
Major (b) (6) [redacted], Info Svs Officer
1/Lt (b) (6) [redacted], Aide-de-Camp

Div Comdr:

Reenlistment Rate: The rate for period ending 24 October is 64% for the Division as a whole. There is a possibility that this station will go up to 65% by the end of the month, as reported by Colonel (b) (6). It appears that a fine job is being done on obtaining "shorts."

15AF Status of Discipline: General Kingsbury gave a short review from the September summary, pointing out some of the more interesting items: The AWOL rate came down to 1.14 as compared with the previous rate of 2.99 and the 15AF average of 1.39. Our military-type offense rate was zero as against a rate of 1.62 in 15AF. We are still a little high on civil-type offenses (2.08), but slightly below 15AF rate of 2.17; Walker's traffic accident rate was 1.33 as compared to 1.73 in 15AF. The aggregate rate of offenses shows Walker 4.55 and 15AF 7.19. Overall, General Kingsbury feels the trend for the month of September is certainly good.

Scoring Analysis: Colonel Best was requested to check the latest 15AF scoring analysis covering periods May-August 58, to see how the other stations are doing. In this connection, Colonel (b) (6) was requested to check the SAC operational summary with regard to the personnel section to see how SAC figures compare with our figures.

Shake-down Inspection on Clothing: Both major commanders reported no problems - everyone inspected had adequate clothing.

Status of Navigational & Instrument Landing Equipment: General Kingsbury asked Colonel (b) (6) to watch for any trouble and report it as soon as it occurs.

Monthly Staff Meetings in Base Supply: As suggested in Colonel (b) (6) letter of 20 Oct 58, a wing staff meeting will be held once each month at Base Supply. Discussion of supply problems among the commanders will apprise them of action being taken by Base Supply in support of the Wing mission.

Comdr. 6BW:

OES Visit: Colonel (b) (6) of the Operational Engineering Section, Castle AFB, will give the results of his visit here - the meeting is set for 1530 tentatively this afternoon. Of special interest will be his findings regarding the fuel nozzle.

Comdr. 6ABGRU:

New Pick-up Trucks: A message from 15AF indicates that this base will get 45 new pick-ups within 120 days, the first 15 due to come within 60 days.

B-52 Flying Time: Colonel (b) (6) gave a brief report on the second quarter flying time concerning the B-52's. At the present time only three pilots are qualified. Ground school will start tomorrow to check out pilots on the B-25, with a program outlined to get at least 15 pilots checked out as soon as possible.

1960 MCP: Colonel (b) (6) would like to have a meeting on 30 or 31 October to review items that were deleted from the 1960 MCP in order to firm up and try to reclama some of the items.

Civilian Suggestion Award Program: Out of 177 stations in USAF, Walker's standing is #8, #1 in Fifteenth, and #5 in SAC.

Newcomers' Day: 5 Nov 58 is Newcomers' Day, to be held at the Base Theater.

Base Inspection: Every Friday afternoon an inspection is conducted on the base for areas that need policing. The Base Highway needs policing badly; therefore, it is requested that at least two people from each unit be detailed to help clean up the Base Highway.

Div Dir of Operations:

Dispersal Reorganization: Colonel (b) (6) briefed the staff on the new 15AF Supplement I to AFR 205-1, effective 1 Jan 59, concerning the re-organization under dispersal.

Div Dir of Materiel:

Cracked Ribs - B-52 Outboard Flaps: Emergency Unsatisfactory Report, 6-BW-58-663, 23 Oct 58, indicated that 10 aircraft of our B-52 fleet had one or more cracked ribs on the outboard flaps; six had ribs cracked in both the right and left outboard flaps, and four had one or more ribs cracked in one outboard flap.

Interim Ch 5 to SACM 65-1, Nov 57: SAC msg DM3D2 35490, 22 Oct, changes para 2 to read: "Use, flyaway kit assets deployed from their home station IAW authority from this headquarters may be used as required. Flyaway kit assets at their home station may not be used unless (a) specifically approved by this headquarters, (b) execution of the SAC War Order 44/50 () has been directed."

SAC/AMC Supply Conference: 15AF msg DM3G 59579, 22 Oct 58, advises that a SAC/AMC conference will be held at SAC Hq approximately 2 Dec 58, for the purpose of discussing support being rendered to SAC bases. It requires that certain specific information be compiled at Base Supply during the period 23 Oct-15 Nov and forwarded to SAC with info copy to 15AF NLT 20 Nov 58.

Dir of Personnel, 6BW:

Outstanding Officer: USAF is initiating an outstanding officer series program as a new personnel retention gimmik. The officer selected from the various bases will have his picture and biographical sketch in the Air Force Times. Because of the short suspense, request was made to have the nominations from the squadrons in by Friday of this week so that the biographical sketch and other information can be completed for dispatch to higher headquarters.

Judge Advocate:

United Fund Drive: So far a total of \$2,242,00 has been collected from 1,000 envelopes, which is a commendable record, indicating that we will meet our quota. It was noted, however, that there were about one out of ten envelopes empty. The figures indicating the contributions of the various squadrons and sections will be published in the Atom Blast.

FOR THE COMMANDER:

(b) (6)

1st Lt, USAF
Aide-de-Camp

SPECIFIC DISTRIBUTION	OBJECTIVE		SUBJECT	
		TENANT UNITS		STAFF MINUTES
ENGINEERING AIR BASE GROUP				6th BOMB WING
DIR ADMIN SVS	1	DIR		WING DIR ADMIN SVS
DIR PERSONNEL	1	RESIDENT ADDITION		DIR PERSONNEL
DIR OPERATIONS	1	AACS	1	DIR OPERATIONS
DIR MATERIEL	1	ACOM	1	DIR MATERIEL
DIR COMPTROLLER		FTD		DIR COMPTROLLER
DIR SAFETY		WEATHER DETACHMENT	1	DIR SAFETY
UNIT COMMAND SEC	1	USAF HOSPITAL	4	UNIT COMMAND SEC
24TH BOMB SQ	1	BASE COMM		24TH BOMB SQ
38TH BOMB SQ	1	CIV PENS		38TH BOMB SQ
48TH BOMB SQ	1	SGT MAJOR	2	48TH BOMB SQ
ASE MAINT SQ	1	EDAS	1	ASE MAINT SQ
FLO MAINT SQ	1	COL (b) (6)	1	FLO MAINT SQ
PER MAINT SQ	1	NRS	3	PER MAINT SQ
REFUELING SQ	1	47th AIR DIVISION	8	REFUELING SQ
PROJCT MARSHAL	1			
UNIT COMMAND SEC	1			
FUND SVC SQ	1			
INTE SQ	1			
TRANS SQ	1	SUB - TOTAL	45	SUB-TOTAL
OPERATIONS SQ	1	OTHER DISTR		STOCK
SUPPLY SQ	1	HQ 13TH AIR FORCE		TOTAL
AVN DEP SQ	1			
ASH POLICE SQ	1			
BASE POLICE FLIGHT				
				59

16

Headquarters
FIFTEENTH AIR FORCE (SAC)
United States Air Force
March Air Force Base, California

SPECIAL ORDERS)
NUMBER A-388)

9 October 1958

1. By direction of the President, announcement is made of the appointment of LTCOL (b) (6), as Comdr, 6th AB Gp, SAC, effective 6 Oct 58.

2. Confirming verbal orders of the Comdr, dates shown, the following named airmen, 33d Communications Sq AF, 15AF (SAC), this station, are authorized to ration separately and reside off base, effective 0001 hours, dates indicated. Authority: AFM 173-20; AFR 35-5h.

TSGT (b) (6), Confirmed 6Oct58, effective 7Oct58
A/2C (b) (6), Confirmed 30Oct58, effective 4Oct58

3. Confirming verbal orders of the Comdr, 7 Oct 58, SSOT (b) (6) (b) (6), 4306th Support Sq, 15AF (SAC), this station, is authorized to ration separately and reside off base, effective 0001 hours, 8 Oct 58. Authority: AFM 173-20; AFR 35-5h.

FOR THE COMMANDER:



DISTRIBUTION:

P
P(8) - Paragraph 1
P(6) - Paragraph 2,3

Wm. L. REYNOLDS
Lt Colonel, USAF
Dep Dir Admin Svs

HEADQUARTERS
47TH AIR DIVISION (SAC)
United States Air Force
Walker Air Force Base
New Mexico

SPECIAL ORDERS)
NUMBER E-987)

12 September 1958

1. So much of paragraph 1, Special Order E-903, current series, SAC, this station pertaining to Officers appointed Paying Agents to 1ST LT (b) (6) USAF, (b) (6), Deputy Chief, Financial Services Division, WAFB, NMex is amended to add: "CAPT (b) (6), 6th Air Refueling Sq and 1ST LT (b) (6) (b) (6), 6th Air Refueling Sq".

2. COL (b) (6), Hq 6th Air Base Group, SAC, this station will proceed on or about 7 Oct 58, TDY to Castle AFB, Calif for approximately 66 days to attend B-52 Training for Senior Officer. Paragraphs 1, 2, 3b, 7 on reverse side are applicable. Officer will receive training in Pilot position, class 59-1, commencing 15 Oct 58. Report to Comdr, 4017th Combat Crew Training Sq, Bldg T-242 Castle AFB, Calif not later than 2400 hours, 14 Oct 58. Duration of training is 7 weeks. TPA. Travel by common carrier (rail or bus) is 4 days. 5 days DALVP authorized prior to reporting to Castle AFB and 3 days DALV authorized upon completion of training. TDN. 5793400 967-9600 P458 664100 021150 039860. (9A1-458-021150-H-40-G-1004-541.00) Authority: AFM 35-11 and SAC message DFOS 20494, 6 Sep 58. (C-2117).

3. TSGT (PAFSC 47170) (CAFSC 56830) (b) (6), 6th Transportation Sq, 6th Air Base Group, SAC, this station will proceed on or about 24 Oct 58, TDY to Huntsville, Ala for approximately 43 days to attend missile training course SAC 56850-1, Petroleum Systems Maintenance Specialist, class starting date, 29 Oct 58, graduating 2 Dec 58. Paragraphs 1, 2, 3a, 13, 14, 15a on reverse side are applicable. Report to Comdr, 864th Strategic Missile Sq, Bldg 3151, Troop Area, Redstone Arsenal, Huntsville, Ala not later than 0800 hours, 27 Oct 58. Waiver of AFR 39-8 granted to permit retraining. Authority: Fifteenth AF message, DPAMA 46848, 6 Aug 58. Airman will be attached to 864th Strategic Missile Sq for administration. TPA. Travel by common carrier (rail or bus) is 6 days. Travel time in excess will be charged as delay enroute authorized. TDN. 5793400 964-4004 P443 S525002 0211 0398. Authority: AFM 35-11 and Fifteenth AF message DPAMA 46848, 6 Aug 58. (C-2132).

FOR THE COMMANDER:

DISTRIBUTION: B plus
80, BPERS; 5, BCRF; 5, Comdr, Castle AFB, Calif; 3, Hq SAC, ATTN: Senior Officer Branch, Directorate of Personnel, Offutt AFB, Nebr; 5, Comdr, Redstone Arsenal, Huntsville, Ala

CMD, W-3, USAF
Deputy Director
Administrative Services

TOTAL: 200 copies

TEMPORARY DUTY
Overseas and Zone of Interior-School

1. Duty directed is being performed per unit issuing order.
2. Upon completion of TDY will return this station.
3. Individual(s)(is)(are) authorized access to classified material requiring security clearance up to and including (a) Secret; (b) Top Secret; (c) Crypto, for the period of this TDY only.
4. When traveling by military aircraft a total of 100 pounds baggage, including excess, is authorized (each person).
5. When traveling by commercial aircraft a total of 140 pounds baggage, including excess, is authorized (each person).
6. *Indicates individual (s) designated "official courier (s)" for period this TDY.
7. Authority is granted to make such changes in itinerary and to proceed to such additional places as may be necessary for the successful accomplishment of the mission.
8. Return Air Movement Designator will be obtained from the local priority issuing agency.
9. Immunization will be accomplished immediately in accordance with AFR 160-102.
10. Provisions of AFR 205-1 will be complied with.
11. Individual (senior officer) will comply with provisions of AFM 35-11.
12. Travel by military aircraft, military and or naval water carrier authorized. Travel by commercial aircraft authorized for travel within continental United States only when military aircraft for the efficient accomplishment of mission is not available.
13. Shipment of household goods and transportation of dependents to place of school at government expense, not authorized.
14. This is a course of instruction.
15. Government housing and messing facilities (a) are; (b) are not available.
16. All Disbursing Officers making payment against this order, and all Transportation Officers issuing Travel Requests, Bills of Lading and/or meal tickets will forward one copy of document in question to: (a) Commander, Technical Training Air Force, Attn: Budget Officer, Gulfport, Miss; (b) Comdr, Technical Training Air Force, Attn: Compt S01-605, Maxwell AFB, Alabama.
17. Airman has over 4 years service for pay purposes.

HEADQUARTERS
6TH AIR BASE GROUP
United States Air Force
Walker Air Force Base, New Mexico

MINUTES OF STAFF MEETING HELD 8 OCT 1958

The regular weekly staff meeting of the 6th Air Base Group was held Wednesday, 8 October 1958, at 1330 hours in the Base Headquarters Air Room. Lt Colonel W. W. Yarborough, Deputy Base Commander presided, and the following officers were present:

Lt Col (b) (6)	Hq 6th ABGRU
Lt Col	Comdr, 6INSTLRON (IE)
Lt Col	Base Safety Officer
Lt Col	Staff Judge Advocate
Lt Col	Base Materiel Officer
Lt Col	Base Comptroller
Lt Col	Base Plans
Lt Col	Staff OPS Officer
Maj (b) (6)	Comdr, 6 OPRRON
Maj	Comdr, 6 APRON
Maj	Base Supply Officer
Maj	Acting Comdr 6SUPRON
Maj	Provost Marshal
Maj	Base OPS Officer
Maj	Comdr, 6TRANSRON
Maj	Dir Administrative SVCS
Maj	Comdr 37AVNDEPRON
Maj	686ACWRON
Maj	Comdr, 6HEDRONSEC, 6ABGRU
Capt (b) (6)	Asst Base Communications Officer
Capt	Motor Pool Officer
Capt	6APRON
Capt	Adm Officer, 6INSTLRON
Capt	Comdr 6FDSVCRON
Capt	2010th AACSRON
Capt	Base Flight Maint Officer
1/Lt	Acting Resident Auditor
1/Lt	USAF Hospital
1/Lt	Base VET
CHIEF/Lt (b) (6)	Asst Base Chaplain
CWO (b) (6)	Base Police Officer
CWO	Vehicle Maint Officer
Mr. (b) (6)	Procurement Officer
Mr.	Chief, OSI
Mr.	Transportation Services
Mr.	OSI

6DPOJT OJT Program: The 6th Air Base Group earned maximum points for the month of September - 100 points. Out of 40 tested, 39 passed - for 97%. Of eligibles for training, 100% were on OJT.

Paragraph 7, Interim SAC SUP 1/AFR 52-2 has been distributed to Squadron Commanders. It states that people may be officially withdrawn from training should they fail to progress.

Effective 1 October, a new grading system was implemented. Under the new system, the maximum possible points that may be earned is 150, instead of 100. There are a number of changes under the new system and Major Mayea has been invited to attend one Air Base Group staff meeting each month in order to brief the staff concerning the program. Major Mayea declared himself available at all to times to give assistance to Squadrons .

BDC Deputy Base Commander during Colonel (b) (6) absence will be Lt Colonel (b) (6) Lt Colonel (b) (6) will be Base Commander.

Corrective Action on Security Readiness Exercise Report: A DF from the Division Commander, which was read aloud to the staff, directs that discrepancies reported as a result of the security readiness exercise conducted 24-25 September be corrected immediately. All Squadron Commanders were directed by Lt Colonel Yarborough to take immediate action to remedy any non-compliance with regulations. A DF is being sent to all Squadron Commanders to this effect.

Shot Records should be reviewed again and brought up to date where needed.

Reference the pyramid notification system, Squadron Commanders should assure that CQs are thoroughly briefed as to procedures. All Squadron Commanders will review this system within 15 - 20 days from this date (8 Oct 58).

Appearance of Base: All organizations will check their own areas of responsibility for clean-up. Every Friday afternoon, the Base Commander will inspect the base. The small area responsibility maps will be given by IE to all squadrons that do not already have them - upon request.

BOPL: 500 Plan amendments have been completed and should be ready for briefing at the next staff meeting.

BSO: Aircraft Ground Accidents: The Division Commander has directed that effective 1 October, a program of training for all individuals who are associated with aircraft operations be established within the Troop Management system. This training is mandatory and every person who works on the flight line should have a copy of 15AFM 32-4, Ground Safety - Accident Prevention on the Flight Line.

SJA: United Fund Drive: Lt Colonel (b) (6), Vice Chairman of the United Fund Committee, announced that the Drive will begin 13 October and end 6 November. Squadron campaign chairmen should be people of forceful personalities who can do a good

job of "selling" the Drive. Squadrons will be in competition on this Drive and a \$200 TV set will be awarded the squadron having the largest percentage of participation with no one giving less than one dollar. Publicity will be thoroughly covered by all news media available. The initial meeting of Drive chairmen will be Friday, 10 Oct, at 1300 hours in the Base Hq Air Room.

OSI: New Member: Mr. (b) (6) has been added to the OSI staff.

BM: Base Supply and Transportation will work same hours as the Wing after 15 October, when we go into winter hours.

BPM: Honor Guard: A system for providing an honor guard at any time will be established. It is the Base Commander's desire that sufficient personnel be trained to this duty so that there will never be a shortage of people who can perform it. A levy will be placed on certain squadrons for members of the guard.

Speed Limit on Ramp: Squadron Commanders should mention at Commander's Call that speed limit on the ramp at the airdrome proper will be 15 miles per hour.

As there was no further business, the meeting adjourned at 1410 hours.

(b) (6)

Major, USAF
Director of Administrative Services

SPECIFIC DISTRIBUTION		6th Air Base Gp Staff Minutes	
DIVISION AND AIR BASE GROUP		TEWANT UNITS	44 BOMB WING
DIR ADMIN SVS	2	USI	1
DIR PERSONNEL	4	RESIDENT AUDITOR	1
DIR OPERATIONS		AACS	1
DIR MATERIEL		ACSW	1
DIR COMPTROLLER	4	PTD	1
FIN SVS		WEATHER DETACHMENT	1
BASE MATERIEL	4	USAF HOSPITAL	1
STAFF OPERATIONS	1	BASE COMM	1
BASE COMPTROLLER		CIV PERS	1
STAFF JUDGE ADVOCATE	1		
INFO SERVICES	1	Base Sergeant Major	2
BASE SAFETY	1	Secretary, Command Sec	7
CHAPLAIN	1	BOPL	1
BASE SUPPLY	1		
PROVOST MARSHAL	1		
UNIT COMMAND SEC	1		
FOOD SVC SQ	1		
I SQ	2		
TRANS SQ	1		
OPERATIONS SQ	3		
SUPPLY SQ	1		
AVN DEP SQ	2		
AIR POLICE SQ	1		
BASE POLICE FLIGHT	1		
		SUB - TOTAL	63
		OTHER DISTR	
		HQ 15TH AIR FORCE	
		SUB-TOTAL	3
		STOCK	
		TOTAL	66

COPY

17

Corrective Action - Security Readiness Exercise

All Squadron Commander, Hq 6ABGRU, BC 8 Oct 58
6th Air Base Group and Col Reardon/rr/386
Comdrs, Attached Units

1. The Security Readiness Exercise conducted on 24-25 September 1958 indicated that Squadron Commanders are not complying fully with current directives regarding the following:

a. Some Alert Cards, 15AF Form 294, of personnel living off-base were found to contain the names of more than three individuals whom the bearer is responsible to notify under the pyramid recall system. Reference para 10g(3), 15AF SUP-1/SACR 55-1, there will not be more than three names for each man to notify.

b. A few individuals did not have an Alert Card in their possession.

c. In some cases individual training records, SAC Form 293, were not posted properly. Reference para 7, SACR 205-7.

2. You are directed to take immediate action to comply fully with above cited Regulations by reviewing each and every individual's Alert Card and training record, SAC Form 293, to insure that discrepancies do not exist in your Squadron. Further, I desire that you submit a statement to me not later than 15 October that you have performed this review and your Squadron is in full compliance as of that date.

cc: General Kingsbury

/s/ (b) (6) FOR
Colonel, USAF
Air Base Commander

COPY

DISPOSITION FORM

Subject: Report of Security Readiness Exercise
TO: 6C FROM: C DATE: 2 Oct 58 Comment No 1
BC Hanson/jnd/318

1. The Security Readiness Exercise conducted on 24-25 September 1958 indicated that Squadron Commanders are not complying with current directives regarding the following:

a. Some Alert Cards, 15AF Form 294, of personnel living off-base did not contain the names of not more than three individuals whom the bearer is responsible for notifying under the pyramid recall system. A few individuals did not have an Alert Card in their possession. (Ref: Para 10g(3), 15AF SUP-1/SACR 55-1)

b. Individual training records, SAC Form 293, were not posted properly in some cases. (Ref: Para 7, SACR 203-7)

2. I desire that Squadron Commanders take immediate and positive action to correct these discrepancies.

/s/WILLIAM C. KINGSBURY
WILLIAM C. KINGSBURY
Brigadier General, USAF
Commander

HEADQUARTERS
6TH AIR BASE GROUP
United States Air Force
Walker Air Force Base, New Mexico

16 October 1958

SUBJECT: Minutes of Accident Review Board

TO: See Distribution

1. In accordance with SAC Supplement 1 to AFR 32-7, 14 Feb 58 and 6th Bomb Wing Special Orders E-79, 8 Sep 58 the Base Traffic Accident Review Board met at Base Operations instrument classroom on 15 October 1958.

2. Members present were:

CAPTAIN (b) (6)
CAPTAIN (b) (6)
1STLT (b) (6)
MR (b) (6) (Ex-officio member - recorder)

Members absent:

MAJOR (b) (6)

Others attending:

MSGT (b) (6) (AP Investigator)

3. The board was called to order by Capt (b) (6) who acted as chairman in the absence of Major (b) (6). The recorder reported there was one case of unfinished business to receive attention of the board. This case was heard first as case #1.

4. Case #1 - SSGT (b) (6) was briefed concerning his rights under UCMJ.

a. This accident was a collision between a fire truck driven by SSGT (b) (6) and a private auto driven by MSGT (b) (6), who ran into the fire truck at "I" and 4th Streets. At a previous meeting MSGT (b) (6) gave his report. SSGT (b) (6) now gave his report.

b. Findings:

(1) The board concurred with previous findings that MSGT White had the "last clear chance" to prevent the accident.

(2) The cause of the accident was believed to be inattention on the part of the private car driver.

(3) Recommendations:

a It was recommended that the Installations Engineer consider blocking off the roadway between the fence and building S-146 and extend the "Out" driveway around the west side of building S-145.

b That the Installations Engineer, at monthly shop safety meetings stress traffic safety and emphasize the hazardous points such as the place where this accident occurred.

5. Case # - A/3C (b) (6) was briefed concerning his rights under UCMJ.

a. A/3C (b) (6) as driver of a 1949 Ford with two passengers, was in a collision with a private auto driven by a civilian. A/3C (b) (6) was making a left turn into a drive-in off a 4 lane highway when another driver gunned his car out of the drive-in and struck the airmans car. The three airmen were hospitalized, the other driver was fatally injured and both cars were demolished. A/3C (b) (6) was cleared by the police of responsibility for the accident. The other driver was DWI.

b. Findings :

(1) The cause of the accident was determined to be reckless driving on the part of the other driver with intoxication as another factor.

(2) A/3C (b) (6) had been drinking and took a blood alcohol test which showed only a trace of alcohol. The board believed he failed to use defensive driving techniques as he may have had a "last clear chance" to prevent the accident.

c. Recommendations:

(1) A/3C (b) (6) and passengers were admonished by the chairman and legal officer for drinking, then driving an automobile. The legal officer pointed out the legal aspects of the case if a civil law suit was ever brought to a jury.

(2) It was recommended that 40th BS commander, again emphasize at commander's call the importance of the following:

a Developing defensive driving techniques and anticipate what other drivers might do and attempt to avoid accidents.

b Point out the dangers of drinking, even in small amounts, then driving an automobile.

c That all airmen be briefed on the hazards of congested traffic on SE Main Street where lights from business establishments and cars can be confusing.

