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DECLASSIFIED

822ND AIR DIVISION  
~~SECRET~~  
1-31 October 1961  
(Unclassified Title)a

22 MAY 1980

Prepared By  
AIC Donald Theo  
Historian  
Office of Information  
Headquarters 4138th Strategic Wing  
Turner Air Force Base, Georgia

Approved By:

*Joseph W. Kniffen*  
FOR AND IN ABSENCE OF  
JACK J. CATTON  
Brig Gen, USAF  
Commander

CLASSIFIED BY  
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## FOREWORD

This narrative recounts the actions and activities of the 822nd Air Division, Turner Air Force Base, Georgia, during the period 1 October through 31 October 1961.

This history was prepared for the air division by A1C Donald Theo, Historian. Like all other historical studies of the air division, this is subject to review, and any additional information and/or suggested corrections will be welcomed.

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## CHAPTER I

### COMMAND AND ORGANIZATION

The 822d Air Division, commanded by Brigadier General Jack J. Catton, headquartered at Turner Air Force Base (AFB), Georgia, monitored the training activities and combat readiness of four Eighth Air Force strategic wings: the 4135th at Eglin AFB (Air Force Systems Command), Florida, the 4137th at Robins AFB, (Air Force Logistic Command) Georgia, the 4138th at Turner AFB, (Strategic Air Command) Georgia, and 4241st at Seymour-Johnson AFB, (Tactical Air Command) North Carolina.<sup>1</sup> (U)

The division's units were all equipped with the B-52 heavy jet bomber, the 4138th having 17 of the D-model, the remaining wings had 15 of the later G-model.<sup>2</sup> The 4138th and 4241st wings were also equipped with squadrons of the KC-135A jet tanker, and the 4137th was to receive its complement of tankers in 1962.<sup>3</sup> (U)

General Catton and his staff accomplished their mission by analyzing statistical reports, by conducting regular staff visits, by holding monthly conferences of the division staff and the wing commanders, and by observing wing exercises. The division staff

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1. Reg, SAC-20-15, 31 Aug 69.
  2. See 4138SW history for Apr 61.
  3. Progress Rept, 129final) 8AF PP 113-59, 4138SW and 343d BS, " 2 Feb 61.

supervises base support and mobility plans, monitoring higher headquarters projects, evaluating unit supply officials for awards, and investigating to insure wing compliance with higher headquarters regulations and directives.<sup>4</sup>(U)

Personnel Strength: Air Division strength for October 1961 was as follows:

Officers		Airmen	
Authorized	Assigned	Authorized	Assigned
10	11	9	9

This was a gain of one officer over last month, however the airmen remained the same.<sup>5</sup> (U)

Note: For change in key personnel see roster of key personnel, appendix 1 and roster of officers, document 1.

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4. Minutes, 822ADiv staff meeting, 19 Apr 61, doc. 1 in history 822ADiv, 1-30 Apr 61.  
5. Strength Report as of 31 Oct 61, doc. 2

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CHAPTER II  
OPERATIONS AND TRAINING

RBS Express: Radar Bomb Scoring (RBS) Express is a radar scoring site mounted on a railroad flat car with capability of scoring bomb runs. It tracks the attacking bomber and jams the aircraft's radar then awaits the simulated drop.<sup>1</sup> This process of scoring bomb runs has been in progress since March 1961, each train having a different name. The most recent (1 September through 27 October 1961) RBS Express train was called "Tree Trimmer." (S)

Three of the wings, assigned to the 822d Air Division, activity for the above period was as follows: the 4137th scored 37, with 34 reliable for 91.9 percent; 4138th scored 41 and had 36 reliable for 87.8 percent; the 4241st scored 27 with 24 reliable, for 82.8 percent.<sup>2</sup> (C)

Awards: The 4137th Strategic Wing won the September Golden Bomber Award for operational efficiency. The 4138th placed seventh with 97.2 percent, the 4241st scored 93 percent for 13th place and the 4135th wing was in 14th place with a score of 85.6 percent.<sup>3</sup>

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1. Msg, SAC to ALFA TWO, "RBS Express", 7 Sept, in files BDAS, Hq 4138CSG.
  2. Msg, 8AF to XRAY, YANKEE, "(C) Tree Trimmer Report," 9 Nov 61, doc. 3.
  3. Ltr, 8AF to UNIFORM, "Operational Efficiency Awards," 31 Oct, 61, doc. 4.

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In the Golden Boom competition, the 919th Air Refueling Squadron (Turner) won the award for the September period.<sup>4</sup>(U)

Also, during the July-September period, the 919th squadron won the "Heads Up" award for tankers. In the bomber "Heads Up" competition, the 4135th was in fourth place while the 4138th placed tenth.<sup>5</sup>(U)

Congratulations were extended by General Hunter Harris, Eighth Air Force Commander, to the personnel of 919th Air Refueling Squadron for winning the above awards.<sup>6</sup>(U)

Sky Shield II: The large scale air defense exercise, nickname SKY SHIELD II, was conducted 14-15 October 1961. The strategic wings monitored by the 822d Air Division participated in the exercise.<sup>7</sup>(S)

The exercise area covered the entire North American continent north of the Mexican border and seaward 150 miles from the coasts. Non-participating civil and commercial aircraft were grounded during this period. (S)

A B-52G from the 4241st Strategic Wing, Seymour-Johnson AFB, North Carolina, was reported missing during SKY SHIELD II. The B-52 was on a low level flight when last seen by other crews on the same mission. Visual contact with the lost bomber ended when an accompanying aircraft changed course. No other contact was reported. The

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4. Ibid.
  5. Ltr, 8AF to UNIFORM, "Operational Efficiency Awards," 3 Nov 61, "doc. 5.
  6. Msg, 8AF to 4138SW, "Richardson from Harris," 30 Oct 61, doc. 6.
  7. Msg, SAC to UNIFORM, el al, (S) "Sky Shield", 16 Aug 61, doc. 7.

