

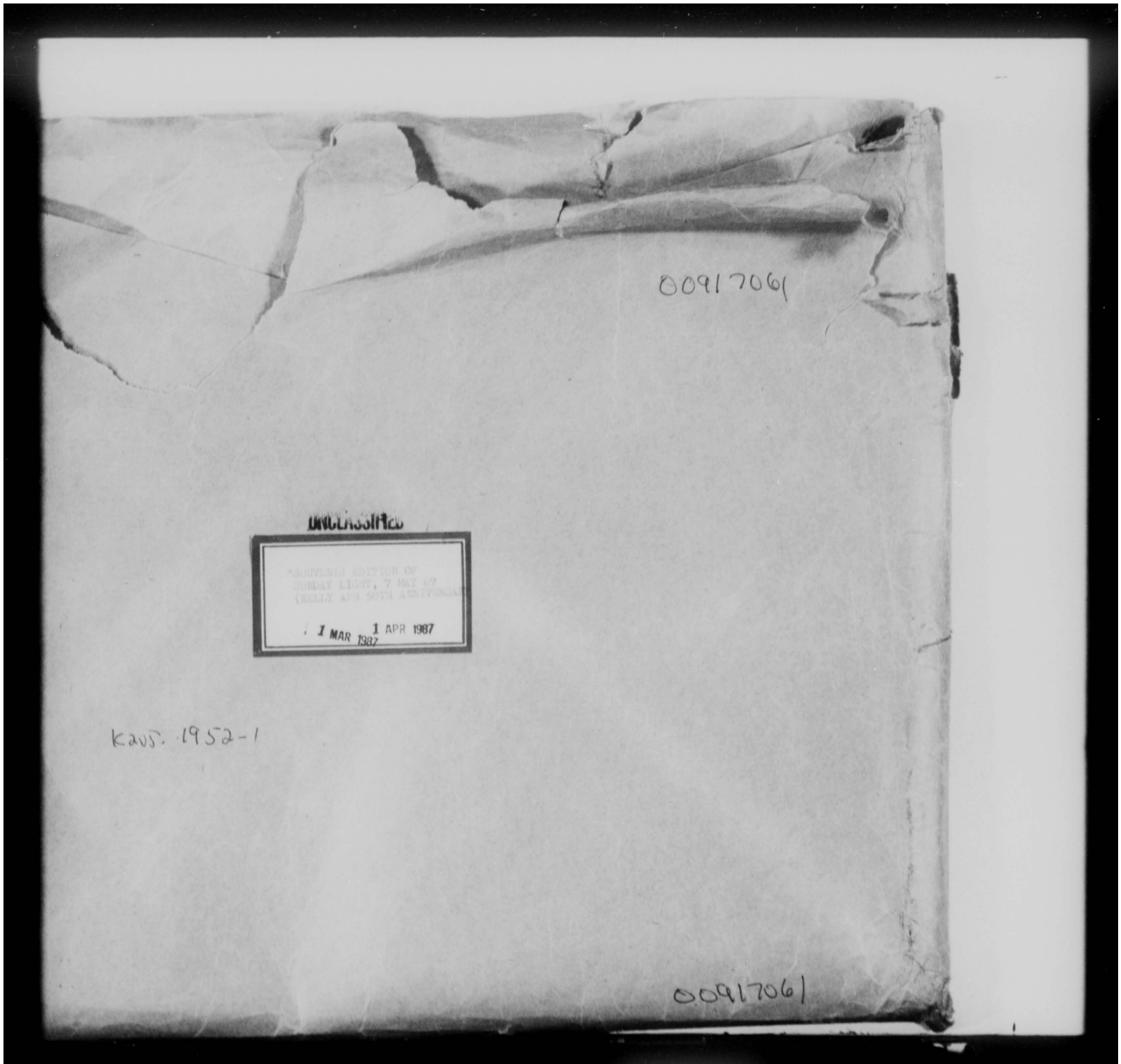
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*Barbara L. Hendry*  
BARBARA L. HENDRY  
Chief, Technical Services Division  
USAF Historical Research Center



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SOUVENIR EDITION OF  
SUNDAY LIGHT, 7 MAY 67  
(KELLY AFS 50TH ANNIVERSARY)

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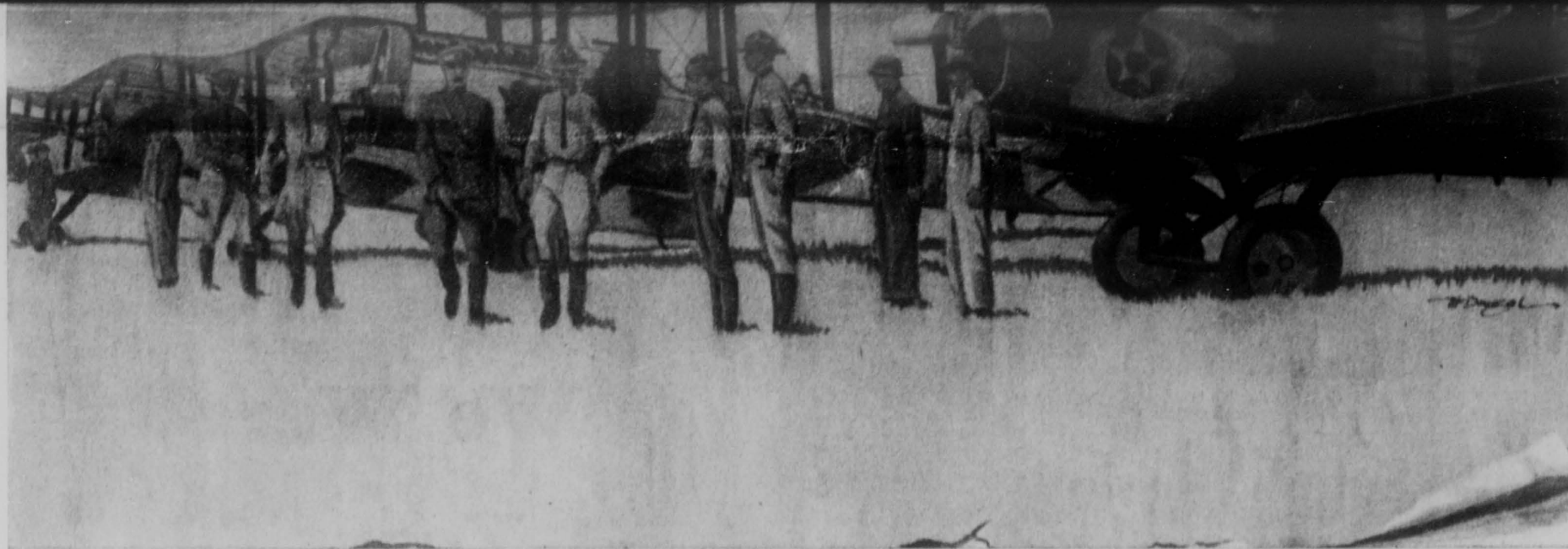
*Kelly's 50th Anniversary*

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**SUNDAY LIGHT**  
SAN ANTONIO KELLY TEXAS  
SUNDAY, MAY 7, 1967.

# Part I - The Past





Portrayed here is general inspection of DH4A bomb group at Kelly by Gen. Pershing and staff in June, 1920.

# A Nation Unfolds Its Wings and a Legend Is Born

By **BILL BELLAMY**  
Assistant Managing Editor

Fifty years, half a century, five decades.

No matter how you clock it, it is a sizeable log. Particularly when it covers an area about the flying machine that wasn't (and still isn't) here to stay.

With records few and memories many, history has a way of improving, or at least changing with age. And when you get two or more fliers together you get color. Make these fliers native Texans and the yarns take on LIVING color. Facts might possibly become colored.

Be that as it may, the year 1967 marks the 50th anniversary of Kelly Air Force Base, San Antonio. And right here the argument begins. What do you mean "Kelly Air Force Base?" It was Kelly Field No. 1, or Kelly Field No. 2, or Camp Kelly? You will also hear the names Duncan Field and Camp Normoyle. And just to throw another wrench in revellie, a local newspaper once referred to this flat patch of brush land as the "South San Antonio Aviation Post."

According to some of the vital statistics in the archives of the Pentagon and points west of Kelly (let's call it that to be harmonious) is one of the very first military flying establishments to observe 50 years of continuous growth. And what a growth it has been.

One thing for sure is that in March of 1910, the entire military flying establishment of the United States was located at Ft. Sam Houston on the northeast of sunny San Antonio.

Here is where military aviation grew and like all growing youngsters,

soon got too big for its surroundings. About this time there was a war going on in Europe.

Maj. Gen. John P. Pershing was instructed to organize two more flying squadrons in San Antonio and take steps to build the "largest aviation field yet operated by the government."

To accomplish this, one of the more experienced pilots of the day, a young man named Benjamin Foulois, was authorized to select a site for this gigantic new flying field. He chose about 1,000 acres six miles southwest of the Alamo City on what was known as the Frio City Road, which was the main road to Mexico.