6. Case #3 - A/3C (b) (6) was briefed concerning his rights under UCMJ.

a. Description of the accident: A/3C (b) (6), 6th INSTLCON was the driver of a 3/4 ton P/U fire truck that he drove into a fire hydrant on the flight line road. He reported that his duty was to patrol the alert area and that his passenger called his attention to an unidentified light and as he turned his head to look at the light his right hand pulled the steering wheel to the right and he struck the fire hydrant located on the edge of the roadway. Damage to the truck was \$47.00 and the hydrant was broken off.

b. Findings:

- (1) Cause of the accident was inattention.
- (2) A/3C (b) (6) had surrendered his government operators permit at the time of the accident and has not been driving.
- (3) A/3C (b) (6) has had a civilian drivers license for two years and a military license for 2-3 months.

c. Recommendations:

- (1) That Airman (b) (6) attend a retraining class either at the fire department or at the motor pool drivers school before his government operators license is reinstated.
- (2) That the Fire Chief, through the Fire Department Training Section, give a series of monthly traffic safety lectures to all FD drivers and emphasize the importance of attention to the driving task

7. Case #4 - A/1C (b) (6) was briefed concerning his rights under UCMJ.

a. A/1C (b) (6) related the following concerning an accident in which he was involved: He was riding a Harley Davidson 74 motorcycle and had turned a corner and speeded up to shift gears. Somehow, his foot was caught under the cycle. Skin and flesh were scraped off his ankle. He reported for first aid and was hospitalized the following day for skin graft.

b. Findings:

- (1) He has 10 years driving experience - 4 years on motorcycle. He has owned this motorcycle approximately one month.
- (2) He has front and rear crash bars.
- (3) He does not belong to a motorcycle club.
- (4) The causes were determined to be: unfamiliarity with the vehicle and careless driving.

c. Recommendations:

- (1) The chairman admonished the airman for his careless act and outlined the hazards of all motorcycles.

8. The board adjourned at 1630 hours.

(b) (6)

Captain, USAF
Acting Chairman

(b) (6)

CIV Base Safety Eng
Recorder

Distribution
See reverse side

SPECIFIC DISTRIBUTION	DIRECTIVE		SUBJECT	
	SAC Suppl to AIR 32-1		Accident Review Board	
DIVISION AND AIR BASE GROUP	TENANT UNITS		6th BOMB WING	
DIR ADMIN SVS	1	OSI	WING DIR ADMIN SVS	
DIR PERSONNEL		RESIDENT AUDITOR	DIR PERSONNEL	1
DIR OPERATIONS		AACS	DIR OPERATIONS	
DIR MATERIEL		ACAW	DIR MATERIEL	
DIR COMPTROLLER		FEO	DIR COMPTROLLER	
FIN SVS		WEATHER DETACHMENT	DIR SAFETY	1
BASE MATERIEL		USAF HOSPITAL	UNIT COMMAND SEC	3
STAFF OPERATIONS		BASE LUNN	24TH BOMB SQ	5
BASE COMPTROLLER		CIV PENS	35TH BOMB SQ	5
STAFF JUDGE ADVOCATE	2		40TH BOMB SQ	5
INFL SERVICES	2		ARE MAINT SQ	
BASE SAFETY	30		FLD MAINT SQ	
CHAPLAIN			PER MAINT SQ	
BASE SUPPLY			REFUELING SQ	20
PROVOLT MARSHAL	1			
ST COMMAND SEC				
DD SVC SQ				
INTEL SQ	5			
TRANS SQ	2			
OPERATIONS SQ		SUB - TOTAL	SUB-TOTAL	
SUPPLY SQ		OTHER DISTR	STOCK	
AVN DEPS SQ		HQ 15TH AIR FORCE	TOTAL	55
ARM POLICE SQ	2			
BASE POLICE PLIGHT	2			

WALKER AIR FORCE BASE
GROUND ACCIDENT SUMMARY
BASE SAFETY OFFICE

Base Accident Experience for Period 1 January 1958 to 1 November 1958

MILITARY PERSONNEL	1958	1957
Reportable Fatalities.....	0	14
Reportable Disabling Injuries.....	41	98
Number Days Lost.....	556	1,418
Cost Military Injuries.....	\$22,907	\$486,830
Military Accident Rate (Cumulative).....	2.17	5.05
15AF Military Injury Rate (Cumulative)....	2.18	4.28
CIVILIAN PERSONNEL		
Fatalities.....	0	0
Disabling Injuries.....	0	1
Number Days Lost.....	0	13
Cost Civilian Injuries.....	0	\$315
Civilian Accident Rate (Cumulative).....	0	1.51
15AF Civilian Accident Rate (Cumulative)..	.42	2.42
USAF MOTOR VEHICLE RATES:		
Number Reportable Accidents.....	6	9
Cost Reportable Accidents.....	\$1,251	\$705
USAF Motor Vehicle Rate (Cumulative).....	.41	.70
15AF USAF Motor Vehicle Rate (Cumulative)	.49	.64

Base Accident Experience For September and October 1968

MILITARY PERSONNEL RATES:	September	October
Fatalities.....	0	0
Disabling Injuries.....	6	4
Number Days Lost.....	97	75
Cost Military Injuries.....	\$3,162	\$2,509
Military Accident Rate.....	3.83	2.50
15AF Military Accident Rate.....	1.96	3.31
CIVILIAN PERSONNEL RATES:		
Fatalities.....	0	0
Disabling Injuries.....	0	0
Number Days Lost.....	0	0
Cost Civilian Injuries.....	0	0
Civilian Accident Rate.....	0	0
15AF Civilian Accident Rate.....	0	0
USAF MOTOR VEHICLE RATES:		
Number Reportable Accidents.....	0	0
Cost.....	0	0
USAF Motor Vehicle Rate.....	0	0
15AF Motor Vehicle Rate.....	.59	.65

NARRATIVE OF REPORTABLE MILITARY DISABLING INJURIES - OCTOBER 1958

21 September 1958 - A/2C (b) (6), 6th Operations Squadron. Airman was hunting rabbits 30 miles north of Roswell and carrying a .357 Magnum 6 shot revolver in a hip holster. He started to draw then changed his mind and shoved the weapon back in the holster and the gun fired. Airman was hospitalized for 14 days with a gun shot wound in the right leg.

6 October 1958 - A/2C (b) (6), 6th Field Maintenance Squadron. Airman was the driver of a private automobile that collided with a road grader near Albuquerque, New Mexico. Airman (b) (6) and two other airmen were enroute to Castle AF Base on TDY. Near Albuquerque, a passing car splashed muddy water on the windshield, temporarily obscuring his vision. In the darkness he failed to see the rear lights of a road grader and collided with it. Airman (b) (6) was hospitalized with multiple injuries for 40 days. Another Airman who was asleep in the front seat was hospitalized for 7 days, and the rear seat passenger was not injured.

18 October 1958 - A/2C (b) (6), 6th A & E Squadron. Airman was hunting rabbits with a 22 cal. revolver. He was wearing it in a holster on his right hip. When he went to place the weapon in the holster it was accidentally fired. He was hospitalized for 14 days with a gunshot wound in the right leg.

(b) (6)

Lieutenant Colonel, USAF
Director of Safety

HEADQUARTERS
6TH AIR BASE GROUP
United States Air Force
Walker Air Force Base, New Mexico

14 October 1958

SUBJECT: Minutes of Base Safety Committee Meeting

TO: Commander, 47th Air Division
Commander, 6th Bomb Wing
Commander, 6th Air Base Group

1. The monthly meeting of Walker Air Force Base Safety Committee was convened by Colonel (b) (6), acting commander of 47th Air Division, at 0730 hours, 8 October 1958. The committee was convened in accordance with SACR 59-2, 21 June 55, and 47th Air Division Letter Order E-926, 5 September 1958.

2. The following members were present:

COL (b) (6), Commander 6th ABGRU
LTCOL (b) (6), D/M 47th ADIV
LTCOL (b) (6), Commander Det 15, 9th WBARON
LTCOL (b) (6), 6th ABGRU Dir/Safety (Recorder)
LTCOL (b) (6), Staff Operations, 6th ABGRU
LTCOL (b) (6), Installations Engineer, 6th ABGRU
MAJ (b) (6), 6th Transportation Squadron
MAJ (b) (6), Director of Safety, 6th Bomb Wing
MAJ (b) (6), 6th ABGRU Staff Operations
MAJ (b) (6), Staff Provost Marshal, 6th ABGRU

Members Absent:

BRIGEN William C Kingsbury, Commander, 47th ADIV
COL (b) (6), Commander, 6th Bomb Wing
COL (b) (6), Commander 4036th USAF Hospital
COL (b) (6), D/O 47th Air Division
LTCOL (b) (6), Commander, 686th AC&W
MAJ (b) (6), Commander, 2010th AACS
MR (b) (6), Base Safety Engineer

Others Attending:

COL (b) (6), Deputy Commander, 6th Bomb Wing
LTCOL (b) (6), 15th Air Force D/M
MAJ (b) (6), 47th ADIV Operations
MAJ (b) (6), 4036th USAF Hospital
CAPT (b) (6), 6th ABGRU Transportation Squadron
CAPT (b) (6), 2010th AACS
CAPT (b) (6), 2010th AACS
LIT (b) (6), 686th AC&W
MR (b) (6), Assistant Fire Chief

3. LTCOL (b) (6) distributed copies of a statistical accident summary covering the Base Ground Accident Experience from 1 January thru 30 September 1958. It was pointed out that the cumulative military accident rate up to 30 September 58 was 2.14 as compared with 5.22 for the same period of 1957. The summary showed that although our rate so far this year was 50% better than last year, it was still a little higher than the 15th Air Force average. A color chart was displayed showing the upward trend in military injuries. A brief of each military injury accident was attached to the summary. LTCOL (b) (6) stated that copies of the summary were forwarded to all squadron commanders for use in their safety programs. COL (b) (6) stated that each squadron commander should use the summary and discuss the causes of the accidents with their men during appropriate safety meetings.

4. The following recurring reports were made.

a. Status of Nav-aids: Captain (b) (6) reported the following: All facilities are operational with the exception of TACAN, which needs a second flight check. AACS has received notice that a second flight check has been scheduled, but no date established. COL (b) (6) requested LTCOL (b) (6) to send out a message requesting a firm date. (Action on message LTCOL (b) (6))

b. Status of fuel spills: During the month of September, there were thirty two (32) reported fuel spills, one of which occurred at the automotive gasoline station during refueling of the 72 octane underground tanks. Of the remaining 31 av-gas fuel spills, 19 occurred in the 6th BW, 2 in Base Flight, and 10 in the FOL section. The 31 av-gal spills show a favorable downward trend from the 42 spills reported in August. A breakdown as to causes showed that 11 spills were the result of personnel error, 13 the result of material malfunctions and 8 charged to other causes, such as expansion. FOL section was charged with 10 spills in September as compared with 6 in August. COL (b) (6) requested that the base D/M check on the spills charged to the FOL section and assure that all possible corrective action is being taken. Status of fuel spills will again be reported on at the next meeting. (Action 47th ADIV D/M)

c. Status of construction & runway/taxiway: LTCOL (b) (6) reported the following: Due to heavy rains, the work off the end of runway 03 was delayed a few days, but it is hoped that major portions of the work will be completed over the coming weekend. COL (b) (6) gave further details of the scheduling of the construction work on taxiways T-9, T-13, and T-15. Since a major portion of the construction work is scheduled for weekends, a request to hold Navy traffic on the weekends to a minimum has been sent out through 15th AF, SAC, and USAF. The letter requested Walker AFB be open to official business only and was approved by 15th AF and forwarded to Headquarters SAC for expeditious handling. Status of construction will again be reported on at the next meeting. (Action Installations Engineer)

5. The following items of unfinished business were discussed.

a. Smoking on the ramp: LTCOL Buck reported that final coordination has been completed, and signs are in the process of being painted and installed. A final report will be made at the next meeting. (Action Installations Engineer)

b. Air Traffic Control: In connection with recent correspondence from higher headquarters on mid-air collisions, this base is in compliance with all regulations. One soft spot is light civilian aircraft, flying in vicinity of Walker. COL Reardon requested MAJ (b) (6) to coordinate with the airport managers of Roswell and Hagerman municipal, and the staff of ATC and AACS. MAJ (b) (6) will give a progress report at the next meeting. A dry run briefing on control of local air traffic will be held Friday, 10 October 58 at 1500 hours, in the conference room. This briefing is in preparation for a briefing to be given to the 15th AF team due at Walker on 20 October 58. (Action AF ADV D/O)

c. Foreign object control: At the September safety meeting, LTCOL (b) (6) stated that during the 15th AF maintenance conference at Davis-Monthan AFB, repeated mention was made of a wing foreign object damage control officer. A search of all directives and correspondence by personnel of the Division Materiel Directorate failed to produce any reference to the foreign object control officer. Further, a call to 15th AF was unsuccessful in producing information relative to such a letter of directive. However, it is believed that assigning a maintenance officer the additional duty of wing foreign object damage control officer might be very beneficial through his analyzing each incident of foreign object damage to ascertain whether there are trends toward careless maintenance practices or whether there is a trend toward foreign object damage during maximum effort missions by aircraft taxiing too close to each other, and similar evaluations of each foreign object damage incident. Accordingly, a DF was sent to the commander, 6th BW, recommending that a wing foreign object damage control officer be designated. In connection with this, the Base Director of Safety has made a foreign object bulletin board. Objects found on runways, taxiways and ramps during the past few weeks were mounted on this bulletin board. The bulletin board will be displayed at base operations and also moved to each tactical squadron. Personnel can view the typical example of objects found on the runways and taxiways. No further action required.

d. Status of vacuum sweepers: The Installations engineer has not yet received a reply from the Wayne Mfg Company of Pomona, California relative to the rental of vacuum sweepers. The UAL of the Installations Squadron authorizes only 7 rotary type sweepers. COL (b) (6) requested that LTCOL (b) (6) take action to submit a UAL change request for the addition of vacuum ramp sweepers to the Installations Squadron UAL. (Action LTCOL (b) (6))

e. Barrels on the Flight Line: The 6th Bomb Wing raised the question of whether or not it was necessary to retain the barbed wire between the barrels located on the east portion of the flight line (XG-135 parking area). COL (b) (6) directed the Base Staff Provost Marshal to check the requirement from a security point of view and check with 6th Bomb Wing Safety from a safety viewpoint and recommend necessary action at the next meeting. (Action Provost Marshal)

6. The following new business items were discussed:

a. Aircraft ground accidents: A recent message from 15th AF stated General Old's concern over the increase in aircraft ground accidents. It is

result General Kingsbury sent a letter, dated 2 October 58, to all squadron commanders directing that an immediate training program be instituted to re-indoctrinate all personnel, officer and airman, on the safety requirements of 15AFM 32-4, Ground Safety - Accident Prevention on the Flight line. COL (b) (6) requested that emphasis be placed on the importance of complying with General Kingsbury's letter without further delay - also, that this training should be given to all personnel associated with flight line operations and maintenance. (Action all squadron commanders)

b. Proximity of vehicles to aircraft: Because of construction work in progress, B-52 type aircraft are being parked on the ramp adjacent to the refueling pits. With aircraft parked on the ramp, and others on the refueling pits, a twenty-five foot clearance is impossible to maintain. COL Beardon requested that 15th AF be made aware of the problem and a waiver be asked for. Base Safety was directed to take action on the message to 15th AF. A discussion was held as to difference between SAC and 15th AF regulations and the local base regulations on the proximity of vehicles to aircraft. SAC and 15th AF regulations state a distance of twenty-five feet, whereas the base regulation states fifty feet. Members of the committee will study this problem and make recommendations at the next meeting whether to follow the SAC & 15th AF regulations of twenty-five feet and rescind the base regulation or continue to follow the base regulation of fifty feet. (Action all committee members)

c. Static electricity demonstration: LTCOL (b) (6) announced that a static electricity demonstration will be given by the Bureau of Mines of Denver, on 27, 28, and 29 October, in the base theater. Further information and schedules will be published. Attendance of this demonstration is mandatory.

d. New regulation on policing the base: COL (b) (6) stated a new regulation on policing the base will be out soon. This regulation will designate schedules and areas of responsibility which will include policing of the flight line area.

e. 15th AF Safety News Letter: LTCOL (b) (6) discussed highlights of the 15th AF Safety News Letter, copies of which were sent to all major commanders and directors of operations. As of 15 September the following is a breakdown of total accidents within SAC: 2AF 15 accidents (14 major - 1 minor); 3AF 17 accidents (16 major - 1 minor); 15AF 10 accidents (all major). Although 15AF has shown some improvement in the overall accident rate during the first 8 1/2 months of 1958, there is much room for improvement in command and supervisory control. General Old has expressed his concern over continued supervisory deficiencies which incur avoidable accidents and incidents. He is very adamant in his policy that each supervisor must fulfill his professional responsibilities.

f. Pierced Steel Planking: MAJ Nellberg stated that there is still a lot of PSP laying loose around the airdrome. This is an accident potential, as it could be picked up by aircraft running up, and blown into other aircraft. Installations Engineer will be shown location, and remove all PSP. (Action Installations Engineer)

g. Speed limit on flight line: COL (b) (6) suggested changing the speed limit from 15 to 20 MPH on the road along the security fence (First Street), and from 10 to 15 MPH on the road next to the flight line. Everyone was in agreement with this proposal. COL (b) (6) requested that Base Safety, Provost Marshal, and AIO get together on the project and decide which signs need to be changed. Final action on movement of the signs to be taken by the Installations Engineer. The Provost Marshal will take necessary action to change the base regulations accordingly. (Action Installations Engineer & Provost Marshal)

h. Holes in pavement: LTCOL (b) (6) announced that he now can get some cold patch asphalt and all holes in streets, including wherry housing, would be patched on a scheduled basis. He will begin at Base Operations and work north through the housing area.

7. The meeting was adjourned at 1000 hours.

(b) (6)

Lieutenant Colonel, USAF
Director of Safety

MONTHLY CONSOLIDATED STRENGTH REPORT, RCS: 47-PL

AS OF 31 OCT 1958

PART I OFFICERS

UNIT	AUTH	ASGD	ATCH	PPD	PNPD	ANOL	SK	LV	IBY	CONF	OL	P/S
6 HEDRONSC ALC	52	66	1	60	0	1	0	0	6	0	0	8
6 SLPRON	8	10	0	8	0	0	0	0	2	0	0	0
6 TRANPRON	4	4	0	4	0	0	0	0	0	0	0	1
37 AYDEPRON	7	12	1	10	0	0	0	2	1	0	0	0
6 APRON	5	5	0	4	0	0	0	0	1	0	0	0
6 INCLPRON	7	10	0	8	1	0	0	0	1	0	0	0
6 FDSVPRON	2	1	0	1	0	0	0	0	0	0	0	0
6 OPPRON	11	8	0	6	0	0	0	0	2	0	0	0
4036 HOSP	35	41	0	38	1	0	0	1	1	0	0	0
47 AIRDIV	13	10	0	7	0	0	0	0	3	0	0	4
6 ABG TOTAL	144	167	2	145	2	1	0	3	17	0	0	13
6 HELBOROEC BT	21	78	0	64	0	0	1	1	12	0	0	44
24 BOMPRN	126	131	0	103	0	0	0	9	19	0	0	49
39 BOMPRN	126	134	0	122	0	0	0	3	9	0	0	85
40 BOMPRN	126	133	0	109	0	0	0	4	20	0	0	74
6 ABMTRN	10	18	0	13	0	0	0	1	4	0	0	3
6 PARON	8	11	0	10	0	0	0	0	1	0	0	2
6 PRON	4	5	0	5	0	0	0	0	0	0	0	0
6 TAC HOSP	8	9	0	9	0	0	0	0	0	0	0	0
6 OPS	102	125	2	114	0	0	0	2	11	0	0	112
6 BOM WG TOTAL	571	644	2	549	0	0	1	20	76	0	0	370
ASSIGNED TOTAL	715	811	4	695	2	1	1	23	93	0	0	363
ATTACHED UNITS												
312 WFD	1	1	0	1	0	0	0	0	0	0	0	1
586 ACWF	20	15	0	13	0	0	0	2	0	0	0	3
2010 AACB	6	8	0	3	0	0	0	0	0	0	0	5
DET 15 9 WEA	5	9	0	5	2	0	0	1	1	0	0	0
1033D AUD GEN	2	1	0	1	0	0	0	0	0	0	0	0
ATCHD TOTAL	34	32	0	28	2	0	0	3	1	0	0	9
BASE TOTAL	749	845	4	723	4	1	1	26	94	0	0	392

PART II AIRMEN

UNIT	ACTH	ASGD	ATCH	PFD	PNFD	AWOL	SK	LV	TDY	CONF	OL	PS	S/R
6 ABG	393	382	0	361	3	0	1	8	9	0	0	21	278
6 SUPRON	256	286	6	272	2	0	0	7	19	1	1	0	128
6 TRANSPON	173	161	0	149	2	0	1	3	6	0	0	0	102
37 AVDEPRON	90	139	0	131	2	0	0	2	4	0	0	0	50
6 APRON	184	186	0	164	6	0	0	6	10	0	0	0	108
6 INSTLPRON	347	288	0	249	1	0	0	11	21	0	6	0	123
6 FDSVORON	177	144	0	131	0	0	0	4	8	1	0	0	88
6 OPPRON	134	149	0	131	2	0	0	4	12	0	0	0	104
4036 HOSP	97	116	0	111	0	0	0	4	1	0	0	0	53
47 AIRDIV	8	7	0	7	0	0	0	0	0	0	0	0	7
6 ABG TOTAL	1864	1868	6	1706	18	0	2	48	90	2	7	21	1038
6 HEDRONSEC	153	167	0	153	1	0	0	3	9	1	0	0	110
24 BOMRON	211	214	0	195	3	0	1	12	3	0	0	10	117
39 BOMRON	211	216	0	199	2	1	0	10	4	0	0	10	104
40 BOMRON	211	217	0	198	1	0	0	12	6	0	0	30	91
6 AEMRON	308	380	0	334	5	0	1	12	27	1	0	0	122
6 FDRON	758	799	3	712	16	0	1	39	33	1	0	11	316
6 PMRON	224	243	0	223	6	1	0	11	2	0	0	7	103
6 IAC HOSP	30	29	0	25	0	0	0	0	4	0	0	0	21
6 ARPS	138	164	4	161	1	0	0	5	1	0	0	30	110
6 BY WE TOTAL	2304	2429	7	2200	35	2	3	104	89	3	0	98	1094
ALIGNED TOTAL	4168	4297	13	3906	53	2	5	163	179	5	7	119	2132
ATTACHED UNITS													
511 MTD	33	36	1	32	0	0	0	1	3	0	0	1	34
686 AC&W	161	170	1	159	0	0	0	3	4	0	0	0	52
2010 RACS	72	106	0	91	1	0	1	2	9	0	2	0	72
DET 15 9 WEA	20	24	0	22	1	0	0	1	0	0	0	0	11
1033D AUD GEN	1	1	0	1	0	0	0	0	0	0	0	0	0
ATTACHED TOTAL	287	336	2	305	2	0	1	12	16	0	2	1	170
BASE TOTAL	4455	4633	15	4211	55	2	6	165	195	5	9	120	2302

AVERAGE STRENGTH

PART III

UNIT	ASSIGNED		PFD & PMPD		AWOL, SICK & LEAVE		TDY	
	OFFICERS	AIRMEN	OFFICERS	AIRMEN	OFFICERS	AIRMEN	OFFICERS	AIRMEN
6HEDRONSEC	65	365	56	358	1	14	8	22
6 SUPRON	10	299	8	288	0	10	1	20
6 TRANSHON	4	164	3	152	0	4	0	7
37 AVDEPRON	11	141	10	131	0	4	1	6
6 APRON	6	213	4	167	0	8	1	38
6 INSTLPRON	10	287	8	252	0	17	2	17
6 FDSVCRON	1	140	1	125	0	6	0	7
6 OPPRON	7	151	6	130	0	5	1	16
4086 HOSP	41	116	38	110	2	4	1	2
47 AINDIV	10	8	6	8	1	0	4	0
6 ABG TOTAL	164	1914	140	1701	4	72	20	135
6 HEDRONSEC	77	163	63	143	3	6	11	9
24 BOMRON	132	222	109	207	7	10	16	6
39 BOMRON	131	221	110	203	5	9	17	9
40 BOMRON	133	218	112	198	4	13	17	7
6 ASMIRON	18	381	13	325	0	16	4	39
6 PMRON	12	800	10	709	0	54	1	37
6 MIRON	5	239	5	221	0	14	0	4
6 TAC HOSP	9	30	8	27	1	1	0	2
6 AREFS	118	187	105	154	2	9	12	4
6 BK WG TOTAL	635	2441	535	2187	22	132	78	117
ASSIGNED TOTAL	739	4355	675	3888	26	204	98	252
ATTACHED UNITS								
511 MTD	1	35	1	32	0	4	0	3
686 AC&W	15	170	13	159	2	12	0	4
9 WEA SQ	9	24	7	22	2	1	1	0
2010 AACS	8	106	8	91	0	12	0	9
1033D AND GEN	1	1	1	1	0	0	0	0
ATTACHED TOTAL	34	336	30	305	4	29	1	16
BASE TOTAL	833	4691	705	4193	30	233	99	268

This chart indicates the increase or decrease in the number of officers and airman authorized and assigned to 6th Air Base Group and 6th Bomb Wing as of 31 Oct 58.