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Air Force, Civil Air Patrol, Coast Guard, and the Navy made an extensive search for the missing aircraft but found no trace of the aircraft or survivors.<sup>8</sup> (U)

With the exception of losing the B-52, the SKY SHIELD III exercise was considered outstanding by Eighth Air Force and all subordinate units were congratulated.<sup>9</sup> (U)

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8. Msg, 4241SW to RJEZHQ/COFS USAF WASHDC, et al, "Progress Report No. 2," 31 Oct 61, dec. 8.
  9. Msg, 8AF to RJEKBO/801 AIR DIV, et al, "Sky Shield II," 19 Oct 61, dec. 9



### CHAPTER III

#### MAINTENANCE AND FACILITIES

Staff Visits: During the period 18-19 October 1961, a special staff visit was made to the 4138th wing to evaluate late takeoffs that took place 1 July through 17 October 1961, for any weakness in operational or maintenance procedures. (U)

Six late takeoffs occurred during the above period; three were caused by engine malfunctions; one for low line speed at final check point; one for fuel leak and one tire change. (U)

Each takeoff was analyzed for weak areas. Findings on the three engine malfunctions were; no fuel flow, low oil pressure and a cracked pressure sensing line on number four engine, all on different aircraft. The low speed abort was believed caused by a strong crosswind. The fuel leak was caused by a vent valve malfunction. Tire change was due to a blister on the side of one tire. (U)

The staff recommended that complete and professional maintenance debriefings be given to both operation and maintenance personnel and a functional check of all aircraft systems before each flight. (U)

Security on the flight line and alert area was found satisfactory. (U)

A special staff visit was made to the 4137th wing, 17-20 October 1961, to assist the wing in preventing an excessive late takeoff and

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1. Rept, "Special Staff Visit to 4138SW, 18-19 October 61," 24 Oct 61, dec. 10.

cancellation rate during future training periods. (U)

The staff observed three aircraft launches, four debriefings and five recovery and preparation for launch mission. The maintenance debriefing was excellent, Fast Recovery schedule was being maintained by all personnel. The wing was highly motivated and confident of its ability to accomplish the mission with a minimum loss of efficiency.<sup>2</sup>(U)

Action taken by the wing to prevent late takeoffs, cancellations and 50-8 training loss was as follows: the 50-8 points loss were to be monitored by DCM and DCO, the results were to be broken down into three areas of responsibility; combat crew, materiel and other and presented to the Wing Commander on a weekly basis. For period 1-17 October points schedule was 9,900; loss to materiel 986, loss to combat crew 297, and loss to other was 553. (U)

Only the best qualified technicians were assigned to launch teams from A&E. The DCO required combat crews to report all major maintenance that are required prior to next flight. (U)

The staff recommended that the maintenance branch furnish better supervision by assigning more rank for duty during other than normal duty hours. Quality Control and Training Division should have the responsibility of evaluating all deviations, cancellations and 50-8

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2. Rept, "Special Staff Visit to 4137th Strat Wing, 17-20 Oct 61," 24 Oct 61, doc. 11.

point loss to determine solutions that would prevent recurrence. It was further recommended that whenever possible schedule all turnaround missions to have a minimum of ten to eleven hours ground time prior to flying the second sortie. (U)

A second visit was to the 4137th wing, 26-27 October 1961, to review the procedure and effectiveness of bench stock operation and escort Captain Lewis, Director of Supply, 4135th wing, Eglin AFB, Fla., on a tour of the Base Supply Special Accounting Branch and parts warehouse.<sup>3</sup> (U)

The SAC IG found the bench stock of this wing unsatisfactory in June 1961. However, a follow up inspection made 24-25 October 1961, by Major Vigdor, (although no report was made) was satisfactory. (U)

The Special Accounting Branch of Base Supply in the SAC area, did not include those common items of supply identified as weapons system O1. Replenishment of O1 items from AFB 2065, located at Robins, was unsatisfactory. The bench stock inventory at time of this inspection was a marginal 79.2 percent, due primarily to a shortage of these type items. Action was recommended to include O1 items in the SAC area.<sup>4</sup> (U)

The staff recommended two card decks be set up; deck number one, to include those items currently on bench stock master listings and to serve as an abstract of consumption from all sources. Deck number two to be maintained for all bench stock type items which are not on bench stock listing. (U)

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3. Rept, "Special Staff Visit to 4137th Strat Wing, 26-27 Oct 61," 1 Nov 61, doc. 12.

4. Ibid.

Captain Lewis, Director of Supply, 4135th wing, Eglin AFB, Fla., visited the 4137th to observe the operation of the Base Supply Special Accounting Branch and evaluate the desirability of a similar system in the new building now under construction at Eglin. He decided to use their new building in the same pattern. (U)

The staff visited the 4241st wing to observe FULL FORCE operations, 23-25 October 1961.<sup>5</sup>(U)

During the 1-15 October and the 1-30 September 1961 period, the FULL FORCE configured aircraft remained constant. Average FULL FORCE configured aircraft per day during 1-15 October 1961 was 2.28 for B-52s and 2.75 for KC-135s. Dur to exercise SKY SHIELD considerable hours were lost for the B-52s. (U)

Since the start of FULL FORCE operations the Munitions Maintenance Squadron (MMS) increased hours in overtime. However, one additional loading team from Homestead AFB, Fla., slightly relieved the overtime problem. The staff concluded that the MMS must be augmented to support the operation on a near normal workload basis, also the A&E Squadron could handle the GAM-77s and the loading of GAM-72 without increase in overtime. (U)