## Site Was Approved

The site was approved and purchased by the government when it proved to be level ground, having good railroad facilities and plenty of artesian water.

Despite the pros and cons, Kelly's formal birth was May 7, 1917, when 700 men arrived. And thus, 50 years later a mammoth Golden Anniversary is being celebrated.

Within a week, the ranks of the original 700 had swelled to 4,000. This move was in keeping with Pershing's orders to move all "flying officers and men" and their machines to the new location from Ft. Sam Houston.

Now, for the controversial.

Several official historians come up with the fact that construction of "six hangars" began on March 27, 1917. Always in a rush, the flying machines didn't wait, according to these researchers, and four daring contraptions flew across the city and landed at Kelly on April 9, 1917.

## Kelly's Heritage

With no hangars finished and no facilities for the men, a tent city mushroomed at the new site. And there are pictures available to prove the tents, if not the date.

With the United States declaration of war on Germany on April 6, 1917, the snafu of dates and figures can well be understood. However, once the first flying machine touched down on the patch and got some men behind the goggles, Kelly has kept ahead of the flying game and even rivals the ancient historic Alamo for service beyond the call of duty.

World War I, World War II, the Berlin Airlift, Korea and now the Vietnam confrontation, each has called upon Kelly for professional response and in each case, Kelly and its team of civilian employes and military personnel have exceeded the call.

In turning back the clock 50 years, Kelly has fulfilled many missions, trained many Air Force leaders and all the time, maintained its growth and constant dedication to quality.

The sprawling installation was officially designated Camp Kelly on

June 11, 1917. It bears the name of Lt. G. E. M. Kelly, who was killed in a crash at Ft. Sam Houston just a month earlier.

During World War I days, Kelly Field served as a reception and testing center for recruits and as a training school for pilots and ground personnel. Prior to coming to Kelly, pilot trainees would attend the University of Texas or one of five other colleges in the nation.

Pilot training was the main mission but by no means the only role of Kelly during WW I. Other training included supply officers, engineering officers, advanced or instructor pilots, enlisted airplane and motor mechanics and chauffeurs. Between September 1917 and January 1920, an adjutants school was the only one of its kind and earned Kelly the name "Father of Ground Schools."

As the flying business increased, the first Aviation Section Signal Corps Depot was activated at Ft. Sam Houston in July of 1914. In May of 1917, this depot was moved to the south side of San Antonio. In September of 1917, the depot actually became a part

of Kelly and when additional acreage was later added, it became Kelly No. 2.

Primary flight training became an added mission.

With the world "made safe for democracy" at the war's end, Kelly No. 1 and No. 2 were selected for permanent retention. Primary flying ended shortly thereafter and during 1921, Kelly was designated a mechanics school.

Aviation maintenance and supply kept growing like Topsy and in March of 1921, the aircraft repair operation called Aviation Repair Depot moved south from Dallas. At Kelly, it was consolidated with supply to form the San Antonio Air Intermediate Depot.

## Bursting at Seams

Kelly was bursting at the seams and continued to spread. On March 13, 1925, acreage east of the original Kelly plot was renamed Duncan Field in honor of Maj. Thomas Duncan.

It remained that way until 1943 when Kelly Field became all inclusive of this aviation giant. At this time, Kelly, which had trained such greats as Gen. Curtis LeMay, Charles A. Lindbergh, and current Air Force chief of staff, Gen. John P. McConnell, turned from flying activities to the supply and maintenance operations.

Two years later in 1945, Kelly was further enlarged by annexing the neighboring 540 acre Camp Normoyle, which is referred to as East Kelly.

Charged with an air logistics mission, the vast complex added to its fame as the San Antonio Air Depot, largest and no doubt the best anywhere.

As an example of the dynamic re-

ord earned by Kelly, the responsibility was given for setting up of a brand new air depot in Oklahoma. This is now Tinker AFB, one of the largest and most competent in the service. A proud off-spring of Kelly.

Currently known as the home of the San Antonio Air Materiel Area (SAAMA), a major command of the Air Force Logistics Command, the flexible Kelly is still growing, learning, progressing and getting ready for new missions.

From wooden props to jets can't even touch the description of Kelly. It still has the supply and maintenance requirement, vastly increased in technology and cash value.

With the Vietnam action increasing demands each day, Kelly has become an "inland port of embarkation" for through plane service to the Far East and Southeast Asia.

Kelly (or SAAMA) supply stores about 350,000 different items. This is about four times as many items as carried by a major retail department store. Any one of these items required by our fighting forces in Southeast Asia can be delivered in approximately 19 hours due to the "inland aerial port" activity of Kelly.

Whoever coined "The World Is My Oyster," could have applied the phrase to Kelly and the work force of some 25,000 military and civilian specialists. Their responsibilities extend to the far corners of the world.

The general Dynamics B58 Hustler and about 15 other systems logistically are managed by SAAMA, and they are shifting into high gear to take care of the giant Lockheed C5A trans-

(Continued on Page 2.)

## Kelly's Heritage The Inside Story

- A Gallery of the Greats ..... Page 5
- A Scholar Looks at Kelly ..... Page 6
- Wings for the 'Lone Eagle' ..... Page 13

# Maj. Gen. Foulois

Maj. Gen. Benjamin D. Foulois, who was a young Army lieutenant stationed at Ft. Sam Houston selected the site for Kelly AFB, is dead at the age of 87.

He died at Andrews AFB Hospital, Washington, D.C., where he had been in coma much of the time since suffering a stroke last fall.

Last summer, Foulois was extended an invitation to serve as honorary chairman of Kelly's Golden Anniversary celebration.

He responded enthusiastically.

"The growth of Kelly AFB from a 'cow pasture' to a 'mighty arsenal' has always been an achievement of great importance to me."

He added: "I am looking forward to returning home to Kelly" — a trip that he was never destined to make.

Foulois was aviation officer for the Southern Department Headquarters when he negotiated the lease for the 700 acres that became "Camp Kelly."

The name was later changed to Kelly Field and in 1947 when the Air Force was created as a co-equal of the Army and the Navy, the field was redesignated Kelly AFB.

Foulois, who learned to fly at Ft. Sam Houston in Military Plane No. 1, was the nation's oldest living military pilot.

He was a friend of the Wright Brothers, Orville and Wilbur, and learned most of his flying through personal correspondence with these two pioneers of flight.

"Old Number One," as the general's plane was called, is now in the Smithsonian Institute in Washington, D. C.

His contribution to aviation was so great that the Senate of the Texas State



Legislature passed a resolution this year honoring and commending him.

The resolution, introduced by State Sen. Joe Bernal of San Antonio, was sent to Foulois at his hospital room.

Foulois saw military service in the Spanish-American War, Gen. John J. Pershing's expedition into Mexico against Pancho Villa, and in World War I.

He retired in 1935 as chief of the Army Air Corps after 37 years of military service.

## Kelly's Heritage

# Base Is America's History in the Air

(Continued from Page 1.)

port. In fact, the pros at Kelly are already working with the Lockheed people to manage the new transport which will be the most advanced aerial delivery system in the world.

Reaching a long way from that controversial kickoff 50 years ago, Kelly boasts a director of special weapons, who serves as the nuclear ordnance manager for the Air Force.

This just happens to be the only organization of its kind in the entire Air Force. It provides logistics management for all AF nuclear ordnance items, including bombs, warheads, military re-entry systems and trainers. It also functions as worldwide distribution and support of specialized ground equipment.

SAAMA with its worldwide missions is the parent or command unit at Kelly. It is landlord and host to about 25 organizations.

Tracing the actual beginning of any military aviation installation is somewhat like getting into the old discussion of which came first, the chicken or the egg.

But whatever historians hatch to salute the Golden Anniversary of Kelly, the record will be one of dynamic change and unsurpassed success.

From a tent city squatting in a mesquite tree patch to one of the largest flying fields in the world, to the greatest logistics management center in the universe. Yep, that Kelly is quite a place.



Gen. John J. Pershing inspects Kelly Field on Feb. 3, 1920.

## 50 Years of Wonders

# The Old Grads Won't Believe It

By BOB CONSIDINE

Heart Standing Service

Kelly Air Force Base, is to American air power what Cooperstown, N.Y., is to baseball.

Kelly is 50 years old this year and a lot of its old grads are moseying back for a look-see at wonders they never dreamed could come to pass. Once upon a time it was a sun-baked open field whose handful of intrepid birdmen lived in infantry tents and endured the taunts of cavalrymen and others who could see no sense in their cocky assumption that a flying machine could become a lethal weapon.

Today it has a work force of 25,000, is the core of a huge depot and maintenance operation known as the San Antonio Air Materiel Area (SAAMA), has a \$225 million annual payroll, stocks 350,000 different items needed in planes and missiles, and can ready in minutes an armed single nuclear bomber capable of delivering a load of destruction greater than the sum total of World War II's

## Trio Back Together

Three members of the 2056th Communications Squadron who started their U.S. Air Force careers together eight years ago, have been reunited.