	OFFICERS						AIRMAN					
	APR	INC	DEC	ASGD	INC	DEC	APR	INC	DEC	ASGD	INC	DEC
Hq 6th ABG	32	0	0	0	1	0	393	0	1	342	0	17
6th SUPRON	8	0	0	10	0	0	256	0	0	296	0	5
6th TRANSMON	4	0	0	4	0	0	173	0	0	161	0	4
37 AMBATION	7	0	0	12	1	0	30	0	4	130	0	4
6th APRON	5	0	0	5	0	0	104	0	0	106	0	33
6th INSULATION	7	0	0	10	0	0	347	0	0	200	1	0
6th FIDUC ON	2	0	0	1	0	0	177	0	0	144	0	0
6th OFFICE	11	3	0	0	1	0	134	2	0	149	0	0
4036 HQSP	35	0	0	41	0	1	77	0	0	116	0	2
47th ADIV	13	4	0	10	0	1	0	0	0	7	0	1
Hq 6th BOMB	61	0	0	78	2	0	153	1	0	167	11	0
24 BOMBON	126	0	0	131	0	1	211	0	0	214	0	10
39 BOMBON	126	0	0	134	5	0	211	0	0	216	0	0
40 BOMBON	126	0	0	133	3	0	211	0	0	217	0	4
ASB	10	0	0	10	0	0	368	0	0	300	2	0
FIB	8	0	0	11	0	1	790	0	0	799	0	9
POB	4	0	0	5	0	0	204	0	0	243	0	0
TAC BOMB	0	0	0	0	0	0	30	0	0	29	0	2
AMPS	102	0	0	125	12	0	134	0	1	164	0	2
	713	7	0	811	29	1	5160	3	0	4997	20	111

TROOP MOVEMENT

This chart indicates troop movement for the month of October 1958.

	POB	IDY	GAINS	SEPARATIONS
OFFICERS	3	10	9	2
AIRMEN	101	23	109	72
TOTAL	104	33	118	74

(b) (6)

Major USAF (b) (6)
Chief, Military Personnel Division

JPOSTS/PANTS

JPAD37
KTB/52
HR 13741P
DE RJBKRN 2233
E 400962
FM COMAF 13 MARCH
TO COMAFB/AF 47 WALKER

Action: GAW
INFO: BC
Personnel Services
47DP

UNCLAS//NF 56035. REFERENCE YOUR MESSAGE
60 5-1807, 27 SEPTEMBER 1958, REQUESTING AUTHORIZATION TO
DEVIATE FROM SAC NAVAL 00-1 AND PLACE PERSONNEL SERVICES UNDER
JURISDICTION OF AIR BASE GROUP COMMANDER. THIS HEADQUARTERS
DISPATCHED A MESSAGE TO HEADQUARTERS SAC ON 29 SEPTEMBER 1958
REGULATING THAT PERSONNEL SERVICES REMAIN ASSIGNED TO AIR BASE
GROUP UNDER THE DEPUTY BASE COMMANDER UNTIL SUCH TIME AS SAC
NAVAL 00-108 IS IMPLEMENTED. AUTHORITY GRANTED TO RETAIN
PERSONNEL SERVICES JUNCTION IN AIR BASE GROUP UNTIL FINAL
DETERMINATION IS MADE AT HEADQUARTERS SAC
BT
022105Z OCT 1958

UNRECORDED

HEADQUARTERS
6TH AIR BASE GROUP
United States Air Force
Walker Air Force Base, New Mexico

MINUTES OF STAFF MEETING HELD 21 OCTOBER 1958

The regular weekly staff meeting of the 6th Air Base Group was held on Tuesday, 21 October 1958, at 1330 hours in the Base Headquarters Courtroom. Lt Col (b) (6) (b) (6) Base Commander, presided and the following officers were present:

Lt Col (b) (6)	Deputy Base Commander
Lt Col	Comdr, 6INSTLRON (IE)
Lt Col	Staff Judge Advocate
Lt Col	Base Materiel Officer
Lt Col	Comptroller
Maj (b) (6)	Transportation SVCS Officer
Maj	Comdr, 6 OPRRON
Maj	USAF Hospital, DAS
Maj	Base OPS Officer
Maj	ISO
Maj	Comdr, 6TRANSRON
Maj	Base Dir of Adm Services
Maj	Comdr, 6SUPRON
Maj	Comdr, 37ADS
Maj	Base Communications Officer
CH (Maj) (b) (6)	Base Chaplain
Maj (b) (6)	Comdr, 6HEDRONSEC, 6ABGRU
Capt	Adm Officer, 6INSTLRON
Capt	Actg Comdr, 6APRON
Capt	Comdr, 6FDSVCRON
Capt	Base Safety Officer
Capt	Secy, Officers' Club
Capt	Base Flight Maint Officer
Capt (b) (6)	Personnel Services Officer
1/Lt	Asst Resident Auditor
1/Lt	Asst Base VET
1/Lt	6TRANSRON
2/Lt	Asst Adm Officer, 686th AC&WSq
CWO (b) (6)	Base Police Flight, OIC
CWO	Vehicle Maint Officer
Mr. (b) (6)	Procurement Officer
Mr.	Chief, OSI
Mr.	Civilian Personnel
Mr (b) (6)	Special Services

BC: OJT: Colonel (b) (6) read a letter from CINCSAC, dated 24 Sep 58, with 1st indorsement by Commander, 15th Air Force, and Memo from General Kingsbury, subject: "On-the-Job Training," in which General Power states, "The recent semi-annual inspection report of the SAC Inspector General reiterated that 'numerous squadron OJT programs were ineffective due to lack of commander and supervisor support.' This discrepancy indicates that the command has not obtained an optimum OJT program. . . . For a successful OJT program, each officer and noncommissioned officer must accept responsibility for training within his respective area." General Kingsbury's memorandum dated 17 October points out that Walker had a severe drop in the quality of our program in September and requests that all commanders and supervisors maintain the desired "personalized" quality OJT program. Lt Col (b) (6) is presently conducting personal interviews with Squadron Commanders and First Sergeants, together, to discuss plans for a more intensive support of On-the-Job Training.

REENLISTMENT STATUS. The Air Base Group, as of 17 October, had 52%, whereas the 6th Bomb Wing had 56%. Air Division had overall rate of 57%.

SECURING CLOTHING AND FOOT LOCKERS. This is an item for Commander's Call. Caution personnel to secure clothing and foot lockers when leaving barracks. Tool boxes should be secured in racks provided for them within maintenance buildings.

WALKER COURTESY. All activities concerned should assure that prompt and courteous service is rendered to retired military and members of other military services (such as Army, Navy, Marine Corps) who come from a distance to obtain treatment, services, etc, to which they are entitled as members of the Armed Forces. It should not be necessary for such people to be put to the expense of remaining overnight in Roswell in order to get what they came for at the base.

AIRCRAFT GROUND ACCIDENTS. The Commander read a letter Hq 47ADIV, 13 Oct 58, subject as stated above, concerning danger of fires from static electricity. All Squadron Commanders were given a copy of subject letter by the Base Safety Office. This is a Commander's Call item.

BAD CHECKS. Another item for Commander's Call is the writing of checks by military personnel and their dependents when there are not sufficient funds in bank to cover, or when an account is closed, etc. Commanders should emphasize to their troops that care should be exercised to assure that sufficient funds remain in bank accounts to cover all checks written. The 47th Air Division policy, as well as that of 15th Air Force, is stated in a letter from General Old, dated 8 Mar 57, Subject: "Integrity of Air Force Personnel." Reference is made to 15AFR 35-3, 28 Feb 57. Colonel (b) (6) reemphasized the seriousness of writing a "bouncing" check.

TRANSIENT PERSONNEL SERVICE. Everyone responsible for transient facilities should read the Summary of Transient Personnel Questionnaires for September. Corrective action will be taken as indicated.

6DPCP: CIVILIAN EMPLOYEES SUGGESTION PROGRAM. Mr John Sweeney of the Civilian Personnel Office briefed the staff concerning the suggestion program and the processing thereof. He stated that Walker could lead the Air Force in employee suggestions if every employee on the base would submit 3 to 3.5 suggestions. Mr. (b) (6) also discussed the INCENTIVE AWARDS PROGRAM and a particular award - CIVIL SERVANT OF THE YEAR - recently instituted and designed to recognize the federal employees who have contributed most to the federal service. Squadron Commanders and section heads should give thought to promoting this program. More information and all needed help is available at the Civilian Personnel Office; Mr (b) (6) phone number is 2196.

BC: REQUISITIONS FOR UNAUTHORIZED ITEMS. All organizations should assure that requisitions are properly prepared and should requisition only items that are authorized and for which there is a valid requirement.

REVITALIZATION OF THE NCO CORPS. It is probable that each squadron has an NCO or two who are not making full contribution to the accomplishment of the unit mission. It is important that these people be identified and that demotion, reclassification, or elimination action be initiated if their service continues below desired standards. Personnel records are available for review by Squadron Commander, and First Sergeants at 6DP. Each Squadron Commander on the base has been requested to discuss plans concerning the less effective NCOs in his organization with the 6th Bomb Wing Director of Personnel within the next 30 days.

6BW MAINTENANCE WORKING HOURS, EFFECTIVE 20 OCT 58. Subject schedule was read to the staff by the Commander. The 6th Bomb Wing Chief of Maintenance will coordinate with Food Service to insure that messing facilities are available for personnel working the various shifts.

TRAINING. Pilots scheduled for instrument, or other training, will assure that they comply with schedule.

AWOLs. The Air Base Group had no AWOLs in September - and none thus far in October.

FAMILY HOUSING. 15AF message DECH 58628, 16 Oct 58 (JPC135) Subject: "Family Housing Program FY 1960," states that Hq SAC has approved and submitted to Hq USAF a request for an additional 121 housing units for Walker for accommodation of lower grade married airmen. More about this from 15th at a later date.

Reference Wherry modification and improvement, a request has been approved by Hq SAC and Hq USAF for conversion of 353 units from 2- and 3-bedroom to 3- and 4-bedroom units, respectively. 297 2-bedroom units will be converted to 3-bedrooms, and 56 3-bedroom units, to 4-bedrooms. Affected will be 244 airmen and 109 officer units. Hq USAF has approved thermostat controls for heating units, and ceramic tile for bathtub recesses.

T-33, C-123, AND B-25 TRANSITION PROGRAMS. Colonel (b) (6) requested that Capt (b) (6), Base Operations, give him a weekly report, beginning Friday, 24 October, on the T-33 transition program. Also - Major (b) (6) Standardization Branch, will brief the Commander on the C-123 and B-25 transition program every week.

47TH AIR DIVISION POLICIES are being revised to accommodate a one-wing station. A new index, together with the rewritten policies, will be published in the near future.

BC: CLOTHING INSPECTION - BASEWIDE. The Division Commander has ordered a clothing inspection for all troops in the near future. Most of the Air Base Group squadrons already have such an inspection scheduled for Saturday, 25 October, and a few held the clothing inspection during the past week. All Squadron Commanders will notify Colonel (b) (6) by informal note, dates of their squadron clothing inspections.

BDAS: POSTAL INSPECTION of unit mailrooms will be made by USAF Postal Inspector on Thursday, 23 October.

PICK-UP OF CLASSIFIED MATTER. Squadron Commanders and Staff Agencies should give personal attention to assure that classified matter is picked up regularly at the Base Classified Section.

STAFF VISIT. In compliance with SAC and 15AF Supplements to AFR 205-1, the Directorate of Administrative Services will make a regularly scheduled staff visit on 2 November to each section handling and storing classified matter.

BM: REPORTS OF SURVEY - SAC SUP TO AFM67-1, VOL VI. If a report of survey is not initiated within 30 days, a typewritten letter stating reason for delay must be submitted to Base Materiel. Reports of survey must be processed through the Legal Office, and then must be reviewed by the Commanding General.

IE: WINTERIZING. Squadron Commanders are reminded to have a few snow shovels on hand to clear sidewalks in squadron areas this winter, if it becomes necessary.

FY-60 O&M REQUESTS should be submitted to IE not later than 5 November.

BJA: UNITED FUND DRIVE. Contributions are running higher than those of last year.

BC: POLICE-UP OF BASE HIGHWAY. The beer can situation has gotten out of hand again and details will be assigned from squadrons to clean up the base highway.

RESAUD: REPORTS OF AUDIT will henceforth be directed to the Base Commander, unless there is need for action by higher headquarters - in which case, the report of audit will be directed thru the Base Commander to the higher headquarters.

As there was no further business, the meeting adjourned at 1500 hours.

(b) (6)

for Major USAF
Director of Administrative Services

00-3
USAF

SPECIFIC DISTRIBUTION		
DIVISION AND AIR BASE GROUP	TENANT UNITS	4th BOMB WING
DIR ADMIN SVS	OSI	WING DIR ADMIN SVS
DIR PERSONNEL	RESIDENT AUDITOR	DIR PERSONNEL
DIR OPERATIONS	AACS	DIR OPERATIONS
DIR MATERIEL	ACRM	DIR MATERIEL
DIR COMPTROLLER	FTD	DIR COMPTROLLER
FIN SVS	WEATHER DETACHMENT	DIR SAFETY
BASE MATERIEL	USAF HOSPITAL	UNIT COMMAND SEC
STAFF OPERATIONS	BASE COMM	34TH BOMB SQ
BASE COMPTROLLER	DIR PERS	39TH BOMB SQ
STAFF JUDGE ADVOCATE	Base Sgt Major	40TH BOMB SQ
INTD SERVICES	Commander's Secy	44E MAINT SQ
BASE SAFETY	BOPL	FLD MAINT SQ
CHAPLAIN		PER MAINT SQ
BASE SUPPLY		REFUELING SQ
PROVOST MARSHAL		
UNIT COMMAND SEC		
FOOD SVC SQ		
INSTR SQ		
TRANS SQ		
OPERATIONS SQ	SUB - TOTAL	SUB-TOTAL
SUPPLY SQ	OTHER DISTR	STOCK
AVN DEP SQ	HQ 15TH AIR FORCE	TOTAL
AIR POLICE SQ		
ASE POLICE FLIGHT		

25

HEADQUARTERS
47TH AIR DIVISION
United States Air Force
Walker Air Force Base, New Mexico

DO

14 October 1958

SUBJECT: Minutes of Air Traffic Control Board Meeting
(Ref Base Regulation 55-7)

TO: Commander
47th Air Division
Walker Air Force Base, New Mexico

1. The meeting convened at 1500 hours on October 10, 1958 in 47th Air Division Conference Room, in accordance with Base Regulation 55-7.

Members Present:

Colonel (b) (6) D/O 47th AD, Chairman
Lt Col (b) (6) 6BW Operations
Lt Col (b) (6) 6ABG Operations
Lt Col (b) (6) 6ABG Safety
Maj (b) (6) 6BW Standardization Division
Maj (b) (6) 6ABG Operations
Maj (b) (6) 6BW Safety
Maj (b) (6) 47AD Operations
Maj (b) (6) 6ABG Standardization Division
Capt (b) (6) 2010th AACS
Capt (b) (6) Base Communications
Capt (b) (6) 6ABG Safety
Capt (b) (6) (b) 6BW Standardization Div
1/Lt (b) (6) 686th AC&W Squadron
M/Sgt (b) (6) Staff Operations
Mr. (b) (6) CAA ATC Resident Inspector

2. The primary purpose of this meeting was to prepare personnel for the Briefing to be given Fifteenth Air Force on Air Traffic Control at Walker on the 20 and 21 of October 1958.

3. First item on the agenda was message received from Fifteenth Air Force DOT 56661, Subject: AACS Lecture Service. Major (b) (6) read message and a date of 3 November 1958 was decided upon by the members. Major (b) (6) will advise Ft. Worth of selected date.

ACTION: MAJ (b) (6)

4. The recommendations made on Final Report in the Fairchild accident were then read. Each of the sixteen recommendations were read and commented upon.

On Item 9 - "The present closed traffic pattern turns established in T.O. 1B-52B-1 and Sup 1/AFR 55-19 be modified to reflect a 90 degree turn for entry into each leg in order to allow a period of level flight on the crosswind and base legs so that pilots can visually check for other traffic on the downwind and final approach legs."

Colonel (b) (6) asked Lt Colonel (b) (6) for comments on this item.

Lt Colonel (b) (6) stated that as far as traffic pattern is concerned, it will not make any difference. The present Tech Order is a follow through from the old B-47 approach. No reason why B-52's can not make a 90 degree turn, but a change should come down through channels on the Tech Order. No action will be taken unless Tech Order is changed.

Item 11 - "Para 6, 0116, AACS Manual 100-1 be revised to establish five miles from touchdown as the minimum distance to which an aircraft on GCA final approach may progress without a final landing clearance. Where this minimum is determined to be impracticable or a limiting factor in the mission of a base, it may be varied to fit the local requirement."

Capt (b) (6) stated this procedure was discussed at last AACS Meeting and he had no recommendations at this time.

Our present policy is if an aircraft does not have a final clearance from the Tower by the three mile point, it is sent around. We do not see anything dangerous in this and the present procedure will remain in effect unless changed by AACS.

Item 12 - "Installation of anti-collision lights on all aircraft be given highest priority throughout the AF, and supply of spare parts and components for the repair of lights be given equal priority."

Lt Colonel (b) (6) stated all aircraft have anti-collision lights and there is no problem at this time.

Item 15 - "Expeditious action be taken to procure and install adequate recording equipment to record all air traffic control communications."

Capt (b) stated that Recorders come to us on automatic distribution and that Walker AFB is 87th in priority.

Colonel (b) (6) asked Capt (b) to run a check on what is on hand at present time, and check what maintenance is needed on this equipment.

ACTION: CAPT (b) (6)

5. Mr. Salyer stated he recommended that 102A Key System in the RAPCON be changed from a type 2 initial and supplemental position at each position, to 2 type 2 initial boxes.

Capt (b) will send a wire to Tinker either Saturday or Monday on this subject. Capt (b) will check to see if buzzer and light system that was recommended is coming to Walker AFB.

ACTION: CAPT (b)

6. Major (b) (6) brought up the difficulty in contacting RAPCON for position reports on departures and for clearances upon arrival. He recommended that a separate Channel be used for arrivals and for departures. This suggestion was approved by the Board. AACS will establish procedures for this and try to implement them not later than 1 November 1958. These procedures will be briefed to the Crews at the next Flying Safety Meeting.

ACTION: CAPT

7. Next item on agenda was Briefing Charts which will be explained to the 15th AF Team by Colonel (b) (6)

After explanation of Charts, Colonel (b) (6) asked if members had any additional information to be given at the briefing.

8. Colonel (b) (6) asked Lt Colonel (b) (6) to check on late takeoff rate and report at next meeting.

ACTION: LT COL (b) (6)

9. A copy of the report from Biggs AFB has been received at Walker, and personnel were given the opportunity to read this report. Each of the following offices has a copy: 47th Operations, Staff Operations and Base Operations.

10. There being no further business, meeting adjourned at 1030 hours.

(b) (6) (b) (6)

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Colonel, USAF
Chairman

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FIFTEENTH AIR FORCE SURVEY REPORT OF TERMINAL
AIR TRAFFIC CONTROL PROCEDURES AT WALKER AFB

20 and 21 October 1958

1. EFFECTIVENESS OF TERMINAL AIR TRAFFIC CONTROL PROCEDURES

1. All terminal air traffic control procedures, functions and facilities at Walker AFB were surveyed as directed. All procedures were found to indicate progressive thinking and a strong desire for safe efficient handling of traffic. Walker has a medium-density traffic situation, with almost no conflict with Roswell Municipal Airport (when operating under single runway (03-21) concept), and with no airways producing terminal control difficulties.

2. Traffic patterns are as prescribed by AFR 55-19, except that a right hand pattern is used when landings are made on Runway 03. Walker AFB considers this right hand pattern justifiable in order to preclude over-flying of the populated portions of Walker AFB as well as the outskirts of the City of Roswell. Additionally, a left hand pattern to Runway 03 would require over-flying a small airport as well as placing the aircraft in the vicinity of the Roswell Municipal Airport Control Zone.

a. The base leg at Walker AFB is established by policy to be approximately 5 miles out. Several patterns; however, were observed wherein the base leg was flown over 9 miles out and with but one or two aircraft in the pattern. It was suggested that emphasis be placed on adhering to standard traffic patterns as prescribed in Inclosure #1 to SACSUP-1 to AFR 55-19 which requires aircraft to turn on base leg "45 seconds" after passing end of runway or execute go-around. Walker AFB is currently studying a plan to have VFR pattern traffic aircraft transition into a GCA closed pattern (similar to Castle AFB's) whenever the normal pattern can not be adhered to.

3. During the 1959 construction and concurrent closing of Runway 21/03, it is planned to utilize Runway 17 and 35. This Runway is lined up directly with the Main Street of the City of Roswell, located approximately 5 miles from the approach end of Runway 17. The normal landing traffic pattern for Runway 17 would thus require the aircraft to fly over the City of Roswell as well as in the immediate vicinity of the Roswell Municipal Airport. Walker AFB is in the process of determining the most practical traffic pattern to be flown when landings are to be made on Runway 17 which will result in either: a long final approach placing the base leg to the north of the City of Roswell; or a close-in base leg requiring over-flight of minimum portion of the City of Roswell. Walker will coordinate closely with the Municipal Airport authorities in developing this plan. It is Walker's intention to require, as such as possible, that all takeoffs will be on Runway 17, away

from the City of Roswell; and that most landings would likewise of necessity, be on "17" to preclude conflicting traffic.

4. Practice jet flame out patterns at Walker AFB necessarily extend (at "High Key") over the minimum enroute altitudes of civil airways passing overhead. It was suggested that single engine jet pilots and RAPCON personnel be reminded of necessity to keep aircraft cleared both visually and by radar through the flame out pattern.

5. Timed approach procedures have been developed for instrument approaches to Runway 21. A Letter of Agreement is currently being processed for approval at the Albuquerque Center. This Letter provides for a primary missed approach that is dependent primarily on operable ground radar for its use. Although this is acceptable for an interim procedure, it was suggested that a primary missed approach procedure utilizing a nearby fix and thus not dependent on ground radar, be formulated.

6. RAPCON/Control Tower Coordination. AACS RAPCON Operations Letter Number 3, dated 13 Sept 1958, does not state clearly the positive final point (in miles) that an aircraft must be cleared for landing or go-around. It was suggested that this directive be reviewed and revised, with the following considerations in mind:

a. Any use of the 3-mile point for go-around should be eliminated. Timing of the necessary instructions and reactions, including possible errors or necessary repetitions, indicates that from 3 miles a B-52 would end almost on the runway or on a collision course with aircraft close to or on VFR final. This was demonstrated drastically in the Fairchild accident. Minimum safe final-decision distance is considered to be 5 or 6 miles.

b. No "automatic" pullup point with a straight-ahead go-around is considered safe. Control at and after pullup must be positive, and must include specific instructions for direction of go-around.

c. Wording of the Operations Letter must be completely specific as to what will be done all the way down the approach, to eliminate any possibility of a dubious or slow decision by controlling personnel. Aircraft must not be allowed to move into any position involving hazardous separation; all instructions must be so plain and specific that there will be no doubt whatever as to their intent.

7. Discrete Frequencies: It was suggested that procedures be worked out so that aircraft arriving Walker could come all the way through approach and final on one frequency. This would mean that controllers would be changing frequencies as they passed aircraft through the system, and would require some fresh thinking on the subject. The result would be elimination of a major cause of confusion in the cockpit, lost communication, etc. This method would require education of pilots in staying off frequencies in use on final. Experiments with this method have indicated excellent results and a high order of pilot satisfaction.