- The division made a visit to the 4135th wing, 9-12 October 1961. The wing was found fully capable of meeting its Emergency War Order (EWO) requirements. (U)

The overall appearance of aircraft was satisfactory. Security

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5. Rept, "Special Staff Visit to 4241st Strat Wing, 23-25 Oct 61," 1 Nov 61, doc. 13.

was excellent in the alert and maintenance areas. The living section of Field Maintenance Squadron was excellent and the maintenance barracks was satisfactory. However, a repeat discrepancy, improper maintenance of inventory records, was noted in the Supply section.<sup>6</sup> (U)

The staff recommended that the Supply section inventory records be maintained in accordance with current directives. (U)

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6. Rept, "Staff Visit to 4135th Strat Wing, Eglin AFB, Fla, 9-12 Oct 61," 18 Oct 61, dec. 14.

LIST OF SUPPORTING DOCUMENTS

Appendix

1. Roster of Key Personnel

Documents

1. Roster of Officers
2. Strength Report as of 31 October 1961.
3. Msg, 8AF to XRAY, YANKEE, "(C) Tree Trimmer Report," 9 Nov 61.
4. Msg, 8AF to UNIFORM, "(U) Operational Efficiency Awards," 31 Oct 61.
5. Msg, 8AF to UNIFORM, "(U) Operational Efficiency Awards," 3 Nov 61.
6. Msg, 8AF to 4138SW, "Richardson from Harris," 30 Oct 61.
7. Msg, SAC to ALFA TWO, et al, "Sky Shield II," 16 Aug 61.
8. Msg, 4241SW to RJEZHQ/COFS USAF WASHDC, et al, "Progress Report No. 2," 31 Oct 61.
9. Msg, 8AF to RJEXBO/801 AIR DIV, et al, "Sky Shield II," 19 Oct 61.
10. Rept, "Special Staff Visit to 4138SW, 18-19 Oct 61," 24 Oct 61.
11. Rept, "Special Staff Visit to 4137SW, 17-20 Oct 61," 24 Oct 61.
12. Rept, "Special Staff Visit to 4137SW, 26-27 Oct 61," 1 Nov 61.
13. Rept, "Special Staff Visit to 4241SW, 23-25 Oct 61," 1 Nov 61.
14. Rept, "Staff Visit to 4135SW, Eglin AFB, Fla., 9-12 Oct 61," 18 Oct 61.

ROSTER OF KEY PERSONNEL AS OF 31 OCTOBER 1961

<u>Position</u>	<u>Occupant</u>	<u>Date</u>	
		<u>From</u>	<u>To</u>
Commander	Brig Gen J. J. Catton	10 Jul 61	-----
Executive Officer	Lt Col J. M. Knapp	25 Aug 61	-----
Director Operations	Lt Col P. G. Hutchinson	20 Sept 61	-----
Maintenance Staff Officer	Lt Col R. N. Lester	18 Jan 59	-----
Director of Material	Lt Col L. M. Abernathy <sup>1</sup>	19 May 61	2 Oct 61
	Col G. E. Pennywitt <sup>2</sup>	10 Oct 61	-----
Director of Safety	Major A. H. Carson	1 Feb 60	-----
Armament Officer	Major G. F. Faivre	9 Apr 59	-----
Operation Staff Officer	Major G. R. Finnegan	1 Apr 59	-----
Supply Staff Officer	Major J. Seacord <sup>3</sup>	16 Oct 61	-----

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1. SO-A-562, Hq 4138SW, 18 Sept 61
  2. SO-P-257, Hq 4138SW, 18 Oct 61
  3. SO-A-610, Hq 4138SW, 12 Oct 61.

822D AIR DIVISION  
 United States Air Force  
 Turner Air Force Base, Georgia

RCS: 8AF-P1

ROSTER OF OFFICERS  
 20 OCTOBER 1961

AIRCRAFT QUALIFICATION CODES

1 - Pilot, B/RB-47 4 - Pilot, KC-135 7 - Pilot, Twin Engine  
 2 - Pilot, B-52 5 - Pilot, AirObsrMadr 8 - Pilot, Four Engine (Other)  
 3 - Pilot, KC-97 6 - Pilot, Single Engine 9 - Pilot, Indefinitely Suspended  
 ADD PREFIX: P - Pilot, S - Senior Pilot, C - Command Pilot

A - Navigator B - Navigator Bombardier C - Navigator, Indefinitely Suspended  
 ADD PREFIX: N - Navigator, S - Sr Navigator, M - Master Navigator

EC - ECM Officer FS - Flight Surgeon AM - Aircraft Observer, Medical  
 WE - Weapons Officer RO - Radar Operator EP - Aircraft Performance Engineer  
 AO - Aircraft Observer SO - Sr Aircraft Observer OS - Aircraft Observer Suspended  
 XX - Non-Rated

GRADE CODES

1 - Lt Col 3 - Capt  
 2 - Col 4 - Lt  
 3 - Col 5 - Lt Col  
 4 - Maj 6 - Lt  
 5 - Lt Col 7 - Gen  
 6 - Col 8 - Col  
 7 - Gen 9 - Lt Col  
 8 - Col 10 - Lt Col  
 9 - Lt Col 11 - Lt Col  
 10 - Lt Col 12 - Lt Col

MONTH CODES

1 - January 5 - May  
 2 - February 6 - June  
 3 - March 7 - July  
 4 - April 8 - August

1. Name
2. AFSN
3. Date of Rank
4. Air Crew Data
5. Duty Title
6. Organization
7. Duty AFSC
8. Authorized UMD Position
9. Foreign Service Selection Date
10. Date Departed Last Duty Station/DEROS
11. Duty Phone
12. Home Phone