In 1959, S. Sgt. Elmer D. Greene and A1C Ronald G. Eads and Jimmy Williams were graduated from basic training and technical training school. Airman Williams' first Air Force assignment took him to Guam. Sergeant Greene and Airman Eads finished cryptographic school, then were assigned to Korea.

Later, the three Air Force personnel completed tours in Okinawa, England and Germany, and were assigned to

The accident made banner headlines.

"Young aviator in wild flight of 75 miles per hour plunges to death," proclaimed one Texas paper. Heroics were involved, according to contemporary reports. The flier was said to have deliberately crashed his flimsy airplane to avoid plunging into the tented camp of the 11th Infantry.

The commanding general of the area ordered that no more flights would be permitted in the region he controlled for a period of three years! But an open field just south of San Antonio was named "Camp Kelly" not long after his burial. It became Kelly Field, officially, on June 30, 1917, and from it has sprung some of the most revered names in aviation history.

Charles A. Lindbergh won his wings at Kelly, and his career might have ended there in obscurity on March 6, 1925, one week before his graduation. Classmate Eugene Stevens, a retired Air Force colonel now

left wing of the other. Pieces of wood from spars, ribs or struts floated away from the crash in what appeared to be slow motion. Then out of the middle of the wreckage came two chutes, floating gently. It was, to say the least, a grand feeling of ecstasy."

The San Antonio Light did a piece on Cadet Lindbergh. Seems he had made 10 parachute jumps prior to this one, his first emergency leap.

Kelly produced six men who went on to become Air Force chiefs of staff. Carl Spaatz, Hoyt Vandenberg, Nate Twining, Thomas D. White, Curt LeMay and the present chief, John P. McConnell, Colin Kelly, America's first air hero of World War II, graduated from Kelly Field in 1939. Among those who as trainees joined Lindbergh in Kelly's Caterpillar Club—whose members owe their lives to a parachute—are Lt. Gen. Herbert B. Thatcher, commander, Air Defense Command, Gen. Hunter Harris Jr., recently re-

## Twins Mirror Kelly Careers

For some 43 years, Earl and Bud Manning of materiel management have been living life in a mirror.

The identical twin brothers are as much alike as tins on a shelf. Their double exposure careers have caused a lifetime of double-takes from associates who find it difficult to believe their eyes.

Each twin has an identity of his own but their likenesses are many. Their similarity stood them in good stead in school. By cheating a little on such tough assignments as memoriz-





EARL AND BURL MANNING (L-R) living life in a mirror. The twins are help dramatize the fact they've been employed at Kelly AFB.

## First Supply Mission

When Kelly Air Force Base was formerly established in 1917, the supply mission included only the schools for airplane and motor mechanics by 10 employes in one small warehouse.

By the mid 20's, the supply inventory, \$80 million, required 231,000 square feet of warehouse space. At the beginning of World War II, the number of supply employes rose from 275 in 1941 to 3,000 in 1942. This growth was due to the establishment of supply sub-depots, for which a large number of employes was trained at Kelly. While key employes for depots at Mobile, Ala., and Ogden, Utah,

### One Little Building

were trained at Kelly, the entire workforce for the supply depot at Oklahoma City, Okla., was furnished by Kelly. Except for their magnitude, supply problems at Kelly after World War II were like those after World War I. Phasing out supply depots and flying fields and disposing of excess property represented a workload beyond the wildest imagination.

Trouble in the Korean area made jet aircraft such as the F80, F84, and F100 familiar sights at Kelly. This ushered a large volume of jet aircraft parts and engines into the Kelly supply complex.

Today, the Kelly supply mission includes about 345,000 types of supplies for use around the world. These supplies are valued at more than a billion dollars and are maintained in 87 buildings with a gross storage capacity of six million square feet. Some 4,700 Kelly supply employes help get 17 million tons of supplies to and from Air Force customers each month.



Congratulations to Kelly A.F. Base on its 50th Anniversary

**FRANK BROS.**

111-115 Alamo Plaza  
CA 6-6101

of double-takes from associates who find it difficult to believe their eyes.

Each twin has an identity of his own but their likenesses are many. Their similarity stood them in good stead in school. By cheating a little on such tough assignments as memorizing poetry, the twins got by with half the normal effort.

Once they recall, they were "awed" on an elementary school teacher. They didn't mind sharing their affection with one another, but the Mannings got jealous when the young teacher walked home with another little boy.

#### ONLY SPANKING

They hid in a tree and one chunked a clod at their competitor. Unfortunately the missile missed the boy and hit the teacher. She spanked both Mannings to make certain the right culprit was punished. It was their only spanking at school.

Possessing a splendid fraternal generosity, when the brothers began seriously noticing girls, they traded dates with complete impunity. Occasionally though they would get tripped up in their duplicity.

Once a dolly observed that her date's class ring had an "E" engraved on it and she was supposed to have been courting a "B." The relationship cooled.

The brothers were in service 33 months, 25 of which were spent in the European Theatre. Earl was once confined to the post when the twins were stationed with the Army in England.

#### BED CHECK

Needless to say he got all the liberty he wanted through the simple expedient of Burl sleeping in Earl's sack during bed check.

Their first professional separation came in 1947 when Burl left his brother at Ft. Sam Houston to come to Kelly AFB. He was joined by Earl a year later.

Their Civil Service careers have progressed on a parallel basis with each holding the same grade, and until recently each was a section chief within the same division. Earl is currently chief of the stock balance and consumption report and operation support section, data products division. Burl is currently directorate reclamation monitor within the logistics systems management division.

#### PRIVATE LIFE

In private life the Mannings and their families live a few blocks from each other. Burl has four children with Earl being one up with five.

Each had two of their children who were members of the McCullum High School student council and National Honor society at the same time. Also, each has a son in college.

The twins are very active in Harlandale community affairs such as Little League, church and school activities and local lodge activities.

The twins are still confusing friends by their similarity as indicated in their current photograph.

Air Materiel Area (SAAMA), has a \$225 million annual payroll, stocks 350,000 different items needed in planes and missiles, and can ready in minutes an armed single nuclear bomber capable of delivering a load of destruction greater than the sum total of World War II's firepower.

Kelly was named for Lt. George Edward Maurice Kelly who was killed while attempting a landing at Fort Sam Houston on May 10, 1911. He was the first Army pilot to lose his life while flying a military

plane — a Curtiss biplane, which was the second machine the War Department had seen fit to purchase.

look him to Guam. Sergeant Greene and Airman Eads finished cryptographic school, then were assigned to Korea.

Later, the three Air Force personnel completed tours in Okinawa, England and Germany, and were assigned to the 2950th. Today they work in the Teletype Relay Center.

spring some of the most revered names in aviation history.

Charles A. Lindbergh won his wings at Kelly, and his career might have ended there in obscurity on March 6, 1925, one week before his graduation.

Classmate Eugene Stevens, a retired Air Force colonel now living in Casper, Wyo., recalls: "We were flying SE5 single seats, when Lindbergh and Lt. C. D. McAllister accidentally pulled together while zooming upward toward Lt. Russell L. Maughan's DH4. The right wings of one ship interlocked with the

Field in 1939. Among those who as trainees joined Lindbergh in Kelly's Caterpillar Club—whose members owe their lives to a parachute—are Lt. Gen. Herbert B. Thatcher, commander, Air Defense Command, Gen. Hunter Harris Jr., recently retired commander in chief of Pacific Air Forces, Maj. Gen. Edward H. White, retired, father of the astronaut who was the first American to take a space "walk" and who died in an Apollo space capsule fire last January.

# We Were 51 Years Old When KELLY Was Founded

In 1917 when Kelly was established as Duncan Field for the Army, we were celebrating our 51st year in San Antonio. This year, in our 101st year, we are happy to join with other members of this community in congratulating Kelly Air Force Base on their 50th Anniversary.