8. Common Tower/RAPCON Frequency. It was suggested that a frequency common to both Tower and RAPCON be used for radar-monitored departures. This would eliminate the requirement for frequency changes by the aircraft immediately after takeoff. (This method is already in use here, for mass departures.)

9. GCI-GCA Procedures. A Letter of Agreement covering emergency recoveries (and practice runs) is under coordination with the 34th Air Division (DEFENSE). Procedures include three recovery routes, and appear feasible and safe.

10. A VFR Advisory Zone (information provided by RAPCON) has been set up covering a 30 mile radius of Walker. This has been published in the Airman's Guide, and in Base Supplement #1 to AFR 55-19; it has also been submitted for publication in the Radio Facility Chart.

11. Controlled Takeoff Time Procedures. An excellent procedure for handling tactical aircraft with controlled takeoff times has been developed, and published in Walker RAPCON Operations Letter #11 - Tower Operations Letter #13. This directive is outstanding not only in that the procedures contained in it are sound, but that it indicates a high degree of AACS absorption of SAC operating principles.

II. ADEQUACY OF INSTALLED AND PROGRAMMED FACILITIES

1. The facilities installed for the control of terminal air traffic are adequate. The status of some of the facilities renders the overall capability of the system marginal for the safe control of terminal air traffic.

2. The status of RAPCON equipment is particularly critical. Of the five surveillance scopes provided for operation and alignment of equipment, two were inoperative and had been in this condition for more than thirty days. The RAPCON is operating with two surveillance scopes where a minimum of three are required. The one remaining surveillance scope is used at the surveillance radar site for align-

ment purposes. The Video Mapping Unit (AN/GPA-5) was inoperative and had been so for approximately ten days. This is particularly critical since no fixes, danger areas, or hazards to the safety of flight can be accurately plotted on the surveillance scopes. Under CAA criteria the surveillance radar is considered inoperative at any time the Video Mapping Unit is inoperative. It was suggested that special emphasis be placed on obtaining necessary parts to place all equipment back in operating condition.

3. The emergency power generator provided for the RAPCON has been inoperative for approximately one year. Although a temporary unit has been provided there is no automatic start and transfer capability in case of primary power failure. This could be particularly critical during IFR conditions, especially on precision approaches, when a matter of several minutes are required to manually start the generator and place it on the line.

4. A temporary emergency power generator has been provided for the TVOR to replace the permanent unit which was damaged beyond economical repair several months ago. The temporary unit does not have automatic start and transfer capability. In event of commercial power failure it requires a minimum of thirty minutes to return the TVOR to operation. This would be particularly critical if a power failure occurred during bomber stream recovery.

5. The surveillance radar site is provided with two 15KW emergency generators, one of which is operative. Although the one generator is capable of carrying the electrical load for the radar, it is doubtful that the unit will carry the load for the air conditioning unit without at least a momentary disruption of radar service. There is a plan to install an existing 30KW generator at this facility. It was suggested this installation be expedited and that an automatic start and transfer capability also be provided to insure a minimum of outage time due to power failure.

6. The precision radar site is provided with a 30KW emergency generator without automatic start and transfer capability. There is a plan to install an existing 60KW emergency generator at this facility to more adequately handle the electrical load for the radar set and air conditioning unit. It was suggested that automatic start and transfer capability also be provided for this unit.

7. The recording capability of Control Tower and RAPCON consists of four channels provided by two RD-142 type recorders. A minimum of ten channels are required to adequately record RAPCON and Control Tower Positions. The recorders on hand are installed to record by frequency. It was suggested that these recorders be installed to record by position to better utilize the existing capability.

8. It was suggested that action be taken by AACS to make a complete analysis of the most effective frequency monitor arrangement for the Control Tower. The most important and most used frequencies should be terminated at the "A" position and the least used frequencies at the "B" position.

9. Listening checks in the Control Tower indicated that a sharp reduction in readability is being caused by excessive line noise and distortion. Such lowering and readability can reduce Tower efficiency and can even produce hazardous situations through misunderstandings or unnecessary repetitions. Spot checks at the receiver site indicated that receiver output quality was good, it was suggested that remoting lines and associated equipment be cleared up or replaced, to produce the desired high standard of readability. It was also suggested a system be developed for checking the output quality of each transmitter in use by Control Tower and RAPCON, each shift, to insure that high quality transmissions are maintained. In the same connection, it was noted that the Tower is using carbon microphones of very ancient vintage; it was suggested that modern high-quality microphones (preferably of the differential dynamic type) be obtained, by local purchase, if necessary.

10. It was suggested a light signalling system, consisting of two indicator lights, and a buzzer in the Control Tower "A" position and two indicator lights with buzzer and light control switches at the final controller's position, be installed to augment the voice communications system. The lights to indicate an aircraft on final approach RAPCON controlled, between eleven and six miles and six and zero miles respectively, from touchdown or other distances as desired.

11. There are three weather facilities programmed for Walker AFB that have not been installed. These are:

a. AN/TMQ-11 - Remote Temperature Humidity Measuring Set, programmed for installation during second quarter of FY 60.

b. AN/GMQ-13A - Rotating Beam Ceilometer, programmed for installation during first quarter of FY 60.

c. AN/GMQ-10 - Horizontal Visibility Measuring Set, programmed for installation during first quarter of FY 61.

There is an AN/APQ-13 - Storm Detection Radar Set installed and operating.

12. The construction of the Control Tower Cab and type of glass installed causes such severe reflections within the Tower Cab that it is very difficult to establish the location of aircraft in the traffic pattern and taxiing. An aircraft either on the ground or in the pattern will appear in at least two places to the Tower Controller. At times it will appear that two aircraft are on a collision course due to the two images converging as the single aircraft progresses. There is an urgent need for a new Control Tower.

13. The lighting within the RAPCON is not conducive to efficient air traffic control operation and is distracting to the operators. It was suggested that personnel responsible for providing RAPCON lighting visit Davis-Monthan AFB to obtain information on proper RAPCON lighting.

III. SKILL LEVEL, MANNING, AND UTILIZATION OF CONTROL PERSONNEL

1. The Unit Manning Document for the 2010th AACS Squadron does not authorize adequate officer and seven-level air traffic controllers for the unit to effectively accomplish its mission. The document presently authorizes one officer controller and seven airman supervisory level controllers for RAPCON operations, not including the precision radar portion. It was suggested that the 2010th AACS Squadron review the Unit Manning Document and attempt to obtain an adequate number of supervisory level RAPCON controllers to effectively accomplish their mission. This review should consider any program that will increase terminal air traffic operations.

2. Full utilization of assigned air traffic control officers is not being realized. Of the three air traffic control officers assigned for RAPCON operations, one is working normal duty hours and the other two are assigned to particular shifts. It was suggested that until such time as adequate air traffic control officers are authorized and assigned to afford a duty assignment of "RAPCON Officer in Charge" that all officers assigned for RAPCON duty be assigned to shifts and the duties of "RAPCON Officer in Charge" be assumed by the flight facilities officer.

3. All Air Traffic Control personnel are not familiar with performance characteristics and limitations of aircraft assigned to Walker Air Force Base. It was suggested a program be established and maintained to indoctrinate all Air Traffic Control personnel in performance characteristics and limitations of assigned aircraft.

4. No written procedure was established to reexamine Air Traffic Control personnel on a recurring basis once they have become facility rated. It was suggested that a program be developed to reexamine these personnel at least once each six months on a no-notice basis to insure that proficiency is maintained.

IV. CONTROL TOWER OFFICER

1. The function of Control Tower Officer is prescribed as a singular duty during duty hours. During non-duty hours, the Tower Officer's function is combined with the duties of Supervisor of Flying.

2. The Bomb Wing Director of Operations personally briefs the Tower Officers before they assume duty. This is considered very important, particularly from the standpoint of the added incentive this engenders. To provide detailed instructions, it was suggested that in addition to the above, an extensive Tower Officer School be administered these rostered officers as soon as practicable.

3. Walker AFB recommends designating the place of duty for the Control Tower Officer to be in the RAPCON room. Walker personnel consider this sound preparation for the future possibility when all air traffic might be controlled by radar. Attached as Inclosure Number 1, are the 47th Air Division Directorate of Operations' considered advantages and disadvantages of locating the Control Tower Officer in the RAPCON.

2. In regards to above, Commander 47th Air Division was advised the concept would be fully staffed at 15th Air Force Hq. In the interim, the Team suggested the place of duty for the Control Tower Officer be in the Control Tower.

4. The working location in the Control Tower designated for the Control Tower Officer is situated to the rear and in approximately an 8 inch depression. It was suggested this position be raised or moved so to provide Tower Officer with unrestricted view of approach end of Runway 30.

5. The SOP contained in the Tower Officer's SOP Book maintained in the Tower, is not in compliance with Par 4, SACR 62-8. It was suggested that this SOP be reviewed and revised appropriately.

6. The frequency monitor facilities provided for the Control Tower Duty Officer are not adequate for proper compliance with SAC Regulation 62-8. It was suggested that arrangements be made to install a key-box arrangement, such as the 102A, utiliz-

ing the monitor capabilities of the AN/FSA-1 console. This would provide the Tower Officer with the capability of monitoring each frequency the WPCOX or Tower utilizes. The requirement for this capability should be placed on the local telephone company for provision of the necessary equipment.

V. AIR TRAFFIC CONTROL BOARD

1. The Walker AFB Air Traffic Control Board is constituted as directed, and has been meeting approximately monthly since its formation in April 1954. Many of the terminal traffic control problem areas discussed throughout this report were noted as a subject for discussion and/or action during past meetings of this Board.

VI. BASE OPERATIONS

1. The assigned Base Operations Officer is considered fully qualified for his duties. Excellent administration practices were observed. The SOPs for the Airdrome and Assistant Airdrome Officer consisted of an easy reading narrative description of all required duties. This was considered by the team to have distinct advantages in lieu of the usual practice of binding together all pertinent directives in the form of an SOP file. It was suggested this same type of SOP be prepared for the Control Tower Officer.

2. Walker AFB has an announced policy prescribing implementing requirements of 15th AF ZIPPO 89-018, 9 Sept 1953. This directs that aircraft will be at least one minute apart in final approach. Also, policy is in effect limiting to four the number of aircraft authorized to be in the traffic pattern at any one time.

3. Although the above policies are thoroughly understood and enforced by all control agencies on the Base, it was suggested that these be set forth firmly in the form of written directives.

4. The command support of Base Operations was noted by the assignment of semi-permanent clearance officers in Base Operations. As in certain other 15th Air Force Bases visited, this was considered an excellent approach to the command-wide problem of inadequacies in using roster officers for the Flight Planning and Briefing Officer function. The 47th Air Division Director of Operations recommended increased manning in the following areas: Airdrome Officer, Personal Equipment Specialist, and Base Operations Dispatch Specialist. The specifics of the above suggested increases will be submitted by the team to DPL.

VII. GENERAL COMMENT

The material contained in this survey report was not presented to the 47th Air Division Commander as being directive in nature. It is expected that each indication of needed action will be evaluated by the Air Traffic Control Board and actions and procedures developed as necessary. All such developments should be reported to Headquarters, Fifteenth Air Force for its information and possible use in assisting other Bases.

WALAER AIR FORCE BASE

Discussion of Location of Tower Officer
(As briefed by Col (b) (6), 47th AD D/O)

IN TOWER:

ADVANTAGES:

1. VFR conditions. Better integrate VFR traffic with IFR inbound traffic unless weather is marginal.
2. Can usually observe aircraft in emergency.
3. Can better monitor control tower operator's performance.

DISADVANTAGES:

1. Can monitor only one RAPCON frequency at a time.
2. Tower backup equipment is being used for monitoring RAPCON. RAPCON is not staffed to keep Tower Officer advised of all traffic they are working and the frequencies used.
3. Limited area to observe.
4. Would not know expected approach time of inbound traffic without additional coordination.
5. Can not follow aircraft in closed traffic pattern at night or during periods that visibility is marginal.
6. Duties of Tower Officer and Supervisor of Flying are more difficult when combined.
7. Tower remotely located.

IN RAPCON:

ADVANTAGES:

1. Can monitor approach and departure clearances for ATC.
2. RAPCON frequencies are easier to monitor, plus tower frequencies.
3. Can visually and aurally monitor 3 controllers.
4. Can observe all aircraft in 30-mile radius.
5. Easier to anticipate arriving and departing delays and take action.

(Inclosure #1)

6. Can insure incoming pilots have current airdrome weather information prior to descent from altitude.

7. Duties of Tower Officer and Supervisor of Flying easier to combine.

8. RAPCON close to Base Operations and CP.

DISADVANTAGES:

1. May lose aircraft in ground clutter.
2. No visual observation of aircraft in emergency.

RECOMMEND: Study and revise SAC Reg 62-8.

HEADQUARTERS
47TH AIR DIVISION
United States Air Force
Walker Air Force Base, New Mexico

DO 29 October 1958
SUBJECT: Air Traffic Control Board Meeting (Agenda)
TO: See Distribution

Following is the Agenda for the Air Traffic Control Board Meeting to be held on Friday, 31 October 1958, at 1500 hours, in the 47th Air Division Conference Room.

A. OLD BUSINESS

1. Status of GCI/GCA Emergency Approach Procedures.
(ACTION - 686th AC&W)
2. Status of the Wind Direction and Velocity Indicator in the RAPCON Building.
(ACTION - Capt (b))
3. Status of RD-142 Recorders.
(ACTION - Capt (b))
4. Status of waiver for the FPN-16 (precision radar) being located 8 ft too close to Runway 21-03.
(ACTION - Base Operations)
5. Approach and Departure Procedures for Runway 17-35.
(ACTION - 6th Bomb Wing/AACS)
6. Status of Walker AFB being placed on "Official Business Only" basis.
(ACTION - Base Operations)
7. AACS Lecture Service.
(ACTION - Major (b) (6))
8. Status of changing the 102A Key System in RAPCON from a Type 2 initial and supplemental position at each position, to two Type 2 initial boxes.
(ACTION - Capt (b))
9. Status of buzzer and light system for the Tower.
(ACTION - Capt (b))

10. Separate channel to be used for arrivals and departures.

(ACTION - Capt (b))

B. NEW BUSINESS:

1. Traffic patterns which require aircraft to turn on base leg "45 seconds" after passing end of runway or execute go-around transition into GCA closed pattern.

(ACTION - AACS/6th Bomb Wing)

2. Practice jet flame out patterns.

(ACTION - Base Operations/AACS)

3. Timed Approach Procedures - Missed Approach Procedures revised.

(ACTION - Major (b) (6))

4. RAPCON/Control Tower Coordination.

a. Positive final point for landing or go-around --minimum safe final - decision distance is considered to be 5 or 6 miles.

b. Control at and after pull up to include specific instructions for direction of go-around.

c. Wording of Operations Letters must be specific.

(ACTION - AACS)

5. Discrete Frequencies: Procedures be worked out so that Aircraft arriving Walker could come all the way through approach and final on one frequency.

(ACTION - AACS)

6. Common Tower/RAPCON Frequency.

(ACTION - AACS)

7. Adequacy of Installed and Programmed Facilities.

a. Status of RAPCON equipment.

(ACTION - AACS)

b. Emergency power generator for RAPCON inoperative.
Temporary unit unsatisfactory.

(ACTION - Installation Eng)

c. Power generator for the TVOR.

(ACTION - Installation Eng)

d. Surveillance radar site.

(1) One 15KW emergency generator inoperative.

(2) Installation of 30KW generator.

(ACTION - Installation Eng)

e. Precision radar site.

(1) Need automatic start and transfer capability for
the emergency 30KW generator.

(ACTION - Installation Eng)

(2) Plan for installing 60KW emergency generator with
automatic start and transfer capability.

(ACTION - Installation Eng)

f. Present RD-142 type recorders be installed to record
by position rather than frequency.

(ACTION - AACS)

g. Analysis of the most effective frequency monitor
arrangement for the Control Tower. Most used frequencies be term-
inated at the "A" position the least used at the "B" position.

(ACTION - AACS)

h. Sharp reduction in receiver readability in the Control
Tower caused by excessive line noise and distortion.

(ACTION - AACS)

i. System for checking output quality of each transmitter
in use by the Control Tower and RAPCON each shift.

(ACTION - AACS)

- j. New Microphones for Tower.
(ACTION - AACS)
- k. Light signalling system and buzzer for control tower "A" position.
(ACTION - AACS)
- l. Lighting for RAPCON building unsatisfactory.
(ACTION - AACS)
- 8. UMD for 2010th AACS.
(ACTION - AACS)
- 9. Utilization of assigned Air Traffic Control Officers for shift duty.
(ACTION - AACS)
- 10. Air Traffic Control personnel not familiar with performance characteristics and limitations of aircraft assigned WAFB.
(ACTION - AACS, 6th Bomb Wing, Base Operations)
- 11. Reexamine ATC personnel on recurring basis.
(ACTION - AACS)
- 12. Tower Officers' School.
(ACTION - 6th BW/Base Operations)
- 13. Tower Officer's location in the Control Tower.
(ACTION - 6th BW/Base Operations)
- 14. Position of Tower Officer be changed to provide unrestricted view of approach end of Runway 21-03.
(ACTION - AACS)
- 15. Tower Officer's SOP Book be maintained in accordance with Para 4, SACR 62-8. Be written in narrative form for easy reading.
(ACTION - Base Operations)

16. Installation of a key-box arrangement, such as the 102A, utilizing the monitor capabilities of the AN/FSA-4 console.

(ACTION - AACS/Base Comm)

17. Policy for separation of aircraft in the traffic pattern.

(ACTION - Major (b) (6))

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(b) (6)

Jar
Colonel, USAF
Director of Operations

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HEADQUARTERS
47TH AIR DIVISION
United States Air Force
Walker Air Force Base, New Mexico

DO

7 November 1958

SUBJECT: Minutes of Air Traffic Control Board Meeting
(Ref Base Regulation 55-7)

TO: Commander
47th Air Division
Walker Air Force Base, New Mexico

1. The Air Traffic Control Board Meeting convened at 1500 hours on 31 October 1958, in the Air Division Conference Room.

MEMBERS PRESENT:

Col (b) (6), DO, 47th ADiv, Chairman
Col (b) (6), 6BW DO
Lt Col (b) (6), 6th ABG Operations
Lt Col (b) (6), Dt⁵¹, 9th WEARON
Lt Col (b) (6), 6ABG DM
Maj (b) (6), 47ADiv Staff Operations
Maj (b) (6), 2010th AACCS
Maj (b) (6), 6 OPRON Base Comm
Maj (b) (6), B-52 Standardization Div
Capt (b) (6), 2010th AACCS
Capt (b) (6), KC-135 Standardization Div
Capt (b) (6), Air Installations Office
M/Sgt (b) (6), Base Communications
Mr. (b) (6), CAA, Resident Inspector
Mr. (b) (6), Air Installations Office

2. Colonel (b) (6) ^{15th} opened the meeting by bringing Air Force Regulation 55-4 to the attention of the Board Members. This Regulation sets up ATC Board and assigns more responsibilities. Regulation 55-4 is entitled "Operations - Air Traffic Control Board" and is dated 14 October 1958.

3. Items of Old Business discussed were as follows:

a. Status of GCI/GCA Emergency Approach Procedures:
As no member was present from 686th ACEW Squadron, Major (b) (6) was asked to contact this organization and have reply for next ATC Meeting.

(ACTION - MAJOR (b) (6))

b. Status of Wind Direction and Velocity Indicator in the RAPCON Building: Capt (b) reported that request was sent from Base Communications to SAAMA on 17 March. They forwarded the request to Fifteenth Air Force on 9 Apr 58. Fifteenth Air Force has the wind direction and velocity indicator programmed for the second quarter of 1961; and it is now a matter of "waiting". This subject will be omitted from agenda until Capt (b) has received an answer, at which time he will report same.

(NO FURTHER ACTION AT THIS TIME)

c. Status of RD-142 Recorders. Letter received from Headquarters Continental AACS, dated 16 October, giving the priority list for RD-142 Recorders. Walker AFB is programmed for three recorders which are to be shipped in December 1958. Two demagnetizers to go along with them. Four additional recorders are to be shipped March 1959. Total of seven recorders. (Four for the RAPCON Building, and three in Control Tower.) Any further information received during the interim period will be brought up at next meeting.

(ACTION - CAPT (b))

d. Status of Waiver for the FPN-16, Precision Radar: Lt Col (b) (6) stated the status is still the same as at the time of the previous meeting. No further information has been received from Fifteenth Air Force. Capt (b) (6) stated another request was sent in three weeks ago, but no reply has been received. Col (b) (6) asked Capt (b) (6) to send another request for waiver and have an answer at next ATC Mtg.

(ACTION - CAPT (b) (6))

e. Approach and Departure Procedures for Runway 17-35: No one had any new information on this subject. Major (b) (6) was asked to coordinate with 6BW/AACS and have a schedule by next meeting time.

(ACTION - MAJOR (b) (6))

f. Status of Walker AFB being on "Official Business Only" Basis: Col (b) (6) stated no information has been received to date from Fifteenth AF officially. M/Sgt (b) (6) reported that in 20 days Walker only averaged 10 transients a day. Until official word is received from 15AF, nothing will be done on this subject.

(NO FURTHER ACTION AT THIS TIME)

g. AACS Lecture Service: Set up for Monday, 3 Nov 58, at 1230 hours.

h. Status of 102A Key System in RAPCON: Capt (b) (6) has sent request to his Headquarters for information concerning required action to change the 102A Key System in the RAPCON from a Type 2 Initial and Supplemental Position at each position, to two Type 2 Initial Boxes. No information has been received from his Headquarters. Will follow-up on this request and report at next meeting.

(ACTION - CAPT (b) (6))

i. Status of Buzzer and Light System for the Tower: Capt (b) (6) talked to CWO (b) (6) who stated that Walker does not have the necessary cable pairs. They will have to be installed. Major (b) (6) stated that if it is approved by the Board Members to install the Buzzer and Light System, he will go to his Headquarters for necessary approval. He also asked that a complete sketch as to just how the system is to be installed and just what it is to do, be prepared for his organization.

(ACTION - MAJOR (b) (6))

4. New Items of Business contained in 15AF Survey Report on the Effectiveness of Terminal ATC Procedures.

a. Traffic Patterns which Require Aircraft to Turn on Base Leg "45 Seconds" after Passing End of Runway to either Execute Go-Around or Transition into GCA Closed Patterns. This statement was discussed by Board Members, and it was determined that Capt (b) (6) should change local AACS directive to have VFR pattern traffic aircraft transition into a GCA closed pattern whenever the normal pattern can not be adhered to.

(ACTION - AACS)

b. Practice Jet Flame Out Patterns. Altitude at "High Key" is above the minimum enroute altitudes of civil airways passing overhead. Pilots will call RAPCON for approval and monitoring when practicing Jet Flame Outs. Pilot will keep aircraft visually cleared through the flame out pattern and will be turned over to Tower Control when below MEA.

(ACTION - AACS and BDO)

c. Timed Approach Procedures - Missed Approach Procedures. Missed approach procedures are not "spelled out" in the Timed Penetration Approach Agreement requested by Walker AFB, and this will be revised immediately. According to Mr. (b) (6), this agreement should be returned from his Region before the next ATC Meeting.

(ACTION - MR. (b) (6) /BASE OPNS)

d. RAPCON/Control Tower Coordination.

(1) "AACS RAPCON Operations Letter #5 does not state clearly the positive final point (in miles) that an aircraft must be cleared for landing or go-around. The minimum safe final decision distance is considered to be 5 or 6 miles." Decision point for Walker AFB was established at 5 miles from end of runway. AACS Operations Letters will be revised accordingly.

(ACTION - AACS)

(2) Control at and after Pull-Up to Include Specific Instructions for Direction of Go-Around. GCA will turn aircraft over to Tower Control at one mile from end of runway when aircraft are making VFR practice "touch-and-go" landings. Aircraft will remain under Tower Control until Tower releases aircraft back to RAPCON or GCA.

(3) Wording of Operations Letters must be specific. AACS will revise Operations Letters immediately.

(ACTION - AACS)

e. Discrete Frequencies. After much discussion of this subject by the Board Members, the following agreement was reached: Channel 3 for tower taxiing instructions; 225.4 for ATC clearance; 379.4 for takeoff clearance and radar departure control; Channel 16 for initial contact with Approach Control inbound; Channels 17 and 18 for penetration, pattern control and precision approaches. Purpose is to allow aircraft to remain on a single frequency from penetration thru final approach. 225.4 and 379.4 may be used for penetration, pattern control and precision approaches when no departures are in progress. Colonel Campbell agreed that this procedure should be tried and any discrepancies reported at next meeting.