Spot Promotion Code: Z

9 - September  
 X - October  
 J - November  
 K - December

IT IS THE RESPONSIBILITY OF EACH INDIVIDUAL OFFICER TO SUBMIT ANY CHANGES AFFECTING THE ACCURACY OF THIS ROSTER AT ANY TIME DURING THE MONTH AND NOT LATER THAN THE LAST 5 WORKING DAYS PRIOR TO THE 20TH OF THE MONTH. INFORMATION MAY BE SUBMITTED BY TELEPHONE, EXTENSION 627. INFORMATION ON THIS ROSTER HAS BEEN TRANSCRIBED FROM THE AF FORM 11. ANY ERRORS OR OMISSIONS HEREIN WILL BE BROUGHT TO THE ATTENTION OF THE OFFICERS RECORDS SECTION.



<u>NAME</u>	<u>AFSN DCR</u>	<u>AIR CREW DATA</u>	<u>DUTY TITLE</u>	<u>ORGAN</u>	<u>DAFSC</u>	<u>AUTH UMD POSIT</u>	<u>FSSD DDIDS</u>	<u>DUTY PHONE</u>	<u>HC PHONE</u>
BGEN									
CATTON J	4719 759	C2	COMDR	822ADV	0002	70002	452 761	7178	NONE
001									
COL									
PENNYWITT G E	6363 361	C4	DIR OF MAT	822ADH	0031	60036	854 961	307	NONE
001									
LT COL									
HUTCHISON P G	725027 J57	MA	OPNS STF OFF	822ADH	1416	41416	146 759	7197	HE59600
KNAPP J M	8552 258	S8	EXEC OFF	822ADV	7016	57016	458 861	7181	NONE
LESTER R N	51731 660	C4	STAFF MAI OFF	822ADH	4316	54316	X51 159	307	HE63071
003									
MAJOR									
CARSON A H	38386 155	C2	DIR SAFETY	822ADH	1916	41416	952 759	201	HE63849
FAIVRE G F	798465 652	C7	ARM STAFF OFF	822ADV	3216	OVER	553 259	307	HE26823
FINNEGAN G R	676885 156	MA	OPNS STF OFF	822ADH	1416	41416	550 159	7197	HE66461
SEACORD J	560323 554	XX	DIV SUP STAFF	822ADH	6416	46416	659 659	7123	HE65554

<u>NAME</u>	<u>AFSN</u>	<u>DOR</u>	<u>AIR</u>	<u>CREW</u>	<u>DUTY</u>	<u>DATA</u>	<u>TITLE</u>	<u>ORG</u>	<u>AN</u>	<u>DAFSC</u>	<u>UMID</u>	<u>POSII</u>	<u>FSSD</u>	<u>DDILDS</u>	<u>DUTY</u>	<u>PHONE</u>	<u>PHONE</u>
CAPT																	

MILLS R G      25434 159    S6 ADM OFF      822ADH 7024    37024    558 K57      260 HE62135  
 001

STRENGTH REPORT AS OF 31 OCT 61 FOR 4138 STRAT WG  
4138TH COMBAT SPT GROUP & TENANT UNITS

UNIT	OFFICERS								ENLISTED								CIVILIANS					
	AUTH	ASGD	PFD	PNFD	O/L	AWOL	SK LV	TDY	ATCH	AUTH	ASGD	PFD	PNFD	O/L	AWOL	SK LV	TDY	CONF	ATCH	AUTH	ASGD	
4138 COSGP	38	31	28							268	221	204	2			1	13			67	64	
4138 FD SV SQ	2	2	1							98	90	77				3	9					
4138 SUP SQ	5	5	5							148	277	256	1			9	9			63	59	
4138 COM DEF SQ	5	4	2		1					208	235	211	5			2	11					
4138 CIV ENG SQ	3	4	2							252	234	217	1			1	6					
4138 OPER SQ	11	1	1							97	1	1								124	117	
4138 TRANS SQ	4	4	2							115	132	109					23			8	16	
4138 A/GS SQ																						
822 AIR DIV	10	11	8							9	9	7				2				1	3	
TOTAL	80	62	49		2					1273	1201	1082	9			4	32	69	5	2	281	259
822 MED GP	44	43	35							152	149	136				3	10			34	32	
62 MIN MAI SQ	5	5	4		1					54	64	53				5	6					
4138 A&E SQ	6	5	4							139	195	174	2			5	2					
4138 STRAT WG	77	77	68							310	310	269	1			2	12					
336 BOMB SQ	138	153	130		1					30	36	29	1			1	19			10	21	
4138 OMS	9	5	4							315	349	319	2			2	1					
4138 FM SQ	7	8	7							337	358	298	3			1	10			7	7	
919 AREF SQ	38	42	45		1					21	28	22				1	1					
TOTAL	344	300	307		3					1358	1486	1300	2			16	102			58	60	
HQ 1370 PMWG	27	31	26							40	40	30				1	17					
1371 M&C SQ	71	68	39							92	73	63	1			3	26					
1373 M&C SQ	12	15	11							54	139	83	1			4	50					
1374 M&C SQ	16	17	14							398	387	243	1			2	12					
1375 M&C SQ	83	89	52							75	60	48				5	12					
1376 CAMBON	5	5	5							562	568	392	7			2	12					
1370 SUPRON	5	6	5							72	77	56				2	19					
TOTAL	219	231	152		1					1371	1420	961	5			4	42			21	27	
2023 AACG	8	7	6							65	81	55	1			3	2					
12 RSSQ	6	7	3							45	44	39				2	3					
8-8 WEA SQ	6	5	5							21	20	19										
305th FPD	1	1	1							21	22	22										
RES AUD GEN	1	1	1							1	1	1										
HQ ARMY BBN	25	26	26							91	78	77	1									
A-BATT	8	10	10							138	122	113	3			5	1					
B-BATT	8	8	8							129	115	107	3			5						
4TH SIG DET										4	4	4										
AMC																						
TOTAL	64	65	60							511	467	437	9			15	6			4	4	
GRAND TOTAL	707	718	568		2					4513	4574	3782	32			13	9			365	350	

## SUPPLY

### I. DIRECTOR OF SUPPLY.

A. Operation of the Directorate of Supply under Capt. Lewis is generally satisfactory; however, the Inventory Branch is unsatisfactory, and tool crib storage and accounting procedures reported in the Division Staff Visit Report, dated 2 October, remain unchanged.