## Ed. Steves & Sons LUMBER

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OLDEST IN TEXAS

Classified - War - 1946-1951

THE SAN ANTONIO NEWS-LEADER

Monday, May 11, 1967

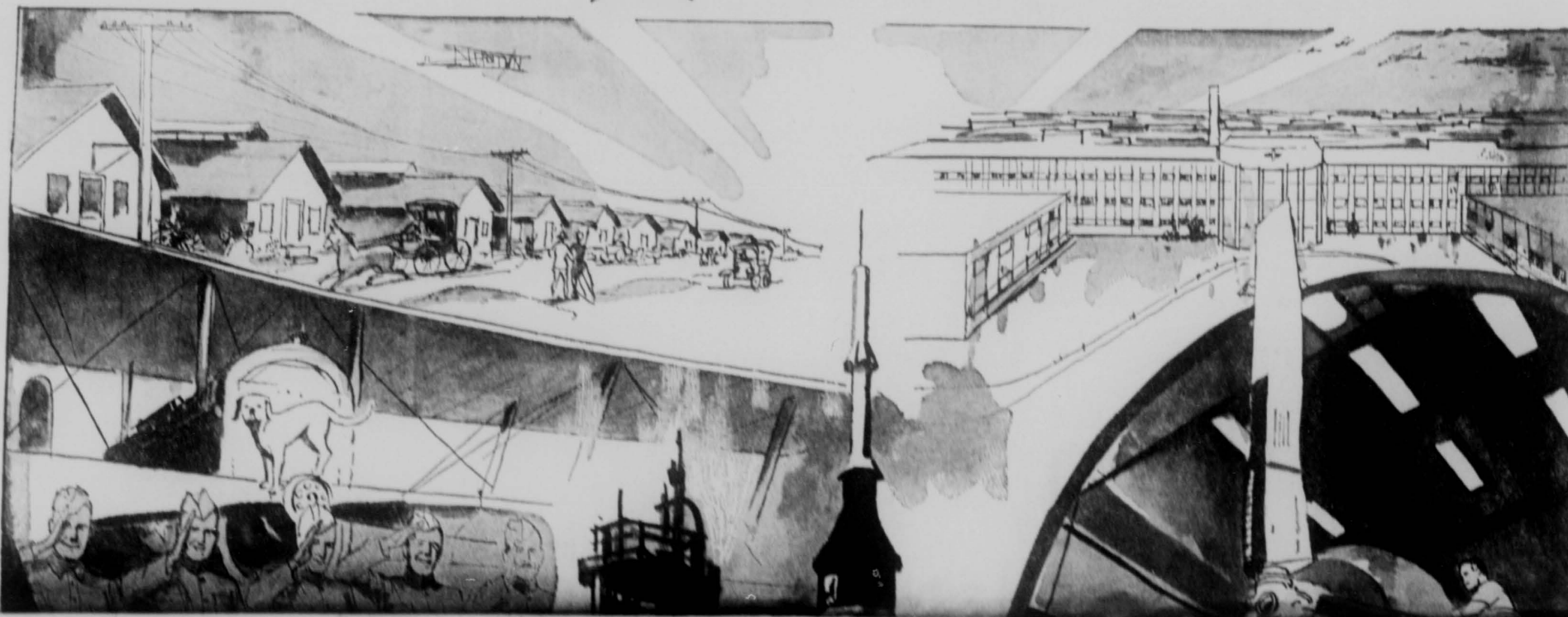
City of San Antonio, Texas

# Hail, Mighty Kelly

... Fifty years ago, the headquarters of the small band of the pioneers of the fledgling Army Air Corps, today the great protector of all America - Kelly Air Force Base looks forward to a tremendous future of the age of space. One can scarcely imagine San Antonio without great Kelly Field. San Antonio, in 1917, was an old town, but a small one. Joske's was already almost fifty years old, but still a provincial store. Today, all pay homage to Kelly by celebrating the 50th Anniversary in a manner worthy of its greatness. All Texas, all America, joins in salutation - Hail Mighty Kelly!

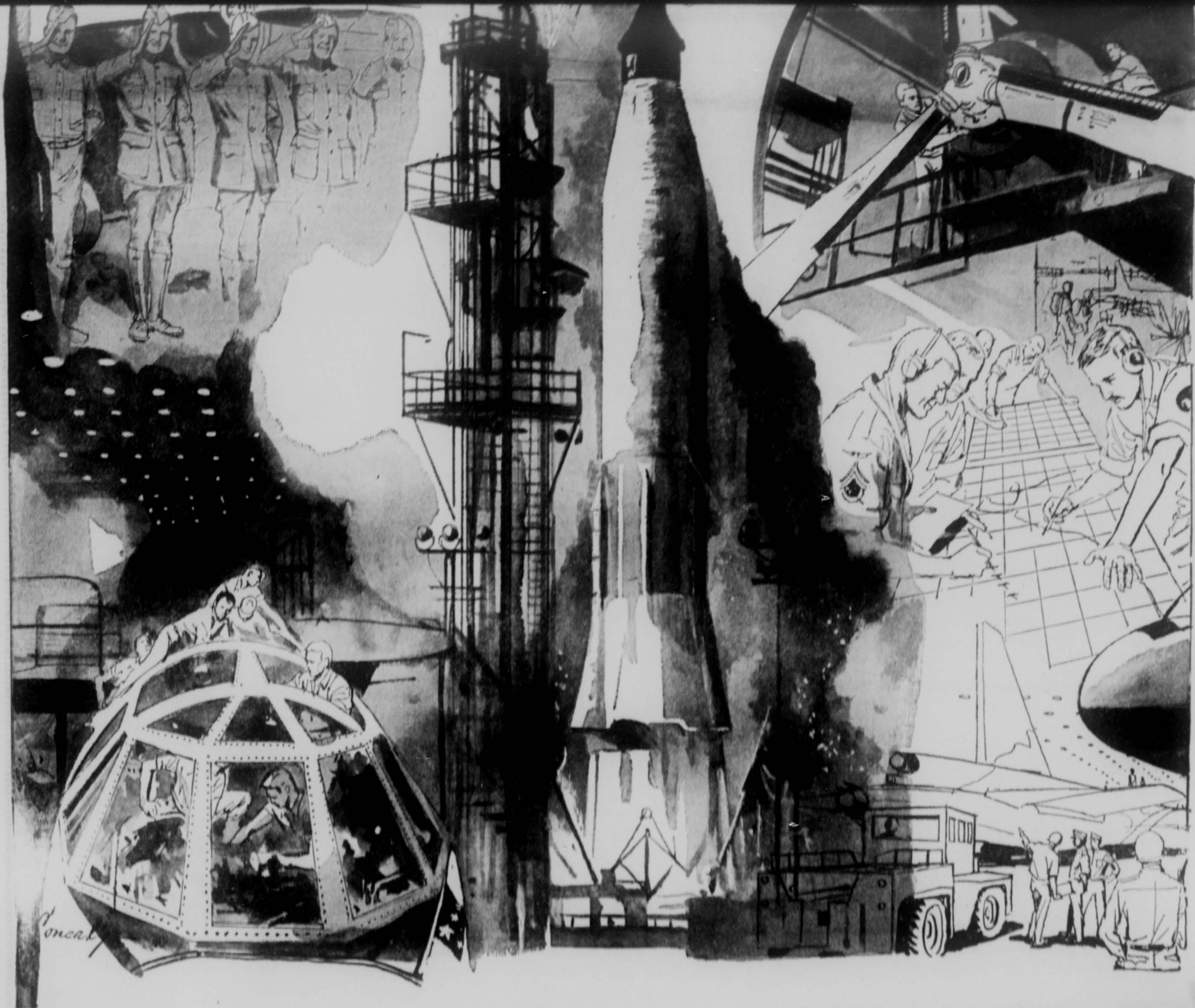


## Joske's of Texas



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### Some Museum Items

As the Air Force nuclear ordnance manager Kelly has supplied excess training devices to various museums for permanent public display.

The latest instance is the transfer to the Smithsonian Institution of "Little Boy" and "Fat Man" replicas of the atomic bombs dropped on Hiroshima and Nagasaki.

The items are publicly displayed by the National Air Museum of the Smithsonian Institution in a setting which suitably reflects their significant role in our nation's history.

Previously, the National Air Museum and the National Armed Forces Museum, also a part of the Smithsonian Institution, have each been furnished a MK4 re-entry system for public display. Additionally, the Air Force Museum, Wright-Patterson Air Force Base, Ohio, has been furnished a "Little Boy" training device and a MK4 re-entry system.

### Three Men At Kelly Cited

Three San Antonio Air Materiel Area employees at Kelly Air Force Base have received special recognition for their work in resolving difficult logistics support programs in Southeast Asia.

The three — supply management representatives Horace W. Shaw, Jack A. Cheslyn and James Lee — recently returned from Southeast Asia where they worked as a team. They were presented sustained performance awards for their efforts in implementing supply and overhaul procedures.

### The Hunt for Memoirs

Observance of Kelly Air Force Base's fiftieth anniversary has employees looking through memoirs, scrapbooks and discarded files, and one historic document found in the classifications and standard branch, civilian personnel division is the first hourly pay scale installed at Kelly on Oct. 3, 1945.

Yellowed and dog-eared, the sheet lists 34 grades on the "ungraded" scale with five steps in each grade. This schedule of rates by grade was issued for use by the San Antonio Air Technical Service Command, Kelly Field. "I remember," said Mrs. Stella Dunaway, classification section supervisor who

### Old Pay Scale

discovered the scale, "that we handposted every conversion from per annum to hourly rates in each individual 201 file."

The first step of Grade 1 paid 50 cents an hour, compared with \$1.62 on Kelly's current pay scale. The remaining four steps were 52, 55, 58, and 61 cents an hour. The top step of Grade 34, the highest hourly supervisory position on the base, was \$2.49 per hour, the equivalent of step one of today's W-08.

Some sample jobs and pay rates were as follows: Junior

airframe rigger, Grade 10: \$2, .86, .91, \$1.00; junior aircraft fabric and leather worker, Grade 8: .75, .79, .83, .87, .91; and junior aircraft magneto repairman, Grade 9: .78, .83, .87, .91, .96.