(ACTION - CAPT (b))

f. Adequacy of Installed and Programmed Facilities.

(1) Status of RAPCON Equipment. Capt (b) (6) stated that at the time 15th AF Survey Team visited the RAPCON there were two scopes inoperative but both are operating at the present time. The Video-Mapper which was noted by the Team as inoperative has been restored to full operational status.

(NO FURTHER ACTION)

(2) Emergency Power Generator for RAPCON Inoperative. Capt (b) (6) stated that in all cases they are requesting automatic start and transfer panels for the NAV-Aids, including the RAPCON Building.

TVOR: They are just receiving the 332's to obtain power units with automatic controls for the precision radar site. Since last summer, AIO has had a project to replace the generator at the TVOR with a new unit with automatic starting panel. On 14 Jul 58, this Unit was ordered, requisition received from Depot - "No action". AIO again ordered on 7 October and on 29 October it was cancelled and at the present time Base Supply is checking to see WHY the requisition has been cancelled. Capt (b) (6) stated that AIO is at a loss to know how to proceed at this moment. Colonel (b) (6) stated that priority on this requisition should be increased; to which Col (b) (6) agreed. If priority can not be increased, Col (b) (6) asked to be notified and will then notify 15AF immediately.

(ACTION - CAPT (b) (6))

g. RD-142 Type Recorders Be Installed to Record by Position Rather Than Frequency. Capt (b) (6) stated the preliminary wiring is completed to record by position rather than frequency, and AACS is hooking up one position this week on a trial basis. Col (b) (6) asked that he be notified as soon as these recorders are in desired position.

(ACTION - CAPT (b) (6))

h. Analysis of the Most Effective Frequency Monitor Arrangement for the Control Tower. The most used frequencies are at "A" position; leased used frequencies are at "B" position.

(NO FURTHER ACTION)

i. Sharp Reduction in Receiver Readability in the Control Tower. Capt (b) (6) informed the members, that at the time 15AF Survey Team made their visit, AACS had a scratchy speaker. This has been corrected and there is no notice of distortion and no cable problems at the present time.

(NO FURTHER ACTION)

j. System for Checking Output Quality of Each Transmitter in Use by the Control Tower and RAPCON Each Shift. AACS checks out the backup and primary transmitters and receivers each shift in the Tower and RAPCON.

(NO FURTHER ACTION)

k. New Microphones for Tower. AACS reported that two old microphones were in use in the Tower at the time 15AF Survey Team visited due to two of the dynamic type being inoperative. Base Supply has been contacted and they reported they have four microphones being shipped to Walker by air and should be received very soon.

(NO FURTHER ACTION)

l. Lighting for RAPCON Bldg Unsatisfactory. "Davis-Monthan AFB has the best lighting system 15th AF Survey Team had seen, and suggested that Walker install same effective lighting." Col (b) (6) informed members if there were any problems on this subject, to let him know immediately and he will make arrangements for Walker personnel to visit Davis-Monthan and inspect their lighting. Major (b) (6) was asked to coordinate with Major (b) (6)

(ACTION-Major (b) (6) /Major (b) (6))

m. UMD for 2010th AACS. AACS reported that one 7-level GCA man arrived this date, and two 7-level approach controllers are scheduled to arrive in December. This will help to alleviate the critical shortage of 7-level air traffic controllers.

(ACTION - AACS IN DECEMBER)

n. Utilization of Assigned Air Traffic Control Officers for Shift Duty. Capt (b) (6) informed the Board, they have four officers in the RAPCON, and three of those officers are working shifts. There is not an officer on each shift.

(NO FURTHER ACTION)

o. Air Traffic Control Personnel Not Familiar with Performance Characteristics and Limitations of Aircraft Assigned WAFB. Col (b) (6) asked Capt (b) (6) to set up a class for personnel on this subject. Col (b) (6) is to be informed how much time the class will take, and the subjects to be covered, and he will arrange for instruction.

(ACTION - CAPT (b) (6))

p. Reexamine ATC Personnel on Recurring Basis. Capt (b) (6) reported personnel are facility rated and can be reexamined at any time. Col (b) (6) asked that a scheduled basis and reexamination be accomplished and a record be kept on each person so that data would be readily available.

(ACTION - AACS)

q. Tower Officers' School. Col (b) (6) stated no classes are being held at the present time, but classes would be set up immediately.

(ACTION - COL (b) (6))

r. Tower Officer's Location in the Control Tower. Tower Officer will be in the Tower during VFR weather. (NO FURTHER ACTION)

s. Tower Officer's SOP Book being written in narrative form for easy reading. Base Operations is working on this project at the present time.

(ACTION - BASE OPERATIONS)

t. Installation of a Key-Box Arrangement in the Control Tower such as the IO2A, Utilizing the Monitor Capabilities of the AN/FSA-4 Console. This will provide the Tower Officer with the capability of monitoring each frequency the RAPCON or Tower utilizes. Major (b) (6) will make arrangements for the installation of a Key-Box Arrangement.

(ACTION - MAJ (b) (6))

u. Policy for Separation of Aircraft in the Traffic Pattern. Division will prepare and distribute policy to all concerned.

(ACTION 47AD DO)

5. Col (b) (6) asked if it was good to have two separate altitudes for the traffic pattern. He suggested that everything be kept at 5000'. According to Col (b) (6) this situation would be checked and altitudes kept at 5000'.

(ACTION - BASE OPERATIONS)

6. No further business - meeting adjourned at 1730 hours.

(b) (6)

DISTRIBUTION: 50

4 cys - SAC

3 cys - 15AF

10 cys - 6BW

6ABGRU

8 cys - 2010AACS

5 cys - 686AC&W

9WEARON

4 cys - History

1 cy - File

(b) Colonel, USAF
(c) Chairman

101 RJWBDL RJWBBC RJWBJG RJWBKB RJWBAP RJWBGP RJWBJM RJWBJL RJWBJP
DE RJWBKN 283
M 172100Z ZLX
FM BOMBING COMPETITION PRESS CENTER MARCH AFB CALIF
TO RJWBDL/COMAD 14
RJWBBC/COMAD 818
RJBWBJG/COMAD 819
RJWBKB/COMBN 9
RJWBAP/COMBN 28
RJWBGP/COMBN 93
RJBWBJM/COMBN 93
RJWBJL/COMSTRTOG 4134
RJWBJP/COMAD 47
BT

ACTION: ISO

0311 11 11 11

/UNCLAS/ BNC 38829. SECTION I OF II. FOR CHIEF OF INFORMATION AND
SINFORMATION SERVICES OFFICER. SUBJECT: BOMB-NAV COMPETITION
FINALS. FINAL RELEASES AS FOLLOWS FOR PUBLICATION IN BAS
NEWSPAPERS AND DISTRIBUTION AS PREVIOUSLY OUTLINED. MARCH AFB, CAL.
(SAC PS - OCT. 17, 1958) - THE 306TH BOMB WING, MACDILL AFB, FLA.,
FRIDAY TOOK TOP HONORS IN THE 1958 STRATEGIC AIR COMMAND BOMB-NAV
COMPETITION. PARA. FLYING B-47S, THE 306TH SCORED 1,520 POINTS
IN COMBINED BOMBING AND NAVIGATION --15.6 POINTS AHEAD OF SECOND
PLACE 310TH BOMB WING FROM SCHILLING AFB, IN THE OVERALL STANDINGS.
PARA. GENERAL THOMAS S. FOWER WILL AWARD THE FAIRCHILD TROPHY,

PAGE TWO RJWBKN 283

GIVEN ANNUALLY TO THE BEST WING (THE 306TH) AT PRESENTATION
CEREMONIES SATURDAY MORNING. PARA. INDICATING THE CLOSENESS OF
COMPETITION AND GENERAL EXCELLENCE OF CREWS ENTERED IS THE FACT
THAT AMONG THE TOP TEN WINGS IN OVERALL STANDINGS WERE FOUR CREWS
FROM SAC'S SECOND AIR FORCE, THREE FROM THE EIGHT AND TWO FROM
THE FIFTEENTH AIR FORCE. THE NO. 1 SPOT OVERALL WAS
WON BY THE VALIANT BOMBER CREWS OF THE RAF TEAM NO. 2. PARA.
AIRCRAFT COMMANDERS OF THE WINNING 306TH WING WERE: LT. COL.
(b) (6); LT. COL. (b) (6); CAPT. (b) (6)
(b) (6), AND MAJ. (b) (6). IN ADDITION TO THE OVERALL
CHAMPIONSHIP, THE 306TH WON TOP HONORS IN THE NAVIGATION DIVISION.
PARA. THE 41ST BOMB WING, DYSS AFB, WON WING BOMBING HONORS WITH
1149 POINTS. PARA. AIRCRAFT COMMANDERS OF 41ST CREWS WERE:
CAPT. (b) (6); CAPT. (b) (6); CAPT. (b) (6)
GAASBERG, CAPT. (b) (6). PARA. TOP OVERALL CREWS IS THE
B-52 STRATOFORTRESS CREW COMMAND BY CAPT. (b) (6).
REPRESENTING THE 92D BOMB WING, FAIRCHILD AFB. (b) (6) CREW HAD
490.2 POINTS OF POSSIBLE 500 IN COMBINED BOMBING AND NAVIGATION.
PARA. OTHERS ON (b) (6) CREW ARE CAPT. (b) (6). PILOT:
MAJ. (b) (6), RADAR NAVIGATOR; CAPT. (b) (6)

PAGE THREE RJWBKN 28
 NAVIGATOR; CAPT. (b) (6), COPILOT; A. W. H/SCT. (b) (6),
 (b) (6), TAIL GUNNER. THE CREW PLACED FIRST IN BOMBING WITH A TOTAL
 OF 339 POINTS OUT OF A POSSIBLE 375. PARA. MAJOR (b) (6)
 (b) (6) AND HIS B-47 CREW FROM THE 397TH BOMB WING, HONEST AD
 AFB, FLA., LED ALL CONTENDERS IN CREW NAVIGATION WITH 121.4 POINTS
 TO WIN INDIVIDUAL NAVIGATION HONORS. PARA. FINAL STANDINGS ARE
 AS FOLLOWS:

POS	UNIT	BOMB SCORE	NAV SCORE	COMBIN D
1.	386TH BW, MACDILL	1116 (1)	404 (1)	1520
2.	318TH, SCHILLING	1061 (7)	402.6 (2)	1463.6
3.	384TH, LITTLE ROCK	1130 (2)	318.4 (14)	1448.4
4.	422, LORING	1040(9)	371.6 (4)	1411.6
5.	541ST, DYESS	1149 (1)	257.6 (25)	1406.6
6.	93D, CASTLE	1105 (4)	250 (28)	1355.0
7.	RAF TEAM 2	1028 (12)	31.2 (6)	1059.2
8.	379TH, HONESTAD	1051 (8)	305(18)	1356.0
9.	307TH, LINCOLN	1009 (19)	314.6 (19)	1323.6
10.	11TH, ALTUS	1077 (5)	267.3(21)	1344.3
11.	6TH, WALKER	928	402.2 (3)	1330.2
12.	7TH, CARSWELL	1012 (13)	312.3 (16)	1324.3

PAGE FOUR RJWBKN 289

13.	96TH, DYESS	991 (17)	321.2 (13)	1312.2
14.	92E, FAIRCHILD	994 (16)	262.2 (21)	1256.2
15.	321ST, MCCOY	919 (22)	345.8 (8)	1264.8
16.	43TH, SCHILLING	1070 (6)	193 (35)	1263.0
17.	72E, RAMOY	961 (18)	300.2 (19)	1261.2
18.	320TH, MARCH	892 (26)	341.6 (10)	1233.6
19.	995TH BIGGS	996 (14)	223.6 (30)	1219.6
20.	RAF NO.1	836 (27)	381.6 (7)	1197.6
21.	99TH, WESTOVER	872 (25)	323.6 (12)	1195.6
22.	22N, MARCH	844(29)	350.6 (9)	1194.6
23.	308TH, HUNTER	1029 (11)	157.6 (40)	1186.6
24.	2D, HUNTER	925 (14)	260.4 (38)	1175.4
25.	380TH, PLATTSBURGH	934 (20)	225.2 (29)	1159.2
26.	4238 SW, BARKSDALE	915 (25)	244.4 (27)	1149.4
27.	509TH, PLASE	916 (24)	221.2 (31)	1137.2
28.	100TH, PLASE	916 (22)	211.6 (32)	1128.6
29.	340TH, WHITEMAN	796 (34)	333.2 (11)	1129.2
30.	68TH, LAKE CHARLES	775 (36)	342.8 (9)	1117.8
31.	9TH, MTHOME	943 (19)	166.6(39)	1114.6
32.	4123D SW, CARSWELL	832 (32)	279.8 (22)	1111.8

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OFFICE OF THE STAFF OPERATIONS OFFICER
WALKER AIR FORCE BASE
NEW MEXICO

WALKER AIRDROME ACTIVITIES

1. The Weekly Airdrome Activities Committee Meeting was held in the Base Operations Briefing Room at 0800, 1 October 1958, for the purpose of discussing projected activities and/or improvements for the Airdrome at Walker Air Force Base. The following sections were represented by the personnel indicated:

<u>ORGANIZATION</u>	<u>REPRESENTATIVE</u>	<u>DUTY PHONE</u>	<u>NON-DUTY PHONE</u>	<u>REPRESENTING</u>
47th Air Division	Lt Col (b) [redacted]	628	FI 7-2569	Gen Kingsbury
6th Bomb Wing Ops	Capt (b) (6)	2180	2236	Col (b) (6)
6th Bomb Wing Maint	None	730	MA 2-8385	Col [redacted]
6th Air Base Group	Lt Col (b) (6)	2430	FI 7-5545	Col [redacted]
2010th AACS	Capt (b) [redacted]	2396	FI 7-2553	Maj [redacted]
Dir of Safety	L/C (b) (6)	414	FI 7-2129	L/C [redacted]
IEO Operations	Mr (b) (6)	2206		Mr (b) (6)
IEO Engineering	Mr [redacted]	2621	FI 7-5746	Lt Col (b) [redacted]
Fire Department	Chief (b) (6)	2845	660	Chief (b) (6)
U.S. Corps of Eng	Mr (b) [redacted]	2722	MA 2-1128	Mr (b) [redacted]

2. The following activities, discrepancies, and improvements were presented by the representatives listed below:

a. 47th Air Division

Lt Col (b) [redacted] requested information concerning the painting of taxi lines. Mr Wilcox reported that the taxi guide line along the ramp in front of Base Operations had been painted and remainder will be placed as soon as final coordination is completed.

b. 6th Bomb Wing Operations

(1) Normal training scheduled for the ensuing week. 6th Air Refueling has 6 aircraft scheduled on Friday, 3 Oct 58. Take-offs scheduled at times not to interfere with repair work scheduled by IEO.

(2) Capt (b) (6) requested that flashing lights be placed at areas of repair work on the runway when such work requires pilots to land over the area. Mr (b) (6) stated that his repair crews would make this a standard procedure in the future.

c. 2010th AACS

TACAN to be flight checked in the near future, all other facilities are operational. Capt (b) [redacted] stated that TACAN would be turned "On" at the times when the KC-135 aircraft are flying to enable pilots to practice TACAN procedures.

WALKER AIRDROME ACTIVITIES SUMMARY

d. Installation Engineer Office

(1) 6th Bomb Wing standover this weekend will have a contractor to repair taxiway T-9 at intersection of T-11. IED repair crews will work on T-9 northeast of T-12.

(2) Mr (b) (6) informed the committee of 4 holes needing repair along the primary runway and these areas would receive priority this weekend if the areas get in a more serious condition.

(3) Mr (b) (6) requested that more coordination be exercised in opening and closing the runway for aircraft landing during work progress. Delays have been excessive in getting repair crews back on the runway after clearing the runway for landing aircraft. Base Operations will follow-up on this situation.

(4) Mr (b) (6) stated that he needed 3 men from the 6th to help disassemble pierced planking to be used in repair of the old east-west runway which will accommodate 6th Bomb Wing aircraft in getting to the compass rose.

(5) Mr (b) (6) reported that the road adjacent to runway 03/27 which leads to AACCS facilities is in need of repair. The road is too low in many areas. The Committee agreed that this work may be accomplished if kept within limits of construction criteria.

e. U. S. Corps of Engineers

Mr (b) (6) reported that the drainage pipe project across the end of runway 03 will be completed by Friday night.

3. There being no other business Lt Col (b) (6) adjourned the meeting.

(b) (6)

Major, USAF
Base Operations Officer

OFFICE OF THE BASE OPERATIONS OFFICER
WALKER AIR FORCE BASE
NEW MEXICO

8 October 1958

WALKER AIRDROME ACTIVITIES

1. The Weekly Airdrome Activities Committee Meeting was held in the Base Operations Briefing Room at 0800, 8 October 1958, for the purpose of discussing projected activities and/or improvements for the Airdrome at Walker Air Force Base. The following sections were represented by the personnel indicated:

<u>ORGANIZATION</u>	<u>REPRESENTATIVE</u>	<u>DUTY PHONE</u>	<u>NON-DUTY PHONE</u>	<u>REPRESENTING</u>
47th Air Division	Lt Col (b)	628	FI7-2569	Gen Kingsbury
6th Bomb Wing Opns	Capt (b) (6)	2180	2236	Col (b) (6)
6th Bomb Wing Maint	Maj (b) (6)	730	MA2-8385	Col
6th Air Base Group	Capt (b) (6)	512	FI7-5546	Col
2010th AACCS	Capt (b) (6)	2396	FI7-2553	Maj
Dir of Safety	Mr (b) (6)	414	FI7-2129	L/C
IEO Operations	Mr (b) (6)	2206		Mr (b) (6)
IEO Engineering	Mr (b) (6)	2621	FI7-5746	Lt
Fire Department	Chief (b) (6)	2845	660	Chief (b) (6)
U.S. Corps of Eng	Mr (b) (6)	2722	MA2-1128	Mr (b) (6)

2. The following activities, discrepancies, and improvements were presented by the representatives listed below:

a. 47th Air Division

(1) Lt Col (b) reported that Col (b) (6) is taking action to contact Navy Air Stations in an effort to curtail the Navy aircraft traffic through Walker AFB.

(2) Information has been received from 15AF that they have indorsed the letter requesting Walker AFB being placed on "Official Business Only" status, to SAC Headquarters. Maximum transient capability under this condition will be two KC97's and two T-33's at any one time.

(3) Lt Col (b) stated that a permanent parking plan for the airdrome is impractical due to the construction program in progress. Parking of aircraft must remain flexible to accomodate construction progress.

b. 6th Bomb Wing Operations

Three B-52 aircraft from Castle AFB due to arrive Walker AFB today and two are to arrive tomorrow. Three of these aircraft will be parked on the 21 run-up pad and two at the end of the KC-135 parking area on NE ramp. Major (b) (6) is the project officer.

WALKER AIRDROME ACTIVITIES CONTINUED:

c. Installation Engineer Office

(1) Contract for work on T-9 between T-A and old E-W runway to be accomplished this weekend between 0700 10 Oct and 0700 13 Oct. Only this portion of T-9 will be closed during the time indicated, however, saw-cutting will be in progress starting today but will not interfere with traffic on the taxiway. IEO will have a man posted to have equipment cleared off taxiway for aircraft movement.

(2) Three areas along runway 21/03 at approximately 2300', 4400' and 9300' from approach end of 03, will be patched this weekend using the "four hour patch" method to facilitate minimum time in getting the runway in condition for "Quick Strike" aircraft. Only one hole will be opened at a time and can be filled in 15 minutes. Landing transients will still be a problem.

(3) Mr (b) (6) reported that work is progressing satisfactorily in placing pierced steel planking on west portion of the old E-W runway, but 6th Bomb Wing is unable to supply the five men to assist.

d. U. S. Corps of Engineers

Drainage pipe project across approach end of runway 03 was held up due to heavy rains. New completion date estimated as Monday, 13 Oct 58, if there is no additional rain.

e. Director of Safety

Mr Fast reported that the Safety Office has assembled a Foreign Objects Bulletin Board for display in Base Operations and will be taken to the squadron operations for display also. This board holds several of the foreign objects recently found on runways, taxiways and parking areas.

3. There being no further business, the meeting was adjourned.

(b) (6)

Major, USAF (b)
Base Operations Officer

OFFICE OF THE BASE OPERATIONS OFFICER
WALKER AIR FORCE BASE
NEW MEXICO

15 October 1958

WALKER AIRDROME ACTIVITIES

1. The Weekly Airdrome Activities Committee Meeting was held in the Base Operations Briefing Room at 0900, 15 October 1958, for the purpose of discussing projected activities and/or improvements for the Airdrome at Walker Air Force Base. The following sections were represented by the personnel indicated:

<u>ORGANIZATION</u>	<u>REPRESENTATIVE</u>	<u>DUTY PHONE</u>	<u>NON-DUTY PHONE</u>	<u>REPRESENTING</u>
47th Air Division	Maj (b) (6)	628	FI7-2364	Gen Kingsbury
6th Bomb Wing Opns	Capt (b) (6)	2180	2236	Col (b) (6)
6th Bomb Wing Maint	Maj (b) (6)	730	MA2-8383	Col (b) (6)
6th Air Base Group	Maj (b) (6)	2788	MA2-0336	Col (b) (6)
2010th AACB	Capt (b) (6)	2396	FI7-2553	Maj (b) (6)
Dir of Safety	Capt (b) (6)	411		L/C (b) (6)
IEO Operations	Mr (b) (6)	2206		Mr (b) (6)
IEO Engineering	Mr (b) (6)	2621	FI7-5746	Lt (b) (6)
Fire Department	Chief (b) (6)	2845	660	Chief (b) (6)
U.S. Corps of Engineers	Mr (b) (6)	2722	MA2-1128	Mr (b) (6)

2. The following activities, discrepancies, and improvements were presented by the representatives listed below:

a. 6th Bomb Wing Maintenance

(1) Major Brendenberg reported that Job Control and the Control Tower have had disagreements regarding engine run-up noise in certain areas of the airdrome. It was agreed that under present circumstances of airdrome repairs and parking facilities that the only solution to this problem is more thorough coordination between the two agencies to assure engine run-up is accomplished during times when the tower is not busy, if the aircraft requiring run-up is in a position to create a nuisance to the tower operation.

(2) Major Brendenberg inquired as to the status of T-13 and the area at the intersection of T-15 and F-13. Mr (b) (6) stated that the intersection area of T-13 and T-15 is dug out and under repair, and progress in laying pierced plank along T-13 could be stepped-up if he had the additional men he previously asked for.

WALKER AIRDROME ACTIVITIES, CONTINUED

b. 6th Air Base Group

(1) The need for a 30 ft diameter circle, in the area of the intersection of T-9 and T-12, to mark the helicopter landing area was presented. Base Operations will check the area for exact location of the circle and initiate a work order through 47th ADIV Operations for placement of this circle.

c. Installations Engineer Office

(1) Mr (b) (6) outlined the "under sealing" work in progress along the inner ramp from Base Operations and the northeast ramp. This work should not cause any appreciable decrease to normal operations.

(2) Mr (b) (6) stated that Airdrome Officers are calling sweepers out on Sundays for minute tasks, i.e., small articles that could be picked up by anyone who might notice them. Major (b) (6) will brief Airdrome Officers to refrain from calling for sweepers on Sunday unless there is actual need for sweeping operations.

(3) Mr (b) (6) reported that B-52 aircraft are not being guided along taxi lane guide lines to assure the gear straddles the line. Failure to do this places one gear in the adjacent area of the line that will not hold up under B-52 traffic. Capt (b) (6) will brief personnel to adhere more closely to use of these guide lines as centerline in movement of aircraft.

(4) An area on T-9 northeast of T-12 to be repaired Saturday.

(5) Mr (b) (6) informed the Committee that last Saturday's plan to accomplish 12 hours work in a 6 hour period was curtailed to 4 hours of work actually being accomplished due to heavy transient traffic. No work is scheduled for this weekend on the primary runway.

d. Director of Safety

Capt (b) (6) reported that his office had forwarded two letters during the past week regarding the "Official Business Only" status for Walker AFB. It is hoped that this approval will be received in the near future.