B. There was no record in file to substantiate the review of supply records conducted monthly by the Wing Commander or Deputy Commander (SAC Supplement 1, AFR 67-10).

C. There was no copy in file of the general orders containing the most recent equipping instructions for the unit (Chapter 7, Volume IV, AFM 67-1).

D. Storage diagrams were missing from all areas except A&E Pre-issue (reference Chapter 8, Volume IV, AFM 67-1).

### II. ORGANIZATIONAL SUPPLY DIVISION.

A. MSgt. Keenan has filled the position of Organizational Supply Officer since Lt. Schwartz's separation from service in May. The Director of Supply has assumed accountability pending the arrival of a new supply officer, scheduled for November.

B. Accounting Branch. Accounting records have generally improved during the past year, and a comparison of the control register with the document file for 20 control numbers revealed no discrepancies.

1. Three out of ten Deck 2 header cards, compared with last recorded inventory dates, were discrepant. These were for Accounts HKRC, HJRC and AACC. Error appears to result from failure of Inventory Branch to coordinate with the Accounting Branch.

2. 25 line items were checked for continuity and supply action, starting with the UAL and through Decks 1, 2 and 3 and custody receipt

file. Seven items were recorded in Deck 1, but requisitioning action had not been taken. Review indicated that all were new authorizations, effective with the current UAL, dated 31 August 1961. One item, FSN 4940-396-1664, Paint Spray Gun, proved to be an old authorization for five under USE. Only three were on hand, and none on order. Explanation for this condition was that all procurement for local purchase USE (Unit Support Equipment) items had been limited to 80 per cent of authorization by the Wing Comptroller.

Actions recommended:

a. All new UAL authorizations should be reviewed with the sections concerned to affirm requirement and requisitioning action taken as soon as possible thereafter.

b. The limitation of USE local purchase procurement to 80 per cent is not realistic. If coordination with each section affected concurs that the true item requirement is less than the authorization, then UAL changes are in order to reduce the authorization appropriately. The only alternative is the budgeting for full authorizations.

3. No accounting procedure has been instituted in the 538 Section to control and account for the movement of 10 series ECL components (reference SAC Supplement 1, Volume IV, AFM 67-1).

C. Inventory Branch. The general condition of custody receipt files and limited coordination with the Accounting Branch are rated unsatisfactory.

1. Errors noted in Account HJRC, Servicing Branch:

a. 1730-294-3027, Platform, \$2,944.00, changed in pen from 2 to 3, initialled by an Inventory Branch clerk, and no supporting document.

b. 1730-772-2264, Tow Bar, \$2,600.00, changed in pen from 0 to 2, no signature and no supporting document.

c. 2420-821-0834, Tractor, \$2,413.00, changed from 0 to 2, no signature and no supporting document.

d. Pen changes indicated above were not confirmed in the Accounting Branch records. Accuracy of accounting records is dependent upon reliable inventory reporting.

2. Repeat Item. Discrepancies in Accounts No. JOJF-BJ, JOJF-CL, JKWF-BL and JLRF-BM were noted in the Division Staff Visit Report, dated 2 August, and a review of these folders indicated no corrections have been made.

3. No custody receipt accounts reviewed included the co-signature of the Inventory Branch Chief, as required by 8AF Supplement 1, Chapter 7, Volume IV, AFM 67-1.

4. Custody receipt accounts reviewed included signatures for property by persons who had not been authorized by the person responsible for the account. It is recommended that a standard procedure be established which will require each custody receipt custodian to submit to supply, and keep current, the names and sample signatures of two (minimum) or three (maximum) individuals who may act as authorized alternates to receipt for equipment.

Action required:

a. In view of the apparent unreliability of inventory records, it is recommended that a special inventory team be formed for a one-time wall-to-wall inventory of all accounts. A senior supply NCO should head the team and be excused from other assignments until completion of the project. Sufficient time should be taken with each account to insure the identification of all discrepancies, including overages, shortages and misidentifications. Insofar as practicable, all UME equipment should be assigned to the section having UAL/ECL authorization or request submitted for authorization change.

b. Actions of Inventory Branch personnel should be limited to the following, and under no circumstances should include the prerogative of changing quantities, adding or deleting items:

(1) Schedule and conduct inventories of each account at least annually, or as required.

(2) At conclusion of each inventory, report to the Accounting Branch, date of inventory and all discrepancies; i. e., overages, shortages, misidentifications.

(3) Assist Receipt, Storage and Issue Branch and other sections as necessary in item identification.

(4) Maintain technical publication file for organizational supply use.

D. Receipt, Storage and Issue Branch. Responsibility for obtaining receipt for property at time of delivery requires immediate coordination with the Accounting Branch to effect a standard list of authorized personnel who may sign these receipts (see paragraph II, C, 5 above).