Prior to receipt of this pay scale, all employees were paid on a per annum basis. Some typical jobs and salaries were: Aircraft mechanic, \$2,200 per annum; General mechanic helper, \$1,500; and junior aircraft electrician, \$1,860.

This first scale was computed on a locality basis and was the forerunner of today's sophisticated system that includes an annual survey of locality wages and revision of the Kelly wage



WARREN EVERETT, deputy accounting and finance officer, operates check-signing machine.

## From Simple Paymaster To Electronics

The past 50 years has seen the development of financial activities at Kelly Air Force Base from a simple paymaster function to a large, highly mechanized Accounting and Finance Office which ranks as one of the finest in the Air Force.

From 1917 to 1942, Kelly AFB (then Kelly Field) was a small Army Air Corps training base paid by Ft. Sam Houston—first by a paymaster of the Quartermaster Corps and later, after a separate Finance Department of the Army was created, by the Finance Office, U.S. Army.

#### RAPID BUILD-UP

At the beginning of World War II, Kelly Field became increasingly important as a maintenance depot and was expanded to include nearby Duncan Field and Camp Normoyle. This rapid build-up made payment by Ft. Sam Houston impractical, and Kelly's first finance office was activated in July 1942. Studies

Air Materiel Areas — among them San Antonio Air Materiel Area, Kelly AFB.

Modernization of the accounting function began in 1953 with the development of a Financial Inventory Management System. In 1954, the Commercial Accrual System was adopted, followed by a standard Cost Accounting System in 1957. During this period, mechanized accounting procedures were also introduced making possible the rapid accumulation of data, and the processing of reports for all levels of Management. Finally, in 1958, all of the accounting and disbursing functions were merged into a single Accounting and Finance Office.

#### ELECTRONIC DATA

Continued refinement of accounting and finance techniques, and the use of the most sophisticated electronic data equipment available have made the Kelly AFB Accounting and Finance Office one of the largest

# Karotkin's SALUTES KELLY... 1917-1967



ONE OF called K tri-wing, 1922; pil

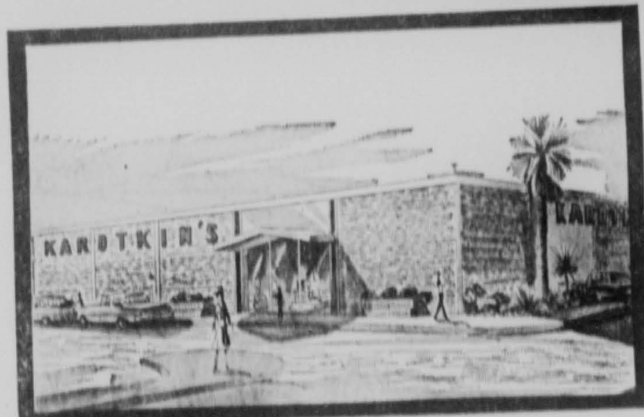
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NORTH STAR MALL



DOWNTOWN



McCRELESS SHOPPING CITY

# 1917 KAROTKIN'S CELEBRATED ITS 35<sup>th</sup> ANNIVERSARY

Yes, it was in the year 1882 when San Antonio was a young, bustling city and already headquarters for military installations, that the Karotkin family established the Karotkin Furniture Company. In 1910, Lt. Foulois, a daring young Army officer actually flew in the air in something he affectionately called "old number one" and military aviation was given wings. When Karotkin's was celebrating its 35th anniversary, ground was broken on a new airfield south of city to anniversary, ground was broken on a new airfield south of the city to consisted only of 55 aeroplanes) that was named Kelly Field No. 1.

## today . . .

We honor the men and women of Kelly AFB on its 50 golden years of service to San Antonio and the nation. Three generations of Karotkins are proud to have furnished tens of thousands of these homes from those few families back in 1917 right up to 1967. Karotkin's 3 stores pledge to maintain the reputation for offering excellent quality furnishings at prices that make them equally excellent values . . . so you will be glad you came to Karotkin's!



Four Great Stores Serving Southwest Texas

### SAN ANTONIO AND AUSTIN, TEXAS

Downtown North Star Mall McCreless Congress at Fifth Street

ingly important as a maintenance depot and was expanded to include nearby Duncan Field and Camp Normoyle. This rapid build-up made payment by Ft. Sam Houston impractical, and Kelly's first finance office was activated in July 1942. Budgeting for the growing financial needs of the base and accounting for funds allotted to meet these needs were performed by a Budget and Finance Office.

In July 1947, the deputy for plans was redesignated as comptroller, and the Budget and Fiscal Office became branches of the newly created comptroller function. In June 1948, the finance office was transferred to the comptroller, thereby placing all financial activities in the same functional area.

The Air Force became a separate branch of the service in July 1948, and the subsequent development of advanced types of aircraft and weapons systems posed a need for more comprehensive and timely accounting data than had been available in the past.

This was further emphasized in 1952 by decentralization of prime supply responsibility to Finance Office.

#### ELECTRONIC DATA

Continued refinement of accounting and finance techniques, and the use of the most sophisticated electronic data equipment available have made the Kelly AFB Accounting and Finance Office one of the largest and most modern in the Air Force. It issues over 640,000 treasury checks and 285,000 U.S. Savings Bonds each year.

It is responsible for the control, accounting, and reporting for approximately \$407,000,000 for procurement and modernization of aircraft and missiles; \$74,000,000 for miscellaneous procurement (electronics, communications, vehicular equipment and related procurement); \$50,750,000 for missile propellants; \$795,000,000 for aircraft fuels; and over \$300,000,000 for operation and maintenance of Kelly AFB. In addition, its records reflect an inventory of \$1,504,139,107.35 in materiel, supplies, equipment, and real property.

Vital decisions affecting the operation of Kelly AFB and of the Air Force are highly influenced by accounting data furnished by the Accounting and Finance Office.

## They Took Their Chances

It was a warm fall afternoon in 1932. The airplane was a Waco biplane powered by the famous OX-5 engine of World War I origin.

The instructor pilot, F. R. ("Doc") Haile, climbed out of the front cockpit and said to his 16-year-old student, "Take it around one time." With that, James F. Criswell made his first solo flight.

Having begun his aircraft and engine overhaul experience in 1930 at the old University Air port on the northern outskirts of Austin, Texas, Criswell has seen aviation change in many ways.

#### BROADER SCALE

His enlistment in the U.S. Army Air Corps at Kelly Field, Tex., in 1934 was a springboard to much broader scale aircraft maintenance and operation.

Following this tour of duty, a brief time out from flying was taken until Dec. 1941 when he withdrew from the University of Texas School of Engineering to re-enter the aviation industry as a civil service employee at Duncan Field, Texas.

In the years that followed, Criswell has worked as chief inspector over all base and transient aircraft, general inspector in Maintenance Quality Control, and more recently as the materiel safety officer in the Materiel Management.

#### LOT OF CHANCES

In looking back on his colorful career, Criswell said, "Sure we took a lot of chances in the early days. The flying business was punctuated with unknown



JAMES F. CRISWELL  
From daring to skill.

and untried quantities. We always tried to have a good margin of safety on our side, because we knew that disaster was never more than a step or two away in the wrong direction."

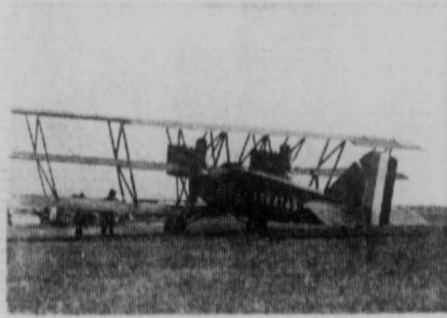
"Flight simulating equipment, environmental testing capabilities, and scientific testing techniques are reassuring safety valves in present day space age aviation. The days of the daring young man in his flying machine with helmet and goggles and streaming neckerchief have given way to highly skilled professionalism so essential to modern Air Force operations."

THE MORE  
BITE airplane  
incorporated

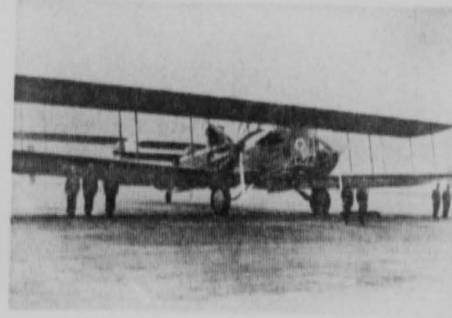
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# A Gallery of the Greats Kelly Field--Home of America's Sky Giants



**ONE OF THE EARLIEST** of the sky giants that called Kelly Field home for a period of time was the tri-wing, twin-engine GAX2. This photo was taken in 1922; pilot, Lt. M. S. Fairchild.