(b) (6)

Major, USAF
Base Operations Officer

OFFICE OF THE BASE OPERATIONS OFFICER
WALKER AIR FORCE BASE
NEW MEXICO

29 October 1958

WALKER AIRDROME ACTIVITIES

1. The Weekly Airdrome Activities Committee Meeting was held in the office of the Base Operations Officer at 0800, 29 October 1958, for the purpose of discussing projected activities and/or improvements for the Airdrome at Walker Air Force Base. The following sections were represented by the personnel indicated:

<u>ORGANIZATION</u>	<u>REPRESENTATIVE</u>	<u>DUTY</u> <u>PHONE</u>	<u>NON-DUTY</u> <u>PHONE</u>	<u>REPRESENTING</u>
47th Air Division	Lt Col (b) (6)	628	FI 7-2364	Gen Kingsbury
6th Bomb Wing Opns	Capt (b) (6)	2180	2236	Col (b) (6)
6th Bomb Wing Maint	Maj (b) (6)	730	MA 2-8385	Col (b) (6)
6th Air Base Group	Capt (b) (6)	512	FI 7-5546	Col (b) (6)
2010th AACS	Capt (b) (6)	2396	FI 7-2553	Maj (b) (6)
Dir of Safety	None	414	FI 7-2129	L/C (b) (6)
IEO Operations	Mr (b) (6)	2206		Mr (b) (6)
IEO Engineering	None	2621	FI 7-5746	Lt (b) (6)
Fire Department	Chief (b) (6)	2845	660	Chief (b) (6)
U. S. Corps of Eng	Mr (b) (6)	2722	MA 2-1128	Mr (b) (6)

2. The following activities, discrepancies, and improvements were presented by the representatives listed below:

a. 47th Air Division

(1) Lt Col (b) (6) inquired about engine run-up disturbance problems on the airdrome. Maj (b) (6) stated that increased coordination with the control tower concerning time and location of run-ups has eliminated complaints in this area.

(2) Information requested regarding procurement of vacuum sweepers for the airdrome. Mr (b) (6) informed the committee that latest information indicates receipt of the first vacuum sweeper approximately Jan 58. Rental cost and authorizations are still being investigated.

(3) Lt Col (b) (6) informed the committee that "Official Business Only" status for Walker AFB is still pending approval by USAF but expects a firm answer in the near future.

b. 6th Bomb Wing Operations

Normal training this week, no aircraft scheduled for the weekend.

c. 6th Bomb Wing Maintenance

(1) Maj (b) (6) presented a complaint of his airmen regarding fire extinguisher shortages. Chief (b) (6) stated that the authorized number of fire extinguishers are on hand and it is felt that this problem is a result

AIRDROME ACTIVITIES CONTINUED:

of improper utilization of those available. Chief (b) (6) and Maj (b) (6) will investigate this situation and brief both Fire Department and maintenance personnel in more efficient utilization of the extinguishers on hand.

(2) Maj (b) (6) reported there has been some confusion as to status of certain areas on the airdrome, specifically T-13 and the portion of the old east-west runway joining T-13 and the refueling pits. It was pointed out that these areas could only be used for "towed aircraft" at a calculated risk and it behooves all personnel desiring aircraft access to the compass rose to exercise caution in movement of heavy aircraft in these areas. It was emphasized that fuel loads, etc., should be considered when use of these areas are required by B-52 and KC-135 aircraft. The control tower will instruct maintenance crews that T-13 can be used for towing aircraft with minimum lead to and from the compass rose.

d. Installations Engineers Office

(1) Mr (b) (6) indicated several areas needing repair, but present weather conditions are dictating scheduled work accomplishment. Work projects are scheduled and will be accomplished as soon as the weather will permit.

(2) Mr (b) (6) asked that pilots be cautioned that there is a particularly bad area on T-9 at the turn-off on to the old northwest-southeast runway at T-A. The area can be avoided if the aircraft taxiing around this corner do not cut it short.

(3) The Snow Removal Plan has been formulated and Lt Col (b) (6) desires a meeting of personnel concerned to review it. Lt Col (b) (6) suggested that the plan be presented at the Air Traffic Control meeting to be held Friday, 31 October.

e. Fire Department

Chief (b) (6) requested that weekend standby personnel for towing of B-52 and KC-135 aircraft be equipped with tow bars for both type aircraft and suggested that the standby crew be available at the Fire Station. Other problems concerning this situation have arisen and follow-up action will be taken by Chief (b) (6) and Maj (b) (6).

f. U. S. Corps of Engineers

Mr (b) (6) stated that starting this Saturday, weather permitting, the Corps of Engineers will be cutting test holes in the primary runway 21/03. These holes will be small in diameter and IEO will be standing by with asphalt. In case of alerts or emergencies the holes can be filled in within 15 minutes. The Corps of Engineers was requested to work only on one end of the runway at a time and Base Operations was directed to publish NOTAM's regarding the portion of the runway being closed for this work each Saturday and Sunday.

(b) (6)

Major, USAF
Base Operations Officer

IPG130K20KZC10NBD110
M R/WFJP
DE R/WFNN 149
N 031600Z
FM COMDR SAAMA KELLY AFB TEX
TO RUMFEA/OIG USAFIED SWR 1114 COMMERCE ST DAL
INFO R/WFJP/COMDR WALKER AFB WLEX
AF GENC
BT
UNCLAS FROM SAMP-10-50-E FOR SWREE DALLAS OSCOM WALKER AFB.
OUD SAMP-9-67-E DATED 22 SEPTEMBER. WALKER AIR FORCE BASE ADVISES
THAT THE 152 PAIR BURIED TELEPHONE CABLE ALSO REQUIRES LOWERING
WHERE A 50 FOOT WIDE 10 FOOT DEEP DRAINAGE DITCH IS BEING CONSTRUCTED
WEST OF N-S RUNWAY. IF CABLE IS SUBJECT TO DAMAGE BY DITCH CONSTRUCTION
REQUEST CABLE BE PLACED IN TRENCH BELOW CONSTRUCTION LEVEL.
BT
03/1718Z OCT R/WFNN

ACTION: OSCOM

11
11
11
11

NNNN

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HISTORICAL REPORT FOR MONTH OF OCTOBER 1958

Base Historical Officer
6th Air Base Group

Commander
37th ADS

7 November 58

I. INTERNAL ORGANIZATION

1. In general the internal organization remained unchanged during October. Minor changes involved the reorganization of Assembly from three teams to two teams; this concept was found to be more compatible with present work schedules and training schedules than was the three team concept. 1/Sgt (b) (6) was assigned to the Assembly Section from Quality Control and A/IC Duarte was assigned to Quality Control from Assembly. A/2C (b) (6) and A/2C (b) (6) were assigned to Munitions Branch as Duty Controllers. Other changes in organization involve gains and losses of personnel. (Ref: para 6b) (U)

II. MISSION

2. The mission of the 37th Aviation Depot Squadron is to carry out the responsibility of supplying the tactical wing of the 47th Air Division with conventional munitions and special weapons. This squadron must maintain a capability for storing, maintaining, handling and loading all types of munitions and weapons for which the combat wing has a requirement. (U)

III. ADMINISTRATION

3. No significant changes have occurred in the administration of this unit during the month. Problems were encountered with regard to certain safety checks involved in checking the "D" Ring of the Mk 36/1 weapon. All check lists, both for Assembly specialists and Loading specialists, have been changed to include specific reference to the "D" Ring in order to correct this discrepancy. ~~(S)~~

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HISTORICAL REPORT FOR MONTH OF OCTOBER 1958 (CONTINUED)

IV. RELATIONS WITH OTHER SECTIONS

4. Relations with other sections both within and outside the organization have been good, although a problem area exists in connection with Loading scheduling, the indication is that through coordination and planning this problem will be over before the end of the next reporting period.

V. PERSONNEL

5. Strength figures at the end of October were 139 airmen and 15 Officer. These figures reflect personnel input for the formation of Detachment Number 1 which is programmed to move to Columbus AFB, Mississippi in January 1959. ~~107~~

6. Changes in both Officer and enlisted personnel are listed below: ~~107~~

a. Reassignments from 37th ADS

Capt (b) (6)

Lt.

M/Sgt (b) (6)

T/Sgt

A/1C (b) (6)

A/1C

A/2C

b. Assignments to 37th ADS

Major (b) (6)

Capt.

Capt.

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205 AF-129

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HISTORICAL REPORT FOR MONTH OF OCTOBER 1958 (CONTINUED)

1/Lt. (b) (6)

T/Sgt

T/Sgt

A/IC (b) (6)

VI. OPERATIONS AND TRAINING

7. This squadron supported the 6th Bomb Wing No-Notice Exercise, "Big Jump" during October. This was a new experience for the 37th ADS Operations due to the simulation of all loadings except ammunition. Thirty-six S.W. loadings were simulated. This consisted of ring-out and configuration aircraft and then standing by the aircraft for a period of time consistent with established loading time standards. Ammunition loadings required 86,400 rounds of Cal. .50 T.P. ammunition. With the exception of minor delays, misinterpretation of schedules by the Loading Crews, the ADS support for this exercise was very satisfactory. ~~(S)~~

8. Special weapons loadings and down loadings for the month were as follows:

~~(S)~~

a. Loadings

(1) MK 36/1 - 35

(2) MK 15/2 - 1

(3) MK 39/0 - 6

(4) MK 6/6 - 12

b. Downloadings (SRD)

(1) MK 36/1 - 29

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HISTORICAL REPORT FOR MONTH OF OCTOBER 1958. (CONTINUED)

- (2) MK 15/2 - 1
- (3) MK 39/0 - 6
- (4) MK 6/6 - 12

9. Fifty calibre ammunition loadings for October totaled 163,200 rounds of which 113,000 rounds were downloaded. ~~(Conf)~~

10. Munitions handling during October consisted of the following operations:

~~(Conf)~~

a. Special Weapons Deliveries. ~~(Conf)~~

- (1) MK 36/1 - 18
- (2) T 36/1 - 21
- (3) T 39/0 - 4
- (4) T 15/2 - 3
- (5) T 6/6 - 19

b. Ammunition Breakout (Conf)

- (1) 38,400 Rounds A.P.T.
- (2) 151,865 Rounds T.P.

c. Ammunition Delivery (Conf)

- (1) 151,865 Rounds T.P.
- (2) 38,400 Rounds A.P.I.

d. Ammunition Turn-in (Conf)

- (1) 151,865 Rounds T.P.
- (2) 24,000 Rounds A.P.I.

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HISTORICAL REPORT FOR MONTH OF OCTOBER 1958. (CONTINUED)

c. Ammunition Renovation ~~(cont)~~

- (1) 151,865 Rounds T.P.
- (2) 38,400 Rounds A.P.I.

11. Assembly Section Operations were as follows: ~~(cont)~~

a. Storage Inspections performed on Special Weapons.

- (1) MK 36/1 - 2
- (2) T 36/1 - 2
- (3) T 6/6 - 2
- (4) T 39/0 - 1
- (5) T 15/2 - 1

b. Special Weapons prepared for strike. ~~(cont)~~

- (1) MK 36/1 - 25
- (2) MK 6/6 - 9
- (3) MK 15/2 - 4

c. A total of 22 storage inspections and monthly pressure checks of capsule carrying cases were completed. Parachutes were changed on five (5) MK 36/1 W.R. Weapons. ~~(cont)~~

12. Training conducted in the squadron during October consisted of:

a. Special Weapons Loading on B-52 Aircraft. ~~(cont)~~

- (1) Man hours expended - 438.
- (2) Number enrolled in class - 42 (Include three (3) A & E Monitors)
- (3) Number satisfactorily completed - 29. Of these 29 specialists, 9 attained F.Q. status and 20 attained Q status.

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HISTORICAL REPORT FOR MONTH OF OCTOBER 1958 (CONTINUED)

man hours were expended on
b. Sixty (60) ~~4~~ B-52 aircraft familiarization training. ~~(U)~~

c. A training team from Lowry AFB conducted formal training on the Mk/2 and MK 39/0 weapons. Six (6) airmen, AFSC 331X0 and two (2) Officers, AFSC 5275 satisfactorily completed this course and were awarded certificates. ~~(U)~~

d. The regularly scheduled squadron Commander's Call was held on 29 October with a 98.6 percent attendance. The CWT Training Film "Strength of the Chain" was shown at this meeting. (U)

VII. SUPPLY

13. Supply activities for October consisted of:

a. A Quarterly Inspection of Unit Supply was conducted by Base Material. The Unit met the SAC Standard with an overall score of 776. (U)

b. The percentage of U&L items on hand against those authorized reached 90.3 per cent. (U)

c. A P-2 Priority Work Order was submitted for the local manufacture of away brace wrenches on 23 October 1958. (U)

d. A separated 39-D account has been established for items being received for Det. 1. This equipment is to be kept segregated and stored separately in preparation for shipment to Columbus AFB, Mississippi. ~~(U)~~

e. Excess quantities of certain items of equipment have been generated due to changes in the types of weapons required in support of the single bomb wing. Some of these items have been reported to the applicable action agency for disposition instructions and aggressive action has been taken to eliminate all

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HISTORICAL REPORT FOR MONTH OF OCTOBER 1958. (CONTINUED)

other excess items, both special and conventional weapons. ~~(U)~~

VIII. MAINTENANCE

14. The only maintenance problem existing within the squadron is connected with G-9 Hoists and MB-1 Hoist tubes. At the present time the Loading Section has twelve (12) sets of beams assigned and ten (10) of these sets are operational. There are 30 G-9 Hoists assigned of which 24 are operational. This repairable equipment has been turned over to the 6th A & E Squadron for repair and where applicable U.R.'s have been submitted. (U)

IX. COMMUNICATIONS

15. There is programmed for the near future a separate ADS communications net which will replace the presently shared A.S. radio net. This radio communications will consist of master and slave instruments to be located in munitions operations and control room, one slave located in the Loading Section and six slaves to be installed in ADS meter vehicles. This radio network will greatly increase the efficiency of ADS communications and thereby enhance the overall accomplishment of the squadron mission.

X. SPECIAL PROJECTS

16. During the month of October the 37th ADS was given the responsibility for training one Officer and 30 Airmen from Biggs AFB, Texas, for Special Weapons loading on B-52 Aircraft. As of 31 October all lesson plans and course outlines were completed and all necessary work accomplished in preparation for actual classroom instruction and loading exercises commencing in November 1958. ~~(U)~~

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HISTORICAL REPORT FOR MONTH OF OCTOBER 1958 (CONTINUED)

17.. Requests have been initiated for widening doors leading to Assembly Bays and the addition of a hoist structure to the North Bay of Building No. 1138. Personnel from the 6th Installations Squadron have visited the SSF Area for preliminary investigation in preparation for starting work on this project. (U)

XI. MORALE AND RECREATION

18. The morale in this squadron is considered to be good despite the lack of promotion opportunity and restrictions on up-grading in certain career field. (U)

19. One hour per day is set aside for physical training and recreation provided operational commitments will permit. (U)

(b) (6)

Major USAF
Commander

MATERIEL DIRECTIVE)
Number 6)

HEADQUARTERS 47TH AIR DIVISION
United States Air Force
Walker Air Force Base, New Mexico
30 September 1958

REPORTING OF FUEL SPILLS

1. The following instructions for reporting and documenting fuel spills supercede the instructions issued 29 May 1958 which will be removed from the files and destroyed. These procedures will become effective 1 October 1958 and remain in effect until further notice.

2. Fuel spills will be reported on the same mimeographed DD Form 96 that has been in use since 4 June 1958. An adequate supply of these mimeographed forms will be kept on hand by the Fire Department. Fuel spills occurring in the tactical squadrons (Including the Air Refueling Squadron), 6th Field Maintenance Squadron and 6th Periodic Maintenance Squadron will be immediately investigated personally by the Flight Line Maintenance Officer or Maintenance Supervisor of the organization concerned, and in the case of base flight and transient aircraft, by the Base Flight Maintenance Officer. In the absence of these officers, they will be investigated by the Line Chief or NCOIC. Fuel spills will be documented daily by the 6th Bomb Wing Quality Control Section when B-52 and KC-135 aircraft of the 6th Bomb Wing are involved, by Base Flight Maintenance where base flight or transient aircraft are involved. Fuel spills will be recorded on the chart forms "Fuel Spills Analysis" available at the Base Safety Office.

3. When a fuel spill occurs, the Fire Chief or his representative will fill out Comment No. 1 of the DD Form 96 in eight (8) copies which will be distributed as follows:

a. One copy to the 47th Air Division Director of Materiel. This copy will serve as a suspense copy and can be removed from the file when the copy with Comment No. 2 completed is received.

b. Six copies to the 6th Bomb Wing Quality Control Section when 6th Bomb Wing aircraft and Base Flight or transient aircraft are involved, and six copies to the POL Section when the POL Section is the agency responsible for the spill. These copies will be hand-carried by a member of the Fire Department to the agency concerned, to arrive not later than 1000 hours on the day following the fuel spill. Exceptions are that reports for fuel spills occurring on Friday, Saturday, and Sunday will be delivered by 1000 hours the following Monday, and reports of fuel spills occurring on the day preceding a holiday and on the holiday will be delivered to arrive

by 1000 hours on the day following the holiday.

c. One copy will be retained on file in the Fire Department which may be removed from the files upon receipt of the copy with Comment No. 2 completed.

4. The 6th Bomb Wing Quality Control, or the POL Section will take the following action upon receipt of the six copies from the Fire Department:

a. Immediately investigate each reported fuel spill not previously investigated, and complete Comment No. 2 on all copies of the report.

b. Make distribution of the completed reports as indicated on the DD Form 96 except that the distribution will be changed to delete "Appropriate Deputy Commander" and add appropriate "Director of Materiel".

(1) Reports on 6th Bomb Wing aircraft which are marked for the "Director of Materiel" and the "Organization Concerned", will be hand-carried to these agencies. Organization Commanders, Flight Line Maintenance Officers or Maintenance Supervisors who do not concur with the findings as indicated will advise the Director of Materiel and render their opinion to him in writing. Reports must reach the Director of Materiel, 6th Bomb Wing, not later than 1300 hours in order that he can discuss each previous day's fuel spills, the cause and corrective action taken to prevent recurrence, at the daily Commander's Standup Briefing. Completed copies marked for the 47th Air Division D/M, Fire Chief, and 6th Bomb Wing Safety Director may be sent through normal distribution within 24 hours.

(2) Reports concerning Base Flight and transient aircraft or POL will be sent to the addressees through regular distribution within 24 hours. The Base Materiel Officer will be responsible for briefing the 6th Air Base Group Commander on these fuel spills and the action being taken to prevent recurrence.

(3) One completed copy will be retained on file in the Quality Control, and POL Section as appropriate, for one year unless otherwise instructed.

c. Agencies concerned will enter complete information on the "Fuel Spills Analysis" chart which will be kept current at all times.

5. Unsatisfactory or Failure Reports should be submitted in those instances where materiel failure or malfunction is determined to be the cause of a fuel spill.

6. The Division Director of Materiel and Fire Chief will give a resume' of the previous month's fuel spills at the Monthly Division Safety Meeting. This will include information as to whether the number of spills increased or decreased from the previous month, a shred out by organization, a breakdown as to cause factors; i.e., personnel error, materiel malfunction, expansion, etc., and recommended additional corrective action.

FOR THE COMMANDER:

(b) (6)

(b) (6) Lt Colonel, USAF
Director of Materiel

HEADQUARTERS
6TH AIR BASE GROUP
United States Air Force
Walker Air Force Base, New Mexico

MINUTES OF STAFF MEETING, 28 OCTOBER 1958

The regular weekly staff meeting of the 6th Air Base Group was held Tuesday, 28 October 1958, 1330 hours, in the Base Headquarters Courtroom. Lt Colonel (b) (6) (b) (6) Base Commander, presided and the following officers were present:

Lt Col (b) (6)	Comdr, 6INSTLRON (IE)
Lt Col	Staff Judge Advocate
Lt Col	Base Materiel Officer
Lt Col	Comptroller
Maj (b) (6)	Procurement Officer
Maj	Transportation Services Officer
Maj	Comdr, 2010AACSRON
Maj	37th AVNDEPRON
Maj	Comdr, 6APRON
Maj	Provost Marshal
Maj	Exec Officer, 37AVNDEPRON
Maj	Comdr, 6TRANSRON
Maj	Base Dir of Adm Services
Maj	Comdr, 6SUPRON
Maj	Base COMM Officer
Maj	Base Chaplain
CH(Maj) (b) (6)	Comdr, 6HEDRONSEC, 6ABGRU
Maj (b) (6)	686ACWRON
Maj	Adm Officer, 6INSTLRON
Capt (b) (6)	Comdr, 6FDSVCRON
Capt	Base Operations
Capt	Base VET
Capt	Personnel Services Officer
Capt	37AVNDEPRON
1/Lt	Asst Resident Auditor
1/Lt	USAF Hospital
1/Lt	6TRANSRON
CWO (b) (6)	Base Operations
CWO	Base Police Flight, OIC
CWO	Veh Maint Officer
M/Sgt (b) (6)	NCOIC, ISO
Mr. (b) (6)	Safety Engineer
Mr.	Chief, OSI
Mr (b) (6)	Adm Asst, Base Supply Officer

BC: USCM EXERCISE. The Commander expressed his appreciation for the fine job done by the Air Base Group during this last no-notice USCM and requested that his congratulations be passed on to all personnel.

BC: RUNWAY PAVING PHASE CONFERENCE is tentatively planned for 13 November instead of 4 November as some of the representatives of AFIRO cannot come to Walker on 4 November. Representatives of A-E, Albuquerque; AFIRO, Dallas; 47th DO; 6th ABGRU Staff Operations; Base Operations, and the Installation Engineer will be present at the conference.

MASTER PLANNING BOARD will meet Tuesday, 4 November, at 1000 hours in the IE Conference Room.

BASE ORIENTATION for newly assigned personnel will be held Wednesday, 5 November, at the Base Theater.

FLU SHOTS. With the exception of one squadron and part of another (which had to be rescheduled because of the Alert) all the Air Base Group squadrons have had their flu shots.

POLIO SHOTS FOR CHILDREN. Local authorities have requested that Air Force families cooperate in having their children take advantage of the free polio shots.

RECALL PROCEDURES for hunters in case of a no-notice alert will be published and commanders will brief all personnel who plan to go hunting.

POLICE-UP OF BASE HIGHWAY. Two men from each of the 6th BW squadrons and two from each of the Air Base Group squadrons will be assigned to police the base highway on Monday, 3 November. Major (b) (6) was requested to write to 6th Bomb Wing and request names of personnel who will be assigned to this detail. The Motor Pool will provide the trucks.

CLOTHING INSPECTION in the Air Base Group will be completed in the near future. Squadron Commanders should assure that every man has the proper allotment of clothing.

NEW PICKUPS. Walker has been allocated a total of 45 new pickup trucks by Hq SAC as a result of reevaluation of requirements. The new vehicles will be delivered over a period of 60 - 120 days.

GROUND ACCIDENT SUMMARY 1 JAN - 1 OCT 58. The figures show that generally ground accidents for Jan-Oct 1958 were less than the same period last year. Only one fatality in 1958, compared with 13 in 1957; only 481 days lost in 1958, compared with 1,209 in 1957 for the same period; only 6 reportable motor vehicle accidents compared with 9 for the same period last year. However, there were 5 aircraft ground accidents compared with 2 for the same period in 1957. All squadrons will begin preholiday safety counselling at squadron meetings and Commanders Call.

ADVANCED LEAVE. It is up to the Squadron Commander to judge when a request for advanced leave is warranted - whether a true emergency exists.

CIVILIAN SUGGESTION PROGRAM. Out of 177 stations in USAF, from 1 July - 30 September 58, Walker stood 6th in USAF, 6th in SAC, and 1st in 15th Air Force.

STATE OF DISCIPLINE. Weak areas are speeding, careless driving, drunk driving, improper parking, drinking in public, stop sign violations, disorderly conduct, uniform violations. Squadron Commanders will review the State of Discipline Report for the month of September and correct deficiencies in their own organizations.

MILITARY COURTESY. There seems to be a base-wide disregard of the common military courtesy of saluting. Squadron Commanders are requested to educate their personnel in military courtesy - courtesy to the colors, as well as saluting.

BC: REPORT OF EWO CAPABILITY AND GENERAL INSPECTION OF MALMSTROM AIR FORCE BASE, OCTOBER 1958 AND REPORT OF USCM AND FOLLOW-UP INSPECTION, MARCH AFB, 3 OCT 58. Both of these reports are classified. However, unclassified portions of both reports, which pertain to Air Base Group activities, will be reproduced and forwarded for information in order that comparable discrepancies which might exist can be corrected. Squadron Commanders will read the classified portions of subject reports at the Base Classified Section at the earliest practicable time.

NEW OFFICERS: Capt (b) (6) and Maj (b) (6), both newly assigned to 37th ADS.