E. Personal and Survival Equipment Branch. Satisfactory.

### III. AIRCRAFT SUPPORT DIVISION.

A. Capt. Beall arrived from overseas in September 1961 and has been assigned to the Aircraft Support Division.

B. Bench Stock and Pre-issue Branch. Improvement is evident in the management and effectiveness of this branch within the past six months; however, due to recent rewarehousing, the property locations for both OMS and GAM pre-issue were obsolete.

C. Tool Crib Branch. The operation of this branch was reported in detail in the Special Staff Visit Report, dated 2 October 1961. It is considered marginal due to (1) commingling of OMS tool crib stocks with reserve tools for support of 10 series tool kits, (2) assets for all authorized tool cribs were issued direct to the maintenance supervisor concerned rather than to supply personnel, and (3) no accounting procedure was yet operational for control of Cost Category III tools.

D. CLARK. This branch is operating in a generally satisfactory manner; the only discrepancy noted was the omission of the day of the month on SAC Forms 194, TOC Compliance Cards.

1. Housekeeping has drastically degenerated in this section.

2. Mobility bags for primary mobility teams are being stored in the CLARK area. This practice should be reviewed for possible compromise of maintaining CLARK security during mobility equipment issue and also for compatibility of using CLARK personnel for performing this service.

E. Aircraft Installed Equipment Branch. The physical facility of this section is inadequate, and housekeeping is marginal.

F. Maintenance-Supply Liaison. This section is operating in an excellent manner. The absence of an "A" Net communication capability continues to curtail its maximum potential. Recommend that rental of this system be explored.



## MAINTENANCE

### I. EWO.

A. It is evident that the wing is placing emphasis on the assignment of fully operational aircraft to alert duty. Alert aircraft delayed discrepancies:

<u>Acft</u>	<u>Status</u>	<u>Alert Days</u>	<u>Total Delayed Discrepancies</u>
484	Red Diagonal	29 Sep - 12 Oct	5 minor
510	Red Diagonal	15 Sep - 12 Oct	3 minor (2 for TOC)
520	Red Diagonal	5 Oct - 12 Oct	5 (all for TOC)
162	Red Diagonal	23 Sep - 12 Oct	6 (5 require depot action)
185	Red Diagonal	13 Sep - 12 Oct	2 minor
179	Red Diagonal	1 Oct - 12 Oct	4 minor

A complete evaluation of maintenance procedures in the alert area reflects credit on Capt. Sellers, the Maintenance Supervisor. All crew chiefs were contacted, and each displayed a high degree of awareness of their responsibilities and the importance of maintaining an effective alert force. The work cycle for maintenance personnel in the alert area is three days on and three days off. Each individual contacted appeared to be satisfied with this schedule. The alert aircraft parking area and the alert building are neat and orderly.

B. Alert Force Security. A complete check of security procedures in the alert area was conducted, utilizing the 8th Air Force staff visit checklist (8AF Form 30, dated 9 March 1959). No discrepancies were noted. The Combat Defense Force, under the supervision of Lt. Palmer, is maintaining excellent security in the alert area. All CDF personnel are motivated and clearly understand their duties as they

pertain to the mission of the alert force. A high state of discipline and pride was prevalent throughout the force. The SAC Two-Man Policy is rigidly controlled.

II. DEPUTY COMMANDER FOR MAINTENANCE. Col. Hovik is providing excellent supervision of the Wing Maintenance effort. Additional emphasis is needed in the following areas:

A. Strict adherence to the Fast Recovery schedule. The DCM and Maintenance Control Officer were advised that the Fast Recovery schedule must be followed if it is to be effective (Aircraft 491 had some difficulty in this area during the visit). No deviations from the published plan should be made without the approval of the Maintenance Control Officer or DCM.

B. Closer coordination and cooperation are needed between Maintenance Control sections and the four Maintenance squadrons. In order to prevent the loss of critical down time on aircraft, each supervisor must assist Maintenance Control by pointing out deficiencies noted in the published schedule.

C. Selecting and assigning fully qualified personnel to fill the existing UMD vacancies in the DCM divisions (Maintenance Control and Training Control are short 321X0K personnel).

III. MAINTENANCE CONTROL DIVISION. This division, under the direction of Maj. Neie, is exercising satisfactory control over the maintenance functions.

A. Planning and Scheduling Branch. Capt. Hollett and SMSgt. Simmons are providing satisfactory supervision of this section.

1. Fast Recovery Scheduling. This scheduling system has been fully implemented. In general, it is accepted by all maintenance personnel as being a superior system when faced with today's maintenance problems. Thus far, schedule accomplishment has been about 75 per cent effective, with 25 to 30 unscheduled work orders daily. More control, coordination and adherence to the schedule are necessary at all levels of supervision before full benefits can be

realized. The plan being developed is basically sound. Scheduling of work into the plan is causing some problems. For example, the six-hour projected turnaround period is reserved for after flight maintenance. Requirements such as washing, painting, TOC, etc. should not be scheduled during this period, unless aircraft landed with very few discrepancies and additional work is required to fill the time block. If safety is a factor, major jobs such as fuel leaks, retractions, compass swings, etc. should be scheduled after turnaround maintenance - not before or during this period. The published plan should be followed. As unknowns occur, they should be scheduled as situation and time permit.

2. Debriefing procedures have shown improvement. Continued emphasis in this area is required in order to maintain an efficient maintenance program.

B. Job Control Branch. Maj. Dunn and CMSgt. Holcomb are providing satisfactory control over the various maintenance activities.

1. Facility. The facility is excellent.

2. Manning. This branch is still short one 32150K.

3. Operation. The Fast Recovery scheduling system places greater demands on Job Control. Delays must be quickly anticipated so that prompt corrective action can be taken in affected areas. Rigid control must be continually exercised by all Job Control personnel. This control requirement should be re-emphasized.