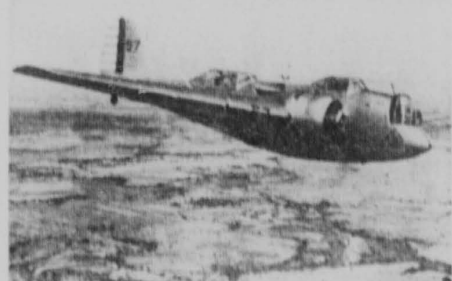
**NUMBER 2** on the hit parade was the Curtiss Condor B2, a twin-engine flying machine. Most of the Condors were delivered to the Army Air Corps in 1929.



**TWIN-PURPOSE FLYING MACHINE**, this gull-type wing monoplane originally was built in the early 30s as an observation aircraft and was labeled the O35.



**THE ARMY AIR CORPS'** first all-metal bomber, the Boeing B9, a four-place twin-engine craft, truly was a pacesetter in 1931. It boasted a top speed of 186 miles per hour.



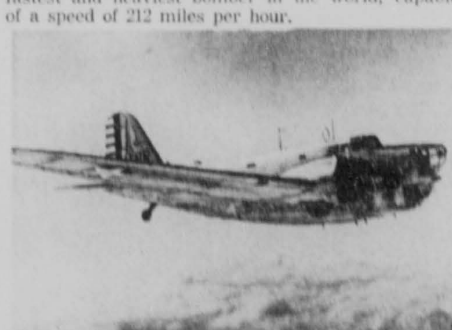
**ONCE THE SPEEDIEST** of them all was the Martin B10 of 1934. In that day and time, this was the fastest and heaviest bomber in the world, capable of a speed of 212 miles per hour.



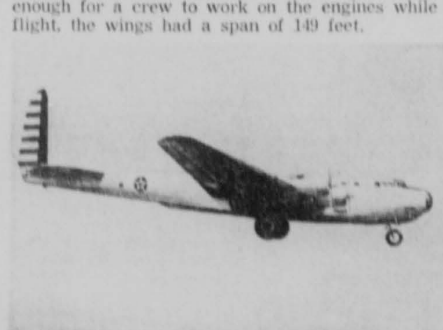
**TOO BIG FOR WORDS** was the way some people described the Boeing XB15, built to study the feasibility of an extremely heavy bomber in 1934. Big enough for a crew to work on the engines while in flight, the wings had a span of 149 feet.



**THE MORE THAN 400** changes made in the Boeing B17E airplane to create the "F" model also were incorporated in the 4,035 B17Gs built.



**THE DOUGLAS BISA BOLO**, twin-engine bomber that almost was a twin sister of the famed Douglas DC3 and C47, was quite an aircraft in its own right.



**THE WORLD'S** first long-range bomber, the Douglas B19, was one of a kind. Only one B19 was built, but early in 1941, it drew the attention of the entire world with its performance.



# YOU

can count on us

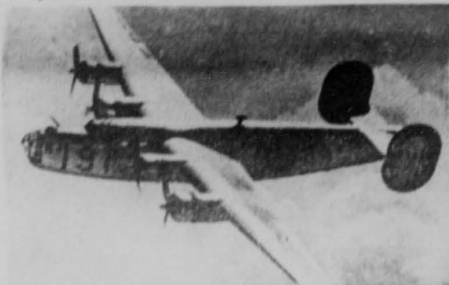
### FOR LOW PRICES

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THE MORE THAN 400 changes made in the Boeing B17E airplane to create the "F" model also were incorporated in the 4,035 B17Gs built.



PLOESTI RAIDER is the name most veterans recall for the Consolidated B24 Liberator, as a result of the B24 bombing raid on the German oilfields in World War II. The four-engine bomber saw extensive service throughout that war.



THE B47E STRATOJET, Strategic Air Command medium bomber, was produced by the Boeing Co. for the Air Force. The 200,000-pound bomber also has been produced under a license agreement by Lockheed-Georgia and by Douglas Aircraft Co. Earlier models of the Stratojet hold records for the first jet flight over the North Pole and longest nonstop jet flight with aerial refueling.

THE DOUGLAS B18A BOLD, twin-engine bomber that almost was a twin sister of the famed Douglas DC3 and C47, was quite an aircraft in its own right.

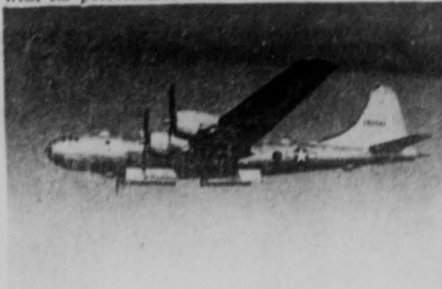


JACK-OF-ALL-TRADES is the only way to describe the North American B25 Mitchell bomber. Perhaps the most famous role was that carried out in the B25s under Jimmy Doolittle as he led 16 Mitchells in a takeoff from the carrier Hornet in 1942 to bomb Tokyo.



THE BOEING B52H was the eighth and last model of the Stratofortress series built by the Boeing Co. First deliveries were in 1961. The 488,000-pound bomber has a range of more than 12,500 miles; a speed of 650 miles an hour, and can operate at an altitude of more than 60,000 feet.

THE WORLD'S first long-range bomber, the Douglas B19, was one of a kind. Only one B19 was built, but early in 1941, it drew the attention of the entire world with its performance.



SUCCESSOR to the famed B17 Flying Fortress was the Boeing B29 Superfortress—the great aerial bomber which ranged over Japan and Japanese-held territory throughout the Far East until the end of World War II.



THIS ONE IS STILL HERE. A favorite of many Kellyites, the Convair XC99, cargo version of the B36 bomber, is retired and the property of a veterans group outside the Kelly fence.



Years before the days of the "giant" twin engine Keystone Bomber, the XB1 of about 1928, Kelly Field was garnering a reputation as a "haven of Sky Giants."

The recorded history of aviation, both military and civilian, has not kept pace with the dynamic growth of the flying business. Therefore, here and there, one must "fly by the seat of the pants," to fill in the missing spots.

Enough of the record is known however to show that a large majority of the Sky Giants, if not all of them, have come to Kelly at one time or another. Now, in this decade, the old mesquite patch is priming itself for one of the biggest of them all, the Lockheed C5A transport, due to check in around 1969 or 1970.

Facts on the real old time giants come from San Antonians who were there "when it happened." A few of these old timers remember the 1919 visit of the British built Handley Page. This was one of the earliest giants. A twin engine biplane that was truly impressive.

While the adjectives and superlatives assigned the great flying machines focused attention on the "bigness," Kelly has

PERHAPS ONE OF THE MOST controversial aircraft in the inventory of the Air Corps was the Martin B26 Marauder. While many crews referred to it only in profanity, others seemed to worship the craft.

timers will ever forget this also played a great role as host monster with its three wings and other types engines. Those and maintenance base to most other types engines. Those that followed military aviation trainers, the observers, attack will never forget the young planes, pursuit (now fighters,) lieutenant who did most of the transports and various and sun-dry others.

While every plane had a number, believe it or not, every number from B1 to B70 has had an airplane. Some never got off the drawing board, and others stayed in the experimental or limited performance field. And then there were those that really made history.

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# A Young Scholar Digs Into the Past of Kelly Air Force Base

By BOB SMITH

Little did Orville Wright know on that morning of Dec. 3, 1903, that he was about to introduce to the world what was to become one of the most decisive weapons in the history of the world. From a frail structure of wood, fabric, and wires weighing less than 650 pounds, the airplane grew into the giants we know today.

At first, acceptance of the new machine was met with skepticism. After numerous improvements, performance was greatly boosted to a top speed of forty-two miles per hour and it could stay in the air for a full hour.

Under these circumstances the Army loosened its belt and set up the Aeronautical Division in the Office of the Chief Signal Officer on August 1, 1907. By 1908 a contract was signed with the Department of War for the first military airplane.

Within several years the Wright brothers had sold their plans to both Germany and France, giving them both a powerful tool that would be used most advantageously within the next decade.

When the United States was shoved into a war it didn't want, it had very few of the new air machines, and the ones it did have were hopelessly outdated. It was the job of Kelly Field to try to pull this nation's infant Air Corps to its feet.

Kelly Field and the United States Air Service in all their various and difficult stages of development, in a sense, grew up together. Kelly might have been justly called the "Father of Aviation Fields." Even though other fields had been established throughout the United States, none grew as fast or was as important as Kelly.

## 2-Year Growth

In two years Kelly grew from a barren area where only a few cotton fields broke the monotony of cactus and mesquite. In two years it became a thriving town, the largest and most efficient aviation flying field of its time in the United States.

Benjamin D. Foulois, who learned how to fly at Fort Sam Houston in military airplane number one, selected the site for Kelly Field. It was on April 9, 1917, that four airplanes rose from the field at Remount Station, later called Camp Travis, and, after flying across San Antonio, landed on what is now a first class flying field.