UNITED FUND DRIVE. A total of \$2,242.42 has been collected to date and 715 envelopes have been returned. There are 5041 more to be turned in. Squadron Commanders are urged to take a personal interest in this drive and seek to get every man to contribute. The Finance Office will be open Friday at 0600 hours should Commanders want to start counting their payrolls for the 31st October, when troops will be paid in cash in order that they might contribute "at the source" to the United Fund Drive. Commanders having very large squadrons may come in Thursday evening and count their payrolls.

DEAD ANIMALS ON BASE HIGHWAY. This was one of the subjects discussed at the Law Enforcement Council meeting on Tuesday. Dead animals should be reported at once to the Highway Department; who will pick up.

BPM: TRAFFIC. SAC Sup 1 to AFR 125-14 states that traffic violations about which there is any controversy must go to the Base Traffic Appeal Board which meets periodically for the purpose of hearing appeals from issued traffic citations to consider whether there has in fact been a violation. Squadron Commanders may no longer decide whether or not a man is guilty of a traffic violation.

SEVEN-HIGH PROCEDURES. Higher headquarters is placing emphasis upon the importance of reporting anything that appears in the least suspicious; however, it is urged that good common sense be used in this matter. Major (b) (6) cited several instances in which the reporting of a Seven-High seemed unwarranted. However, if there is any doubt, report it.

BC: HOLIDAY LEAVE. Each Squadron Commander will submit, not later than 3 November, a schedule of proposed leaves for the holidays to the Base Director of Administrative Services, who will coordinate the schedules.

As there was no further business, the meeting adjourned at 1450 hours.

(b) (2)

Major, USAF
Director of Administrative Services

SPECIFIC DISTRIBUTION				<i>6800g Staff Reg</i>	
DIVISION AND AIR BASE GROUP		TENANT UNITS		49 BOMB WING	
DIR ADMIN SVS	2	OSI	1	DIR ADMIN SVS	1
DIV PERSONNEL	7	RESIDENT AUDITOR	1	PERSONNEL	1
DIV OPERATIONS		AACS	1	DIR OPERATIONS	1
DIV MATERIEL		AC&W	1	DIR MATERIEL	1
DIV COMPTROLLER	4	FTD	1	DIR COMPTROLLER	1
FIN SVS		WEATHER DETACHMENT	1	DIR SAFETY	1
BASE MATERIEL	4	USAF HOSPITAL	1	UNIT COMMAND SEC	1
STAFF OPERATIONS	1	BASE COMM	1	24TH BOMB SQ	1
BASE COMPTROLLER		CIV PERS	1	39TH BOMB SQ	1
STAFF JUDGE ADVOCATE	1			40TH BOMB SQ	1
INFO SERVICES	1	<i>Base Sgt Major</i>	2	48E MAINT SQ	1
BASE SAFETY	1	<i>Comdr's Secretary</i>	7	FLD MAINT SQ	1
CHAPLAIN	1	<i>SOPL</i>	1	PER MAINT SQ	1
BASE SUPPLY	1			REFUELING SQ	1
PROVOST MARSHAL	1				
UNIT COMMAND SEC	1				
FOOD SVC SQ	1				
INSTR SQ	3				
TRANS SQ	1	SUB - TOTAL	64	SUB-TOTAL	
OPERATIONS SQ	3	OTHER DISTR		STOCK	
SUPPLY SQ	1	HQ 15TH AIR FORCE		TOTAL	
AVN DEPT SQ	2				
AIR POLICE SQ	1				
BASE POLICE FLIGHT	1				

Oct 17 1953

ACTION: B/M
INFO: BCRJ
DM
D/C

JTC66
JL: ILLIPADKNDV36 1

RR 1JWBIP
DT 1JWBIP 5
R 162955Z
FM COMAF 15 MARCH
TO COMADIV 47 WALKER
BT

/UNCLAS//SI//NF 58554 FOR D/MAJ AND D/COMPTROLLER, SUBJECT:
FUNDS FOR PROCUREMENT OF FURNITURE FOR WHERRY HOUSING. FUNDS WILL
MADE AVAILABLE TO YOUR HEADQUARTERS DURING OCTOBER 1953 IN THE
AMOUNT OF \$243,263.00 FOR THE PROCUREMENT OF FAMILY QUARTERS FURNI-
TURE (WASHERS AND DRYERS NOT INCLUDED) FOR ACQUIRED WHERRY HOUSING.
THE ABOVE PROGRAM REPRESENTS AN APPROXIMATE TWENTY PERCENT FUNDING
OF T/A 1-10 FURNITURE AUTHORIZATION INCLUDING TRANSPORTATION COSTS.
PURCHASE REQUESTS WILL BE SUBMITTED TO GSA, WASHINGTON, DC REFERENCE
MESSAGE IN MC 47276, THIS HEADQUARTERS, 8 AUG 53, SUBJECT: PROCURE-
MENT OF T/A 1-10 ITEMS. COPIES OF PURCHASE REQUESTS SUBMITTED TO

PAGE TWO RJBKN J
GSA AND COPIES OF AWARD OF CONTRACT WHEN RECEIVED WILL BE FORWARDED
HEADQUARTERS SAC, ATTN: DMJG. THIS INFORMATION IS REQUIRED FOR
D/TERMINATION OF PROGRAM PROGRESS AND FOR FUTURE BUDGET PLANNING.
FUNDS PROGRAMMED FOR PROCUREMENT OF FAMILY QUARTERS FURNITURE AND
EQUIPMENT HAVE BEEN SPECIFICALLY IDENTIFIED BY USAF IN APPROVED
FINANCIAL PLANS AND THEREFORE REPROGRAMMING OF THESE FUNDS TO OTHER
ACTIVITIES OR FUNCTIONS MUST HAVE THE PRIOR APPROVAL OF HEADQUARTERS
SAC.

0/30312 OCT RJBKN

BY
BY RJW:DP
DC RJW:DP
2118492
L/SGMT 15 RANGE
TO COMARNAV 47 WALKER
BY

40
BM
18

CONCLAS/DCRFB 2026 FOR D/COMPT. YOUR ANNUAL BUDGET AUTHORIZATION UNDER BUDGET PROGRAM 459 IS INCREASED BY \$8,813. THIS INCREASE IS GRANTED IN CONSIDERATION OF COST REQUIREMENTS FOR PREPARATION FOR SALE OR SALVAGE OF MILITARY PROPERTY FORMERLY FUNDED UNDER BY 400. AUTHORITY IS GRANTED TO RECORD AND OBLIGATE PENDING RECEIPT OF FUNDING DOCUMENTS. THIS INCREASE DOES NOT INCLUDE FUNDS FOR ERECTION OF QUONSET BUILDINGS. NO SAC ADVISES THAT FUNDS FOR QUONSET BUILDINGS. NO SAC ADVISES THAT FUNDS FOR QUONSET BUILDINGS ARE BEING CONSIDERED SEPARATELY. CURRENTLY AVAILABLE PASS FUNDS MAY BE UTILIZED FOR THIS PROJECT PENDING

PAGE TWO RJW:DP
RECEIPT OF ADDITIONAL FUNDS. REFERENCE, HQ 15TH AF W. 3561
MTR 55476, 27 SEPT 58, SUBJECT: ACCOUNTING FOR 1/4 1418
20-2000 BUILDING STORAGE. QUONSET TYPE. REFERENCE MESSAGE
STATES THAT BUILDINGS ARE NOT TO BE CARRIED ON REAL PROPERTY
RECORDS OF GAO. THEREFORE, ELECTION OF THESE BUILDINGS ARE
CHARGEABLE TO PASS IN ACCORDANCE WITH SUBJTY CODE CONTAINED
IN AFM 170-7 AND PROVISIONS OF PARAGRAPH A1.1.00H AFM 93-10,
8 APRIL 58.
BY
2112492 OCT RJW:DP

1000

37

HQSC, Hq SAC, Offutt AFB, 15 Sept. 1958, Subject: Base Radio Taxi Fleets

DM5 1st Ind 3 October 1958

Headquarters Fifteenth Air Force, March Air Force Base, California

TO: 12th Air Div	610th Air Div	92nd BW
14th Air Div	619th Air Div	93rd BW
36th Air Div	9th BW	4001st ARSBW
47th Air Div	28th BW	4126th ASSqn

Request inclosure one be returned, in duplicate, through this headquarters, no later than 20 October 1958.

FOR THE COMMANDER:

/s/ DANIEL H. LAYMAN
 DANIEL H. LAYMAN
 Lt. Colonel, USAF
 Chief, Transportation Division
 Directorate of Materiel

1 Incl
 Rpt, Subj:
 Mr Ven Cpn

TSC

COMBATTING, 47TH AIR DIVISION, Walker Air Force Base, New Mexico

TO: Headquarters, SAC, ATTENTION: HQSC, Offutt Air Force Base, Nebraska

THRU: Headquarters, Fifteenth Air Force, March Air Force Base, California

Attached correspondence forwarded your office in compliance with 1st Indorsement above.

FOR THE COMMANDER:

2 Incl
 1. Rpt, Subj:
 Mr Ven Cpn (2 cys)
 2. Ltr, from Hq SAC,
 dtd 15 Sep 58, Subj:
 Radio Taxi Fleets

Attachment

HEADQUARTERS STRATEGIC AIR COMMAND
UNITED STATES AIR FORCE
Offutt Air Force Base, Nebraska

DM5C

15 September 1958

SUBJECT: Base Radio Taxi Fleets

TO: 2AF 15AF 3ADiv 1st Wsl
8AF 16AF 7ADiv 3902d ABW

1. This headquarters continues to receive complaints from the field about the inadequacy of base transportation support. These complaints are borne out by Inspector General write ups and reports of staff visits by headquarters personnel.

2. The radio taxi system was authorized and developed at each active SAC base to assure immediate transportation support to all personnel. This type of transportation system has proven very effective in both military and civilian usage when properly supported and utilized.

3. On 23 January 1958 a letter, same subject, was forwarded to your headquarters outlining some of the known causes for the deterioration of the radio taxi fleet. Subject letter states that an indifferent attitude on the part of responsible agencies is the major contributing factor, and that a review and closer monitoring was necessary in order to obtain an efficient operating radio taxi fleet.

4. In order that this headquarters may review the results of the suggested program, it is requested that the attached form be accomplished by each base and returned to this headquarters, ATTENTION DM5C, not later than 31 October 1958.

5. RCS: SAC-J1 (OT) is assigned this report.

FOR THE COMMANDER IN CHIEF:

1 Incl
Ret, Subj:
Wtr Ven Opn

/s/t (b) (6)

Colonel, Transportation Division
Directorate of Materiel

A CERTIFIED TRUE COPY:

(b) (6)

Major, USAF
Commander

DMSC, Ho SAC, Offutt AFB, Nebr, 23 Jan 1958, Subject: Base Radio Taxi Fleets

DM5

1st Ind

4 February 1958

Headquarters Fifteenth Air Force, March Air Force Base, California

TO: 12th Air Div	810th Air Div	92nd BW
14th Air Div	819th Air Div	93rd BW
36th Air Div	9th BW	4001st AAWPM
47th Air Div	28th BW	4126th ASSqn

1. Attention is invited to basic communication with particular attention to paragraphs 5 and 6.

2. It is requested that responsible personnel take immediate action to comply with paragraph 6 basic. This headquarters will be advised of any difficulties encountered that cannot be resolved at base level.

3. Operation and management of the radio taxi fleet will be a special subject during future Transportation Staff Visits conducted by this headquarters.

FOR THE COMMANDER:

/s/ (b) (6)

1st Colonel, USAF
Chief, Transportation Division
Directorate of Materiel

A CERTIFIED TRUE COPY:

Major, USAF
Commander

HEADQUARTERS STRATEGIC AIR COMMAND
UNITED STATES AIR FORCE
Offutt Air Force Base, Nebraska

DM5C

15 September 1958

SUBJECT: Base Radio Taxi Fleets

TO: 2AF 15AF 3ADiv 1st Msl
8AF 16AF 7ADiv 3902d ABW

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5. RCS: SAC-J1 (OT) is assigned this report.

FOR THE COMMANDER IN CHIEF:

1 Incl
Rpt, Subj:
Mtr Ven Opn

/s/t (b) (6)

Colonel, Transportation Division
Directorate of Materiel

A CERTIFIED TRUE COPY:

(b) (6)

Major, USAF
Commander

HEADQUARTERS STRATEGIC AIR COMMAND
UNITED STATES AIR FORCE
Offutt Air Force Base, Nebraska

INSC

SUBJECT: Base Radio Taxi Fleets

TO:	2AF	16AF	5ACW
	8AF	31D	39024SW
	15AF	7AD	1st Mis Div

1. This headquarters has, through staff visits, personal observations and direct-voiced opinions from observers, become quite concerned over the effectiveness of base radio taxi fleets. In many instances, the management and operation of the taxi fleet is below standards desired and in some cases unsatisfactory.

2. It is felt that responsible staff agencies and transportation officers are not placing sufficient emphasis on an efficient motor pool operation. SAC regulation 77-2 outlines the general requirements for an effective operation, yet installations continue to ignore the provisions of this directive.

3. Briefly outlined below are a few causes for the deterioration of our radio taxi operations:

- a. Operators are assigned duties other than driving radio taxi units. This leaves radio vehicles unmaneuvered and unproductive.
- b. Radio equipped vehicles are being loaned and dispatched to other agencies, and in some cases are on permanent dispatch to individuals.
- c. Radio transmissions between master stations and mobile units are cumbersome and undisciplined.
- d. Waiting time and maximum utilization time by requestors are excessive.
- e. Bases do not have a published taxi SOP for all concerned.
- f. Long off-base runs are not monitored or held to a minimum. This ties up radio taxi fleet units for too long a period of time.
- g. Poorly planned and supervised dispatch areas.
- h. Lack of a courteous or cooperative attitude. A feeling of customer versus business relationship must be established.

DMSC, Subj: Base Radio Taxi Fleets

1. Telephone operators too often cannot give the requestor any assurance of how long it will be before a vehicle can be dispatched for his support. Hence, a feeling of unreliability is fostered on the part of the requestor.

4. The radio taxi system was developed and authorized to provide a transportation facility assuring immediate support to all personnel on an "on-call" basis. It has proven effective when properly supported and utilized for the purpose intended.

5. It appears that an indifferent attitude has developed on the part of responsible agencies, which, if continued, will cause a complete collapse of our taxi system. With the increased emphasis on the transporting of personnel and material, this downhill trend of our radio fleet cannot be condoned.

6. You are requested to review, monitor and re-establish the support necessary for an efficient operating radio taxi system in compliance with SAC Regulation 77-2. This headquarters will be advised of any difficulties encountered.

7. An average of 20 trips per day per vehicle will be considered good utilization by the base transportation officer. Eight thousand to ten thousand completed taxi requests per month for a 30 vehicle taxi fleet is considered a reasonable goal. It is realized that some installations will not generate that number of legitimate requests for taxi transportation, consequently each station must review potential or actual requirements and adjust the fleet accordingly (not to exceed a maximum of 30 units).

8. Operation and management of the radio taxi fleet will be a specific area for close inspection in future staff and IG visits.

FOR THE COMMANDER IN CHIEF:

/s/ (b) (6)

Colonel, USAF
Chief, Transportation Division
Directorate of Materiel

A CERTIFIED TRUE COPY:

(b) (6)

Major, USAF
Commander

SEP 10 0 2 51 '57

LECG29
RHHAC37
MHFO22
RR PAF PEG PFU FJG FLK FRD PFE PAK PPG PGE PJR
DB 172307Z 28X
FM COMAF 15 MARCH AFB CALIF
TO COMDA 28, 810, 96, 819, 47, 36, 14, 93, 92, 9, 4081
BT

/UNCLAS/IN5B 55249. SUBJECT: VEHICLE OPERATORS - POLICY GUIDANCE.
THE FOLLOWING MESSAGE, HEADQUARTERS SAC DUSC 22787, 16 SEPTEMBER 1957,
SUBJECT AS ABOVE, IS QUOTED FOR YOUR INFORMATION AND GUIDANCE. "THIS MESSAGE IS
TWO PARTS. PAR 1, SAC POLICY AS QUOTED IN THIS HEADQUARTERS MESSAGE DUSB 30871,
4 NOVEMBER 1955, IS AMENDED AS FOLLOWS: QUOTE. NO PUBLICATION NOW IN EFFECT, WITH
THE EXCEPTION OF JACK 66-24, SHOULD BE CONSIDERED TO REQUIRE MOTOR VEHICLE OPERATORS
ASSIGNED THE TRANSPORTATION SQUADRON TO OPERATE VEHICLES DISPATCHED TO USING
ORGANIZATIONS ON A RECURRING 8-24 HOUR BASIS. MISSING AUTHORIZATIONS FOR TRANS-
PORTATION SQUADRON ARE NOT

FORM TWO RWPRH 13
DESIGNED TO PROVIDE PERSONNEL FOR THE OPERATION OF SO-CALLED "PERMANENTLY
ASSIGNED" VEHICLES. VEHICLES AUTHORIZED TO BE ON 8-24 HOUR DISPATCH BY BASE
VEHICLE UTILIZATION BOARDS (WITHIN PERCENTAGES ESTABLISHED BY THIS
HEADQUARTERS) MUST, OF NECESSITY, THEREFORE, BE OPERATED BY USING ORGANIZATIONS
ON A U-DRIVE-IT BASIS. ALTHOUGH THE TRANSPORTATION SQUADRON MAY FURNISH DRIVERS
ON A "CAN DO" BASIS WHEN AVAILABLE AND APPROPRIATE. WITH REGARD TO THE REQUIREMENT
EXPRESSED IN JACK 66-24, DSCP 9A AS READS "PROVIDED FROM BASE ASSETS" WAS INTENDED
TO STATE "PROVIDED FROM WING/BASE ASSETS." IT IS CONSIDERED, THEREFORE, THAT
THIS PARTICULAR PORTION OF THE PROBLEM IS PROPERLY RESOLVABLE ONLY AT INSTALLATION
LEVEL, DEPENDING UPON THE SITUATION AND DRIVER AVAILABILITY THERE AT. PART II.
THE PARAGRAPH WILL BE PROMULGATED IN PERMANENT FORM - EITHER AS A COMDA POLICY
LETTER AND/OR AS CHANGES TO SAC REGULATION 66-24 AND 77-2 AND SAC MEMORIALS 65-2
AND 81-2 AS APPROPRIATE - AS SOON AS NECESSARY ACTION AND STAFFED AT THIS
HEADQUARTERS IS POSSIBLE."
BT
18/0022Z SEP RWPRH

A CERTIFIED TRUE COPY:

(b) (6)

Major, USAF
Commander

40

C O P Y

Assignment of Personnel (Logair)

TO: DM
THRU: BC

FROM: 6DPHWS

DATE: 13 Oct 58
COMMENT 3
S/Sgt Boney/2159

1. The 15AF NAV WAI-1-9, WID change dated 18 Sep 58 provides the following authorizations for the Air Freight Section effective 1 Jan 58.

GRADE	AFSC	NUMBER
TSGT	60170	1
SSGT	60152	1
A/IC	60152	2
A/3C	60132	2
A/3C	60110	4
A/1C	70250	1
A/3C	70010	2
		<u>13</u>

2. This is an increase of 4 over current authorizations.

3. There is an input of 1 Airman during the month of Dec 58, AFSC 70152.

4. It is suggested that 4 airmen be assigned on a 59 day special duty basis, with selection from the 6SUFAC and 6CPMOW, based on present overall manning.

/s/ (b) (6)
Lt Col, USAF
Director of Personnel

A CERTIFIED TRUE COPY:

(b) (6)

Major, USAF
Commander

COPI

SUBJECT: Assignment of Additional Personnel (Logair)
Air Freight Section, Transportation Services

TO: Director of Personnel FROM: TSTSC DATE: 2 October 1958 COMMENT 1
THRU: Comdr, BRANSON (b) (6) /375
THRU: Base Commander

1. The following information is forwarded to substantiate a request for assignment of (1) four 60110 airmen to the Air Freight Section, Transportation Services Office.

2. Your attention is invited to the "Logair Service Agreement" for FY 59, paragraph 3(a) and (c) as signed by Colonel (b) (6), 6th Air Base Group Commander.

3. Strength breakdown of Air Freight Section.

Title	AFSC	Authorized	Assigned
Air Transportation Supervisor	60170	1	1
Air Freight Specialist	60152	2	2
Air Transportation Helper	60110	4	4
Administrative Helper	70010	2	0
		<u>9</u>	<u>7</u>

4. The Transportation Services Office is authorized 29 personnel, at present we have 20 assigned which does not allow us to fill these vacancies within our own resources.

5. No additional spaces in manning were authorized the Air Freight Section to handle Logair. The daily flight schedule since 1 July 1958 has doubled and the total monthly Logair cargo has increased. A breakdown is as follows:

MONTH	<u>LOGAIR</u> Freight Handled	Flights Serviced	No. of Personnel
May	204,845 pounds	62	12
June	211,977 pounds	59	10
July	244,065 pounds	123	9
August	271,345 pounds	124	8
Sept	281,713 pounds	119	7
NORMAL MILITARY AIR FREIGHT			
August	20,864	11	8
September	23,758	8	7

6. Personnel presently assigned to Air Freight Section, are in addition to working a ten hour shift, 7 days a week, from 2400 to 1000, are required to be on a standby basis 7 days a week from 1545 to 1800. Each 60110 is working 60 hours per week with another 15 hours of standby. Logair flights arrive between 0100 and 0830 which is the reason for the above duty hours. For any military air freight flight arriving between the hours of 1000 and 1545, it is necessary to pull other airmen from their duties in the Transportation Services Office, regardless of their rank, to unload or offload freight.

7. It is requested that four 60110 be assigned for a period of 99 days. An inspection team is anticipated in the near future to implement the fresh approach, personnel organization.

8. In view of the scheduled ground on Logair (1 hour), the amount of freight handled and the excellent on time departure rating for this station, it is considered imperative that the requested number of additional personnel be assigned.

/s/t (b) (6) Major, USAF
Transportation Services
Officer

TO: CDF FROM: H- GABERS, BC 3 Oct 58 Comment No 2

1. The performance of our air freight section, headed by Sgt (b) (6), is well known throughout SAC. Several times in the past we have been rated Nr 1 of all stations in SAC because of our perfect servicing records. At present we are rated Nr 2 in SAC, however, the Nr 1 station is a dual command base and does not reflect a true picture. I consider our performance Nr 1 in SAC. I have extreme confidence in the knowledge of the operation and unselfish overtime performance on the part of Sgt (b) (6) and his people and therefore, consider that this request is an extremely important one.

2. Basically, we are undermanned two authorized, and as may be seen, as freight handled increased, the number of people assigned has decreased. Actually, among all 25 SAC stations we were rated Nr 10 in terms of freight handled during the period January through July. I feel very strongly that the additional four 60110s should be made available on a continuing basis, so long as the section remains in its current manning state.

THIS IS A CERTIFIED TRUE COPY:

(b) (6)

Major, USAF
Commander

/s/t (b) (6)
Colonel, USAF
Air Base Commander

41

TO: Commander FROM: BC DATE: 17 Oct 58 COMMENT 4
6th Operations Sqn

Commander
6th Supply Squadron

1. According to the Manning as reflected from their charts, the 6th Operations Squadron is authorized 134 and has 152 military assigned; the 6th Supply Squadron is authorized 256 and has 300 military assigned.

2. In view of the above, request that two airmen from each Squadron be assigned on a 90 day special-duty basis with the 6th Transportation Squadron, for duty in AFSC 60110.

cc: Commander
6th Transportation Sqn

/s/ (b) (6)
Lt Colonel, USAF
Air Base Commander

A CERTIFIED TRUE COPY:

(b) (6)

Major, USAF
Commander

42

BC, 6TH ARW, 9 Oct 58, Subj: Favorable Communication

TSC 1st Ind

6TH TRANSPORTATION SQUADRON, 6TH AIR BASE GROUP, Walker Air Force Base, New Mexico

TO: Master Sergeant (b) (6)
6th Transportation Squadron
Walker Air Force Base, New Mexico

1. It is indeed very gratifying to forward letters such as this for the outstanding services of one of the members of this squadron.
2. I wish to personally express my appreciation to you for your devotion to duty, for without your efforts, this outstanding record would not have been possible.