IV. QUALITY CONTROL. Excellent progress has been made in overall effectiveness. Maj. Van Emons and CMSgt. Nations are active in researching problem areas in an attempt to prevent recurrence. Detailed coverage is being furnished. The four Maintenance squadrons should solicit more assistance in areas of concern from the Quality Control staff.

V. TRAINING CONTROL DIVISION. Maj. Williams and TSgt. Hamrick are effectively supervising the Maintenance Training functions. A spot check of training and test folders was made. No errors were found.

The Training Control facility has been completed to include an isolated testing area, as recommended in a previous staff visit report. No-notice tests had been administered to ten electricians and 14 hydraulic specialists. Personnel are scheduled for additional training in the weak areas pointed out as a result of these tests. This is an excellent program, and plans are to extend it into other work centers of the Wing Maintenance structure where applicable. The Training Control Division is short one 32170K, Bomb-Nav Supervisor. This vacancy should be filled.

VI. FIELD MAINTENANCE SQUADRON. Lt. Col. Norton is satisfactorily commanding the Field Maintenance activities. The security program is effective. Suggestions for security improvement in the joint shops were discussed with the Squadron Commander and Squadron Security Officer. The FMS barracks area was maintained in an excellent manner.

A. Maj. Boyles is exercising satisfactory supervision. Coordination with the host unit has aided the squadron in its operation of the joint shops. Maintaining the 4135th portion of the joint shops according to SAC housekeeping standards may influence the improvement of APGC standards. The deficiencies noted in the Production Control Section on our staff visit, dated 2 August 1961, have been corrected. The present facility is considered satisfactory. Excellent procedures are employed to assure expeditious processing of reparable parts. Additional emphasis is needed in the following areas:

1. Increase the Propulsion Branch engine buildup space.
2. Identify and train out weak areas noted through personnel testing.
3. Standardize management aids in each shop; i. e. , dispatch boards, etc.

VII. ORGANIZATIONAL MAINTENANCE SQUADRON. Lt. Col. Hodges is an effective Commander. General housekeeping standards should be improved and emphasized.

A. The Maintenance Supervisors, Maj. Sabin and CMSgt. Wright, are exercising satisfactory control over the squadron maintenance functions.

B. All branches were found to be operating in accordance with established directives, and a marked improvement was noted in aircraft launch procedures.

C. This squadron has an effective security program. A check of OMS areas indicated that personnel are alert and do check personnel who are unknown to them. All newly assigned personnel are indoctrinated on security responsibilities and areas assigned to OMS. Squadron roll call is used to check random knowledge of Covert Threat, Seven High and Red Skin procedures.

VIII. ARMAMENT & ELECTRONICS MAINTENANCE SQUADRON.  
Lt. Col. Gosling, the Commander, is effectively commanding the squadron functions.

A. Maintenance Supervision. Maj. Strickland assumed the duties of A&E Maintenance Supervisor on 1 October. He is exercising satisfactory supervision and control of A&E maintenance. Additional emphasis should be placed on the following areas:

1. Operation of the Training Section.
2. Reduction of cannibalization of items for which a maintenance capability exists.
3. Housekeeping.

B. Production Control Branch. TSgt. Corley was assigned as NCO of this section on 22 September 1961. The operation of the section was discussed with him in detail. It was agreed that emphasis should be placed on the accuracy of productrol board data, intelligent use of the work order priority system, an aggressive TOC program and on-time scheduling of test equipment to the Base PMEL. Considering the short time that this NCO has been assigned to the section, it is operating in a satisfactory manner. The major limiting factor is shortage of space, resulting in AWM items being stored on the floor during peak workloads. Additional space will be accorded this section upon completion of the addition to the A&E facility which is expected sometime in December.

C. Analysis and Training Branch.

1. Training Section. The operation of this section is below acceptable standards. Training NCOs have been changed twice in the last six months. The current NCO, SSgt. Genetin, was assigned in the last week of July; he needs additional guidance in the operation of the section in accordance with existing directives. Examples of discrepancies noted are: No weekly CTSP reports on hand; IPT records not being monitored for accuracy and completeness of documentation throughout the squadron; test failures not being evaluated so that weak areas can be trained out; and charts of assigned CTSPs not on hand. The Wing Training Control Officer, Maj. Williams, was contacted and will provide this section with technical assistance.

2. Analysis Section. The major topic for discussion in this section was implementation of Interim 8AF Supplement 1 to Chapter 13, AFM 66-1, "Documentation and Presentation of A&E Performance Data", dated 25 August 1961. The Section NCO, MSgt. Kostellic, understands the contents of this interim supplement and plans to fully implement it within ten days, pending receipt of the required productrol boards. A UAL change request for the productrol boards was submitted on 7 September, approved by the EE&AT Team on 4 October and ordered on 10 October. No delivery dates are available at this time.

D. Comm-Nav Section. This section is operating satisfactorily, with the following exceptions noted:

1. Specialist planning chart not current.
2. Bits and pieces stored in mockup and on floor.
3. Tacan tester out of commission for repair. Recommend that an ARM-22 be used as a backup for the repair of assigned Tacan equipment.

E. Bomb-Nav - Autopilot - Photo Section. The following exceptions were noted in the operation of this section:

1. Cabling from the UTE (Unit Test Equipment) to the mockup on floor and not protected.

2. Three autopilot components were cannibalized during the last six weeks for which the section has a repair capability, because bench stock bits and pieces were not on hand. Examples:

a. One Servo Control needed brushes, Stock No. 5977-376-5676. Twelve brushes are authorized in bench stock; however, none are on hand.

b. Two Safety Monitor Amplifiers cannibalized because of faulty relays, Stock No. 4866-5945-501-9639. This relay is a commonly failing item, but not on bench stock at this time. Recommend this relay be authorized on bench stock and that bench stock assets be periodically reviewed to insure adequate supply support.