## A Study in History

Bob Smith, a 17-year-old senior at Jefferson High School, wrote the accompanying article as part of a course in advanced social studies. The skillfully-researched paper has been submitted to several contests, including one statewide. Smith's father, Lt. Col. B. F. Smith, previously was stationed at Kelly and now is serving with U.S. forces in Thailand.

Kelly Field tent hangars had been hurriedly set up there earlier, and in these, the airplanes and pilots spent the night.

The formal establishment of the field, however, did not take place until May 7 when seven hundred men arrived at the installation. The first commanding officer at Kelly was Lt. Col. Charles E. Tayman, who had previously commanded five thousand national guardsmen undergoing air training at Dodd Field, near Fort Sam Houston.

One week later there were four thousand men at Kelly. This was just more than one week after the formal declaration of war by the United States, entering our nation into World War I. Kelly Field was named for one of America's pioneer flyers, Lt. George E. M. Kelly 30th Infantry, who was killed on May 10, 1911, just north of the present field when making an emergency landing.

A strut failed on his craft and in order to avoid hitting some soldiers, he crashed his plane into the ground, fatally injuring himself.

Major Dodd, from the Aeronautical Office in Washington, arrived to take charge of organizing the field. The contract for its construction was granted to Stone and Webster. Within a matter of only several weeks, there stood scores of buildings—hangars, barracks, mess halls, warehouses, machine shops and all other functions necessary to a first class flying field.

The first cadets to be trained as pilots received aviation ground school instructions at the University of Texas. They arrived at Kelly for flying training on Aug. 6, 1917, and began flying instructions on Aug. 11. Among the students in this first class was Sidney J. Brooks, for whom Brooks Air Force Base was named. He was killed during the final flight before graduation.

By mid October, Kelly Field was crowded to capacity. It grew even above the expectations of those who conceived it, becoming the largest flying school in the world. As the importance of the Air Service was realized, Kelly was still expanding at an unprecedented rate. On Nov. 2, 1918, 1,629 civilians were employed in maintenance and operations of the field.

As Kelly Field grew the area east of old Frio City Road was occupied by the recruit camp and ground officer and enlisted mechanic training schools and was designated as Kelly Field Number One.

The area occupied by the flying department where primary and instructor pilot training was conducted was designated as Kelly Field Number Two. Many men passed through the ground schools at Kelly, which also served as a primary flying training school, to continue training in more specialized branches elsewhere.

Every man at Kelly was a specialist in his line. Useless men could not be tolerated in

wartime. Every cadet or officer trainee arriving at the base was "trade tested" by a board of experts maintained for this purpose. Examinations in fifty-three different trades were given, the one most suiting the abilities of a recruit being given to him.

After graduating, detachments were made up for all other air fields from the ranks of the skilled specialists awaiting assignments.

## Ground School

The ground school for adjutants and supply and engineering officers was the first of its type and was aptly named the "Father of Ground Schools." One of the major ground schools at Kelly was the mechanics school. In 1918 this organization was set up in the old headquarters building at Kelly Number One.

Gradually, the selective system for trainees grew under the supervision of Major George E. Stratemeyer. With an investment of over \$2 million, several thousand students were graduated from the mechanics school. When the war ended the services of this department were curtailed.

Probably the most important division at Kelly was the pilot training school. Nearly two thousand cadets and student officers were graduated before the end of World War I.

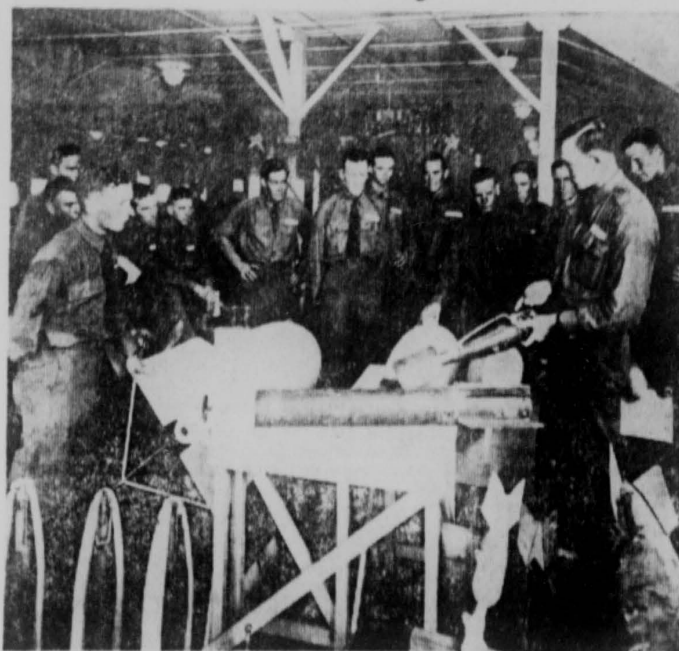
Among these, only fourteen cadets were killed in flying accidents. Twelve officers and one civilian instructor were also killed in accidents. A record day for flight hours was set on March 18, 1918, of 103 hours, 29 minutes total flying time.

Other major organizations at Kelly were the engineering department, motor repair, airplane division, testing and inspection stage, field hangar division, and the woodworking department.

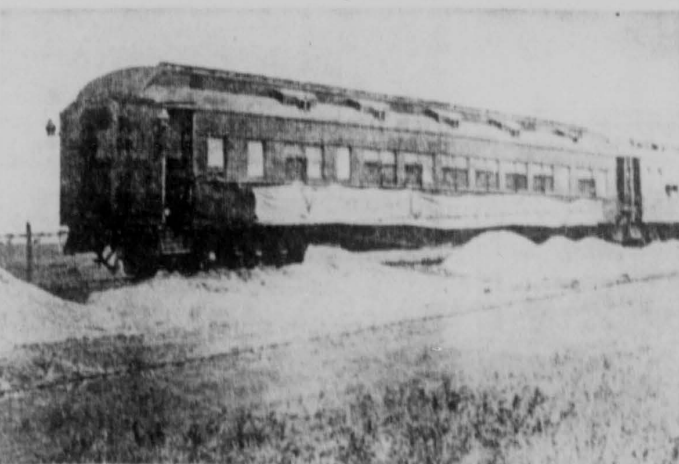
Two services which served with Kelly as it grew were the mail and Red Cross. The post office was established in May 1917. It consisted of two tents with two men to handle mail. Mail was delivered from the main post office by motorcycle. At this time there were 3,000 men on the post. By December, there were 40,000 recruits at Kelly. Forty four clerks were required to handle mail and three trucks were used for delivery.

## Red Cross

Early in March, 1918, Red Cross opened an office and warehouse adjacent to the main hospital at Kelly Number One. In June quarters for twenty-two nurses were built. Three cars and a truck were also purchased for transportation for the Red Cross unit. Public co-operation with the Army during wartime was outstanding in San Antonio. An acute shortage of food forced people to resort to nonstandard foods.



DURING AN EARLY CLASS at Kelly, instructor briefs trainees on the various types of aerial bombs available at that time.



THE LIBERTY LOAN Flying Circus was a part of the Kelly picture in its early days. Here, 5th Liberty Loan train leaves Kelly in 1919.

Armadillo meat was on sale in the Haymarket Plaza. Porpoise steaks were served at the Gunter and St. Anthony hotels. A ration system was set up for scarce items. There were specified days without bread or meat to try to save these foods. Saloons were voted out of existence.

People co-operated by buying Liberty bonds, collecting tin foil, and raising castor beans for oil. Women rolled bandages and nursed sick soldiers. Even though the population was almost doubled by soldiers, people still kept up routines. Some even set their clocks back one hour so they could have an extra hour of daylight in which to work. The Fiesta was even called off.

Something notable that was caused by these shortages was the vast collection of wood at Kelly one winter.

The road from the main entrance to the flying field was 3,500 feet long. It was flanked by four parallel stacks of wood. Each stack was four feet wide and eight feet tall. This was approximately 4,900 cords of wood amassed all at one place.

## Its Importance

One could now see the importance of Kelly in World War I. It served as a primary field through which a cadet passed when he left ground school.

It was at a primary field that a cadet was made or broken, for here he received his first flying lessons. He was drilled in pursuit, bombing, and observation.

Finally, he was advanced to cross-country flying, map making, navigation, acrobatics and all other skills needed by an expert flyer. The student finally received his Reserve Master Aviator Commission and was assigned to a more advanced training air field. This then was the function of Kelly Field as the largest training center in World War I.

At 3:00 A.M. on the morning of Nov. 11, 1918, the news came. The lights went up, extras poured from the newspaper offices, and the old Alamo Iron Works whistle screamed above the roar of locomotives in the railroad yards. All day long thankful citizens and soldiers milled downtown. The war was over.