/s/ (b) (6)
Major, USAF
Commander

A CERTIFIED TRUE COPY:

(b) (6)

Major, USAF
Commander

43

BC

9 October 1958

SUBJECT: Favorable Communication

THRU: Commander
6th Transportation Squadron
Walker AFB, New Mexico

TO: Master Sergeant (b) (6)
6th Transportation Squadron
Walker AFB, New Mexico

1. When our Logair service was established at Walker Air Force Base in February 1957, you were assigned as Noncommissioned Officer in Charge - and since that time, under your capable supervision, 4,784,497 pounds of cargo has been handled. Furthermore, during these twenty months there have been no delays or late take-offs chargeable to Walker. The Air Materiel Command Monthly Delay Summary Report reflects the fact that Walker's Logair Section has been consistently among the top ten in the entire Air Force. This is an outstanding record.

2. The high degree of excellence achieved by our Logair Section reflects most favorably upon your initiative, leadership, ability, and management techniques. Your efforts have proved to be a valuable contribution to the effective logistical support of the United States Air Force.

3. I wish to express my sincere appreciation for the fine job you have done in organizing and directing the Logair Section of the 6th Transportation Squadron and to assure you that it is indeed a pleasure to have NCOs of your caliber in the Air Base Group. You have my very best wishes for the future.

4. It is my desire that this letter become a part of your permanent military records.

/s/t/ (b) (6)

Colonel, USAF
Air Base Commander

A CERTIFIED TRUE COPY:

Major, USAF
Commander

0214

PROJECTS REMAINING IN FY-59 O&M PROGRAM - REQUIRING FIFTEENTH AIR FORCE APPROVAL

AS OF 31 OCT 1958

FUND CAT.	PROJECT NUMBER	TITLE	FUNDS	ENGINEER	DESIGN	SPECS	TRANSMITTED	RETURNED	COMPLETED	AT P&C	BOD CONTRACT
341	357-8	Athletic Fld Softball	\$ 24,800	(b) (6)							
	18-9	Mod Water Supply	17,200 *								27/10/58
	18-8	Const Stor/Base LOX	20,800								
	82-8	Const Shld Pmnt T.W.Appr	15,400								
	28-9	Traffic Control Sys	12,500								
	38-9	Const Parking Vehicle	15,900								
	16-8	Const Sanitary Latrine	11,200								
	24-8	Const Curb & Sidewalk	15,300								
	17-9	Extend San Sew at Wells St	8,500								
	6-9	Const Ned Supply & Issue	44,900								
	79-8	Const Telephone Duct Fac	24,700								
458	29-9	Rep Roof's Misc Bldgs	21,700	(b) (6)							27/10/58
	22-9	Paint Int & Ext Misc Bldgs	28,800								
458	11-7	Rep Water Distr Mains	37,700 *								27/10/58

JFAC37YR018
RR RJWEJP
DE RJWBKN 19
R 2016522
FM COMAF 15 MARCH
TO COMAIRDIV 47 WALKER
BT

44
ACTION: IE

/UNCLASS/DECC2 59070. SUBJECT: WALKER AFB PROJECT
327-8. CONSTRUCT ATHLETIC FIELD, SOFTBALL. REQUEST THIS
HEADQUARTERS BE ADVISED OF SCHEDULED DATE FOR SUBMISSION OF PROJECT
FOR TECHNICAL REVIEW. THIS INFORMATION SHOULD BE FORWARDED TO
REACH THIS HEADQUARTERS NO LATER THAN 30 OCTOBER 1958.
BT
20/1706Z OCT RJWBKN

NNNN NNNN

Oct 31 22 33 50

45



JPC131
VJPA176

A. + 1E

FMHQ2
RR RJWBJP
DE RJWBJN 21A
R 311021Z
FM COMNAV 15
TO COMAIRDCR 47
BT

UNCLAS/DECC 1 61149. SUBJECT: WALKER PROJECT
88-9, CONSTRUCT MEDICAL SUPPLY AND ISSUE BUILDING, P-141, CATEGORY
FUNDS, REFERENCE YOUR MESSAGE ILL 8-2118Z, 01 OCTOBER 1958,
SUBJECT AS ABOVE. AUTHORITY GRANTED TO EXTEND SUBMISSION DATE
OF SUBJECT PROJECT UNTIL 4 NOVEMBER 1958.
BT
31/1834Z OCT RJWBJN

FMHQ2

JPA 139
YKIBU20
PR RJWBJP
DE RJWBN 214
R 0417342
FM COMAF 15 MARCH
TO COMAIRBIV 47 WALKER
BT

97
ACTION: IE
INFO: BCR

/UNCLAS/DECC 56619. SUBJECT: WALKER PROJECT
03-9. REPAIR AIRON B-52 DOCKS. REFERENCE YOUR MESSAGE IEE 8-19689
27 SEPTEMBER 1958. SAME SUBJECT. IN THIS CONFIRMS TELEPHONE CONVERSA-
TION MR. THOMAS, IE REPRESENTATIVE YOUR HEADQUARTERS AND MR. GEORGE
IE REPRESENTATIVE Y IS HEADQUARTERS 30 SEPTEMBER 1958. ADDITIONAL
FUNDS REQUIRED TO MEET LOW BID ON SUBJECT PROJECT WILL BE PROVIDED
FROM RESOURCES AVAILABLE TO YOUR COMMAND. YOUR ANNUAL PROGRAM WILL
BE ADJUSTED PERIODICALLY TO COMPENSATE FOR REQUIRED TRANSFER OF
FUNDS.
BT
04/18072 OCT RANBON

JPC143FPA130KNA121

RR RJWJF
DE RJWBN 219
E 221626Z
FM COMAF 15 MARCH
TO COMAINDIV 47 WALKER
BT

UNCLAS//ECC// 30525. SUBJECT: WALKER AFB
PROJECT 1A-3, MODIFY BUILDING 730 FOR HQ GRP, A/B. REFERENCE
YOUR MESSAGE IXX 8-28719, 18 OCTOBER 1958, SUBJECT AS ABOVE.
FOLLOWUP ACTION FOR ADMINISTRATIVE APPROVAL OF SUBJECT PROJECT
WAS FORWARDED TO HQ SAC ON 18 OCTOBER 1958. YOU WILL BE ADVISED
IMMEDIATELY WHEN APPROVAL IS RECEIVED.
BT
22/17101 OCT RJWBN

ACTION

HP0821P082108210821
NR RJVBJP
DE RJVBJP 01
R 1023372
FM COMNAV 15 MARCH
TO COMNAV 07 WALKER

OCT 31

12-23
A. J. 100
10-10-73
10-10-73

BT
UNCLAS//NOFORN 00000. SUBJECT: WALKER PROJECT 73-9.2
REFERENCE YOUR MESSAGE DTM 8-10000. WALKER PROJECT 73-9 HAS BEEN
APPROVED BY THIS HQ IN THE REVISED AMOUNT OF 150,100. CATEGORY CODE
FOR THE PROJECT HAS BEEN DETERMINED AS 10-10 WHICH REQUIRES ADMINIS-
TRATIVE APPROVAL BY HQ USAF. PROJECT CANNOT BE ADVERTISED UNTIL
APPROVAL IS RECEIVED IN ACCORDANCE WITH PARAGRAPH 9, ATTACHMENT
APR 93-3, 6 MAY 50.

BT
11/0007Z OCT 1968

RE 42 11/11

action: IE
INFO: ACW
ISU
BPM
BC

JPC 47
R642 W0B199 C1AD-4Z0ZCUM433AKA589
RR RUMEDM RUMVJ
DE RUMFEA 35
R 021759Z
FM USAF INSM REPRESENTATIVES CFC SOUTHWESTERN IGM DALLAS TEX
TO RUMEDM/COMDR ADC ENT AFB COLO
INFO RUMEDM/COMDR CENTRAL AIR DEF FORCE RICHARDS GEBMUR AFB MO
RUMEDM/COMDR 34 AIR DIV WINTLAND AFB NMEX
RUMEDM/COMDR WALKER AFB NMEX
RUMEDM/COMDR 436TH ACG SO WALKER AFB NMEX
ZEN/DIV/INR USAINCRDIV SOUTHWESTERN DALLAS TEX
RUMVJ/DISTENGR ALBUQUERQUE NMEX
AF 07
BT

UNCLAS FROM SWRO-2 A1
ALBUQUERQUE DISTRICT ENGINEER HAS ADVISED THAT OPERATIONS BUILDING
CONSTRUCTION, CONTRACT 2118, WALKER AFB, IS ANTICIPATED TO BE 75 PERCENT
COMPLETE ON 15 OCT 58. REPRESENTATIVE THIS HQ WILL NOT BE
AVAILABLE FOR VISIT ON 15 OCT 58. HOWEVER, MR (b)(6) THIS
HQ, SECURITY CLEARANCE TOP SECRET, WILL INSPECT FACILITY DURING
VISIT TO WALKER AFB ON 5 OCT 58
BT
CFN SWRO-2 A1 2118 75 13 58 15 58 3 58
027 322

MILITARY CONSTRUCTION PROGRAM PROGRESS CHART

DATE

PROGRAMMED CATEGORY CODE	FACILITY	UNIT OF MEAS	QUANTITY	COST WORK ESTIMATE	CONTRACT COST	DESIGN DIRECTIVE	PRELIM PLAN REVIEW	FINAL PLANS REVIEW	ADVERTISED FOR BIDS	BID OPENING	NOTICE TO PROCEED	BENEFICIAL OCCUPANCY	PERCENTAGE					
													0	20	40	60	80	
FY58 112-212	Runway C/M	SY	33,334	1,381	1,506	Yes	Yes	Yes	10Jun58	2Jul58	18Aug58	26Mar59						
FY58 112-213	T/W Apron Access	SY	77,000	1,061	1,094	Yes	Yes	Yes	19Feb58	20Mar58	14Apr58	8Jul59						
FY58 113-326	Apron, Stub Park	SY	50,210	863	726	Yes	Yes	Yes	19Feb58	20Mar58	14Apr58	8Jul59						
FY58 116-945	Reflector, Jet Blast	EA	22	211	211	Yes	Yes	Yes	15May58	18Jun58								
FY57 121-123	Hy Fuel, Jet Fuel	OL	17	332	279	Yes	Yes	Yes	19Feb58	20Mar58	14Apr58	8Jul59						
FY57 141-451	Operation, ACMH	SF	3,071	—	113	Yes	Yes	Yes	16Mar58	17Apr58	26May58	22Dec58						
FY57 141-753	Squadron Operations	SF	8,936	200	155	Yes	Yes	Yes	9May58	9Jun58	3Jul58	27Feb59						
FY58 171-212	Flt Simul (ADC)	SF	4,744	93	92	Yes	Yes	Yes	15May58	18Jun58	15Jul58	11Jun59						
FY57 171-412	Oper Mission Tng	SF	31,681	515	430	Yes	Yes	Yes	12Mar58	17Jun58	14Jul58	20Apr59						
FY58 171-613	Tng, Special Weapon	SF	3,770	103	86	Yes	Yes	Yes	21Feb58	19Mar58	11Apr58	3Nov58						
FY58 171-712	Target Intel Tng	SF	9,900	154	141	Yes	Yes	Yes	12May58	17Jun58	14Jul58	11Mar59						
FY58 211-173	Dock Lge A/C	EA	1	200	200						14Jul58	5Dec58						
FY58 422-256	Rocket Assy (ADC)	SF	8,080	161	154	Yes	Yes	Yes	10Feb58	5Mar58	31Mar58	29Jan59						
FY58 422-267	Ammo Stor (ADC)	LS		916	442	Yes	Yes	Yes	3Mar58	10Apr58	9May58	30Jan59						
FY57 432-283	Cold Stor Food, Base	SF	6,989	203	156	Yes	Yes	Yes	17Mar58	15Apr58	2Jul58	27Feb59						
FY56 511-001	Hospital	SF	48,419	2,073	1,449	Yes	Yes	Yes	31Jan58	18Mar58	17May58	11Jul59						
FY58 722-211	Dorm A/M	SF ME	100,800 800	1,621	1,210	Yes	Yes	Yes	7Mar58	9Apr58	6Jun58	2Jun59						
FY58 723-351	Dining Hall A/M	SF	26,880	857	645	Yes	Yes	Yes	7Mar58	21Apr58	24Jun58	13Apr59						
FY57 724-114	OQ Men	SF MK	17,100 40	356	267	Yes	Yes	Yes	23Apr58	19May58	25Aug58	22Apr59						
FY58 724-114	OQ Men	SF MK	17,100 40	339	256	Yes	Yes	Yes	23Apr58	19May58	21Jun58	16Feb59						
FY58 724-115	OQ Nurses	SF MK	10,000 24	208	170	Yes	Yes	Yes	23Apr58	19May58	24Jun58	14Feb59						
FY56 740-235	Education Wing	SF	3,906	82	101	Yes	Yes	Yes	30Jan58	27Feb58	9Apr58	10Dec58						
FY58 740-618	Open Mess, Officer	SF	14,000	397	371	Yes	Yes	Yes	21May58	19Jun58	12Aug58	8Jun59						

51
52

Dec 21 01 17 '53

Att 12 IE
12/21/53
SC

JPCOM
JPROJCOM
OR RJBW/P
OR RJBW/P
P 200308Z
FM COMAF 15 MARCH
TO RJBW/P/COMALDIA 47 WALKER
INFO BEN/CINCSAC OFFUTT

BT
AIRMAIL/REG 59176. SUBJECT: WALKER AFB
PROJECT 47-7. CONSTRUCT ADDITION TO OPERATIONS TRAINING BUILDING.
PROJECT WAS ADDED TO 1 JULY FISCAL YEAR 1953 AF-45 IN AMOUNT OF
\$7,414.00 AS ADDITIONAL FUNDS FOR COMPLETION OF PRIOR YEAR P-59
PROJECT. PROJECT WAS NOT LISTED ON THE AF FORM 422 FOR 30 SEPT
1956 REPORT. REQUEST CURRENT STATUS OF CONSTRUCTION AS OF
15 OCTOBER 1956 BE FORWARDED DIRECT TO HQ SAC AND INFORMATION TO
THIS HEADQUARTERS. REPORTING OF PROJECT ON SUBSEQUENT AF FORMS
422 WILL BE IN ACCORDANCE WITH PARAGRAPH 15, AIR FORCE REGULATION
93-12, 19 DECEMBER 1951, AS AMENDED BY PARAGRAPH 15, AIR FORCE
REGULATION 93-12, 27 JANUARY 1954.
BT
CORRECTIVE OCT RJBW/P

NNNNBAAW

CZCJPA344ZCWFAD17

Act 121E 5

FM RJWFJP
DE RUMFPA 34
H 181650Z

Oct 29 02 45 '58

FM USAF INSTL REPRESENTATIVES OFC SOUTHWESTERN RGN DALLAS TEX
TO RJEERB/CINCSAC OFFUTT AFB NEBR
INFO RJWZKH/CONDR 19AF HARCH AFB CALIF
RJWFJP/CONDR WALKER AFB NMEX
ZEN/DIVENGR USAINCRDIV SOUTHWESTERN DALLAS TEX
RUMFJD/DISTENGR ALBUQUERQUE NMEX
AF GENC
BT

UNCLAS FROM SWRO-2 588
ALBUQUERQUE DISTRICT HAS ADVISED THAT FINAL ACCEPTANCE
INSPECTION FOR SPECIAL WEAPONS TRAINING BUILDING, WALKER AFB,
FY 58 MCAP, CONTRACT 2865 IS SCHEDULED FOR 13 NOV 58. REQUEST
YOU ARRANGE FOR FINAL ACCEPTANCE IN ACCORDANCE WITH APT 88-9.
REPRESENTATIVE OF THIS HQ WILL PLAN TO ATTEND INSPECTION
BT
CPW SWRO-2 588 38 2865 13 58 88-9
28/21242

NNNN HUAMH

JFC120
JFK125

OOIT

RR RJJHJF RJJHBR
DE RJJHBN 120
R 071650Z
FM COMAF 15 MARCH
TO RJJHJF/COMADIV 47 WALKER
INFO RJJHBR/CINCSAC

BT
/UNCLASS/DCMR 14972. SUBJECT: REQUEST FOR
AUTHORITY TO LOCAL PURCHASE TWENTY-THREE PORTABLE EXPLOSION PROOF
FLOORLIGHTS FOR USE ON OR NEAR OUTER RAMP. REFERENCE YOUR MESSAGE
IS 3-17000, 21 APR 50. YOUR PROJECT WBS 4-6 FY50 G.M. PROGRAM
FOR SECURITY LIGHTING WAS BELIEVED BY HQ SAC- REASON, SECURITY
COULD NOT SUPPORT THE REQUIREMENT, HOWEVER REQUIREMENT IS BEING
FURTHER STUDIED. REQUEST CLARIFICATION OF ABOVE REFERENCED
MESSAGE BE FURNISHED THIS HQ WITH A MORE EXPLICIT JUSTIFICATION
AND A SKETCH SHOWING PROPOSED LOCATION OF LIGHTS AND SOURCE OF
POWER. YOUR ATTENTION IS INVITED TO PARA 10 SAC MSG 1-13-5,
15 JULY 50.

BT
07/1733Z OCT RJJHBN

NNNNNNNN

Att. 1E
INFO: 2801
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312000 1323
 RR RJWBJP
 DL RJWBKN 273
 R 172100Z
 FM COMAF 15 MARCH
 TO COMAIRDIV 47 WALKER
 BT

Ch. Type: IE

IN 70: 5000 10 1 31 70

/UNCLAS/ D. CC 1 38859, SUBJECT: SECOND QUARTER REVISION
 TO FY 1959 O M AND MINOR CONSTRUCTION PROGRAM, AF-K5, FOR INSTALLATIONS
 AND COMPTROLLER PERSONNEL. YOUR ANNUAL BUDGET AUTHORIZATION AND
 SECOND QUARTER ALLOTMENT, FY 1959 P-459 PROGRAM HAS BEEN ADJUSTED
 TO AMOUNT OF \$349,357.00 AND CONSISTS OF PROJECTS LISTED BELOW.
 FUNDS ARE BEING MADE AVAILABLE THROUGH CONTROLLER CHANNELS. CURRENT
 GOAL IMPOSED BY HIGHER HEADQUARTERS IS TO OBLIGATE OUR ENTIRE
 PROGRAM BY 31 DECEMBER 1958. FUNDS FOR THIRD AND FOURTH QUARTERS
 WILL BE MADE AVAILABLE BASED ON YOUR DEMONSTRATED ABILITY TO OBLIGATE
 YOUR PROGRAM PRIOR TO ABOVE SPECIFIED TIME. VIGOROUS ACTION WILL BE

PAGE TWO RJWBKN 273
 TAKEN TO INSURE ACCOMPLISHMENT OF THIS OBJECTIVE. REQUEST ALL
 PROJECTS BE OBLIGATED OR ON INVITATION FOR BID BY 20 NOVEMBER 1958
 OR FUNDS MAY BE WITHDRAWN AND APPLIED ON OTHER PROJECTS IN COMMAND
 WHICH HAVE BEEN FINALIZED.

PROJECT NR.	AMOUNT
P-459.1	
12-9	37,575
36-9	10,005
70-9	29,121
	76,681
P-459.3	
1A-9	16,500
13-9	13,200
3-9	29,076
75-9	58,100
27-9	59,500
18-9	2,600
11-7	1,650
59-8	4,100
50-8	6,400
	322,616
TOTAL	349,357

BT
 17/21172 OCT RJWBKN

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071 0033

Att: 1E
info: 00/0

JPCW T
JF 003
WA 0138R037
PP RJBWEN RJBWJP
PK RJBWEN 459
P 161944Z
FM CINCAC OFFUTT AFB NEBR
TO RJBWEN/COMAF 15 MARCH AFB CALIF
INFO RJBWJP/COMAIDIV 47 WALKER AFB NMEX

BT
UNCLAS//DINFO 30784. SUBJECT: REPAIR OF MAINTENANCE DOCK
ACCESS PAVEMENT WALKER AFB. YOUR LETTER DECC, 9 OCT 98. SUBJ:
WALKER AFB PROJECT 3-9 (REV 2), REPLACES APKON D-92 DOCKS.
PROJECT APPROVED AT REVIS-3 TOTAL ESTIMATED COST AND P459.1
FUND REQUIREMENT OF \$69,198.00.
BT
16/22192 OCT RJBWENR

REDDINGANN



CONSTRUCTION PROGRESS

DATE 31 Dec 1958

CONTRACT NO.	DESCRIPTION OF PROJECT	CONTRACTOR	CONTRACT PRICE	DATE TO P.C.	DATE CONT LET	ORDER TO PROCG	START DATE	ACTUAL START DATE	PROP COMPL DATE	ACTUAL COMPL DATE	% COMPL	REMARKS
6-1	Modify F. W. 100	Tom W. Griffin	36,000.00	17Apr58	17Apr58	17Apr58	21Apr58	22Apr58	18Oct58		25	
7-1	Landscaping	Danmeyer Landscaping	776.72	14Apr58	14Apr58	14Apr58	14Apr58	14Apr58	14Apr58		50	
8-44	Repair Elevator	Tom W. Griffin	10,000.00	11Apr58	11Apr58	11Apr58	11Apr58	11Apr58	11Apr58		75	
5-7	Repair Conveyor	Warner Const	13,797.00	11Apr58	11Apr58	11Apr58	11Apr58	11Apr58	11Apr58		77	17Apr 58 inspection requested for delay
9-4	Modify 1000 Storage	Tom W. Griffin	25,453.00	1Apr58	1Apr58	1Apr58	13Apr58	20Apr58	30Oct58		50	
9-5	Paint Platforms	Tom W. Griffin	6,000.00	28Apr58	28Apr58	28Apr58	27Apr58	30Apr58	20Oct58		96	
1-1002	Mod 2200/2100	Artemis, A. H.	2,100.00	4Apr58	4Apr58	4Apr58	19Apr58	20Apr58	19Oct58	20Oct58	100	
2-1	Mod Elevator	Lee Rice	7,226.00	26Apr58	26Apr58	26Apr58	30Apr58	26Apr58	19Oct58		70	
2-2	Mod Elevator	S. J. French	3,410.00	27Apr58	27Apr58	27Apr58	17Apr58	16Apr58	18Oct58		50	Project has been in progress since 17Apr 58 on 17Apr 58
3-1	Repair Structure	Space Corp						1Apr58	1Apr58		88	
3-2	Repair Motor	Kennel, Allen Co	9,705.00	13Apr58	13Apr58	13Apr58	13Apr58	13Apr58	13Apr58		50	
3-3	Repair Motor	Lee R Walker Const Co	37,575.00	19Apr58	19Apr58	19Apr58	30Apr58	13Oct58	20Nov58		75	
3-4	Repair Motor	W. C. Brown & Assoc	20,111.00	27Apr58	27Apr58	27Apr58	14Apr58	17Apr58	1Dec 58		85	
3-5	Fire Alarm	Harold S Smith & Son	13,200.00	26Jul58	30Apr58	30Apr58	40Apr58	20Oct58	11 Jan 59		50	
3-6	Repair Motor	Santa Fe, R. A.	13,000.00	19Apr58	20Apr58	19Apr58	20Apr58	20Apr58	20Oct58		85	
3-7	Repair Motor	Lee R Walker Const Co	11,456.11	28Apr58	27Apr58	27Apr58	8Apr58	16Oct58	16Nov58		70	
3-8	Repair Motor	Walling Plaster & Carpentry Co, Howell, N.J.	7,170.00	10Apr58	27Apr58	27Apr58	30Apr58	30Apr58	20Apr58		60	
3-9	Modify Fence	Tom W. Griffin	6,799.00	10Apr58	27Apr58	27Apr58	8Apr58	20Apr58	7Dec58		25	
3-10	Clean & Wax Floors	Francis House & Window Cleaners, Howell, NJ	2,100.00	30Apr58	30Apr58	30Apr58	30Apr58	30Apr58	30Apr58		97	
3-11	Repair Motor	Mr. Healey	118,007.00	18Apr58	18Apr58	18Apr58	18Apr58	18Apr58	30Apr58		50	
3-12	Repair Motor	Santa Fe, R. A.	89,076.35	6Apr58	30Apr58	17Oct58	18Oct58		17Mar59			
3-13	Repair Motor	Floyd Hauke	49,101.00	20Apr58	7Apr58	10Oct58	11Oct58	11Oct58	9Nov58		20	
3-14	Repair Motor	Santa Fe, R. A.	12,000.00	11Sep58	28Oct58	30Oct58	31Oct58		29Apr58			
3-15	Paint Exterior	D. A. Boothe	1,100.00	28Apr58	27Apr58							
3-16	Install Mirrors	Valley Sign	700.00	19Oct58	30Oct58							
3-17	Repair Motor	Hall Fibre Co	300.00	20Apr58	30Apr58							

CERTIFIED CORRECT - M. D. ...
AIC WAFB