F. ACR (Advanced Capability Radar). Capt. Wilde has been appointed as the project officer to monitor all facets of the ACR program. Progress to date is:

1. Modification of bench mockup completed on 30 August.
2. Squadron has a line maintenance capability.
3. Bench repair capability is limited due to shortage of test equipment.
4. Approximately 40 per cent of the new test equipment is on hand.
5. Over 80 per cent of assigned personnel will be trained in the new equipment by the end of the year.
6. Applicable T. O. s are on hand.
7. The schedule for receipt of ACR-modified aircraft is as follows:
  - 1 in October
  - 2 in November
  - 3 in December

1 in January  
 2 in February  
 1 in May  
 2 in July

Total - 12

G. Non-EWO Effective Sorties (as reflected on SAC Forms 126).

The number of non-EWO effective sorties for the quarter ending 30 September was five out of 192 sorties. Breakdown is as follows:

	<u>Total Sorties</u>	<u>Non-EWO Effective</u>	<u>Cause</u>
July	67	1	Fuel transfer trouble
August	62	3	1 broken fuel line, 2 flap trouble
September	<u>63</u>	<u>1</u>	Engine trouble
	192	5	

The 2.6 per cent non-EWO effective rate is considerably better than the 8th Air Force average for the quarter ending 30 June.

H. Security. Three airmen were questioned on Seven High procedure. Response was satisfactory.

I. Systems Performance, A&E Systems. A review of A&E systems performance for the month of September does not reveal any unsatisfactory trends.

J. Eglin IG Report, dated 14 April 1960. A follow-up of the discrepancies reported on this IG Report reveals that action taken is satisfactory.

IX. GAM SYSTEMS BRANCH.

A. The GAM Branch of the A&E Squadron is under the supervision of Maj. Dudenhofer. All major areas are satisfactory; however, some deficiencies were noted. They are:



1. Lack of an effective missile and AGE (Aerospace Ground Equipment) corrosion control program.

2. Improper housekeeping and warehousing practices of GAM 780 equipment storage in the Warhead Mating Room of the Combined Systems Building.

B. Personnel.

	9		7		5		3	
	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>
315X1Q			3	3	4	4	2	7
315X2Q			3	2	5	6	5	9
315X3Q			9	6	23	28	12	18
315X4Q			3	1			5	9
31590	4	2						
443X0Z			8	7	17	25	11	4
44390	1	1						
434X0			0	1			1	0
603X0							2	2
702X0					0	1	2	0
Totals	5	3	26	20	49	64	40	49

Nine personnel in the 315X2Q, 315X4Q and 443X0Q are on TDY to the Eglin Test Force and will return to the squadron upon the termination of Category III testing. Manning in the GAM Branch is adequate. Upgrade training is progressing satisfactorily.

C. Air Conditioning. The project to air condition Stations 1, 2, 3 and 4, the Guidance Shop and the GAM 72 Console area has been approved by USAF. A request for immediate funding was submitted to 8th Air Force by the 4135th DCM on 11 October 1961.

D. MOCPs.

1. GAM-77. The MOCP rate for the GAM-77 increased to 10.8 per cent during September from .6 per cent in August. Hydraulic

system components were the major items involved. A design deficiency in the hydraulic pump and motor is recognized, and the Eglin GAM-77 OES has established a project to locate and test more reliable components.

2. GAM-72A. The MOCP rate for the GAM-72A is zero for the July - September quarter.

E. Cannibalizations.

1. GAM-77.

August - 7

September - 3

2. GAM-72A.

August - 3

September - 1

F. GAM-77/72 Bench Stock.

Line items authorized - 997

Line items on hand - 757

Percentage - 75.92

G. Corrosion Control. Prevention and elimination of corrosion in missiles and aerospace ground equipment had not been effectively implemented. Missiles No. 820 and 821 were dirty and badly stained. Several pieces of AGE showed rust. Capt. Allen, GAM Systems Maintenance Officer, initiated immediate action to wash and paint Missile No. 820. The missile was washed on 10 October, and painting started on 11 October. Cleaning and spot painting of the aerospace ground equipment were started on 12 October. The GAM Branch plans to establish a firm corrosion program to be accomplished at periodic inspections.

Recommendation: A firm written schedule for the inspection, cleaning and painting of all missiles and AGE be established and enforced.

H. Combined Systems Building. Storage of 780 equipment in the Warhead Mating Room was unsatisfactory. Numerous small items were piled in open boxes in the storage racks. Hoses and clamps were scattered about the racks. Hydraulic fluid and other inflammables were stored in the same area. Immediate action was taken by the GAM Systems Officer in the removal of the inflammables. Action was also started on the warehousing of the 780 equipment, and the area was completely revamped. On 12 October, the area was again checked and found to be excellent. 780 equipment was neatly boxed and binned, and housekeeping was satisfactory.

I. Calibration of GAM Test Equipment. All test equipment supported by the Base PMEL was currently calibrated and properly marked.

X. MUNITIONS MAINTENANCE SQUADRON. The Munitions Maintenance Squadron, under the supervision of Maj. Bogan, is providing excellent support to the wing mission. The Commander, Maj. Hilton, was on leave.

A. Corrosion control of handling equipment and trailers is excellent. An effective program for the cleaning and painting of equipment has been established.

B. Safety markings have been accomplished on all MHU-19E trailers.

C. Security of the MMS area by the Combat Defense Force was satisfactory. Area is properly fenced, and areas adjacent to fencing are kept clear for observation. SAC Two-Man Policy is stressed by the Combat Defense Force and the squadron. Positive identification of all personnel entering areas is enforced.

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