And now, influenza, which had

THE DIA ing modifi

Houston in military airplane its construction was granted to schools at Kelly, which also Kelly. Forty four clerks were re number one, selected the site for Stoue and Webster. Within a served as a primary flying train-quired to handle mail and three Kelly Field. It was on April 9, matter of only several weeks, ing school, to continue training trucks were used for delivery. 1917, that four airplanes rose there stood scores of buildings-- in more specialized branches

**Red Cross**

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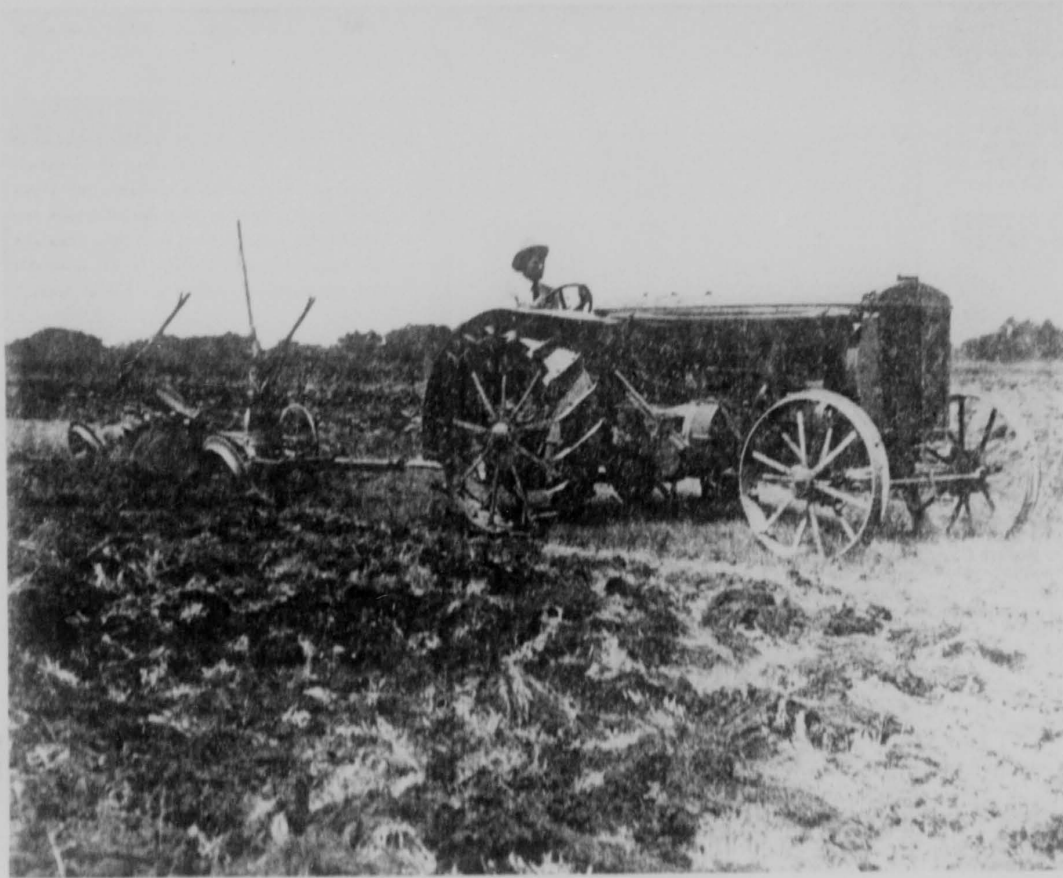
men could not be tolerated in house adjacent to the main hos-

**THE LIBERTY LOAN** Flying Circus } early days. Here, San Liberty Loan was a part of the Kelly picture in its } train leaves Kelly in 1919.

the first in its history in the railroad yards. All day long thankful citizens and soldiers milled downtown. The war was over. And now, influenza, which had (Continued on Page 7.)

THE DHIA is pict ing modified at K

# Kelly in 1917...



This photograph, taken in 1917, depicts Sam Evers breaking ground for Kelly Field.

After 50 years, the name Kelly Air Force Base conjures up a variety of meanings for residents of South Texas. For more than 30,000 people it is a place of work . . . a place for individual growth and accomplishment.

Others know it as the largest industrial complex in the Southwest and as an unparalleled economic asset to America's 15th largest city . . . a city reaching for greatness in the sixties.

In everyone's thoughts it is a massive and vital steel beam in the defense bulwark. Its complex and manifold missions have woven themselves into the fabric of this nation's defense of all the free world.

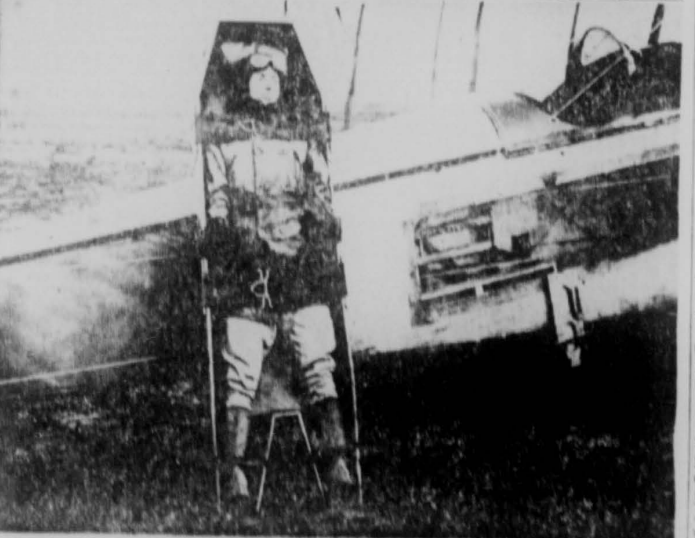
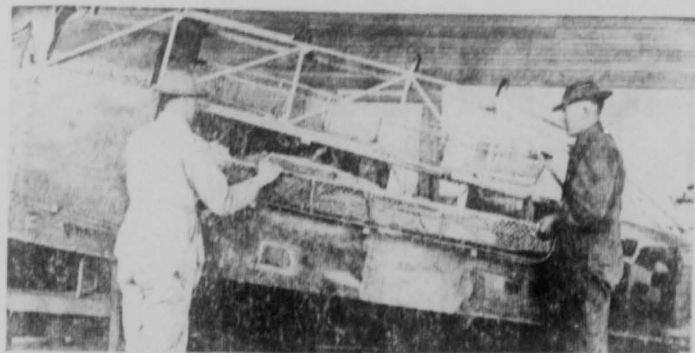
The growth of Kelly in these short 50 years is a measurable tribute to what free man can build. It is a chronicle of his choice to expand his horizons by building, and by protecting what he has built, in bold defiance of those who would take what others have built.



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THE DH4A is pictured as it was being modified at Kelly as an airplane ambulance to carry the patient in a special litter.

# Here the Cadet Was Made--Or Broken

(Continued from Page 6.)

taken a heavy toll all over the world during the war, reached epidemic proportions in San Antonio. Health authorities closed the schools, churches, and theaters. Death struck anew at the camps and in the homes. The Red Cross at Kelly contributed 40,000 sweaters, 800 blankets, 12,000 hand basins, helmets, sheets, and pillow cases, along with all other necessary essentials and medical needs.

At the end of the war, all mechanics schools closed except the one at Kelly. The school was finally moved in January of 1921 to Chanute Field in Illinois.

Flying training was halted completely on a nationwide basis in June, 1919. Soon afterward, in January, 1920, flying training was resumed on a very small scale in California and Florida.

## Concentration

However, it was soon decided to concentrate all flying training in the vicinity of San Antonio.

In 1922, Brooks Field was chosen as the center for primary pilot training and Kelly Field became the only advanced flying training school.

The Air Corps Advanced Flying School, as it was then called, which made Kelly famous during its more than eighteen years of operations, was established on June 28, 1922, when advanced-type pursuit, bombardment, observation, and attack training were all consolidated at Kelly Field.

Consequently, most of the flyers trained before World War II went through the Kelly school at some time. The best known alumnus was probably Charles A. Lindbergh, who graduated from the school in March, 1925.

The end of World War I ushered in the barnstorming era. Daring and foolish acts were the sign of many aviators. During this period, however, Kelly Field was engaged in worthwhile adventures. In 1920 a young lieutenant made the unofficial world record parachute jump of 19,961 feet over San Antonio. Also pioneered at Kelly was aerial refueling.

In 1923 a highlight of one of the first air shows to impress the new student pilots was to

fueling of one open De Havilland biplane by another, employing the method invented that same year by Lieutenants Lowell Smith and John Richter.

As the receiver plane slowly maneuvered into the blind position behind the tanker plane, it missed up, striking the tanker plane. The planes fell in flames, killing two crewmen in the spectacular crash.

## Jimmy Doolittle

Jimmy Doolittle, having missed World War I combat, wanted to prove his as well as the airplane's value. He flew a De Havilland 84 to Kelly Field and had it stripped of all excess parts and fitted out with extra gas tanks. He flew to Pablo Beach, Florida, and before dawn one day in September, 1922, he lifted his modified De Havilland off the sand on a solo transcontinental flight.

Ten hours later he landed at Kelly, had breakfast, refueled, and took off again. He landed at San Diego, California, eleven hours, fourteen minutes after leaving Kelly. He had spanned the continent in twenty-one hours, nineteen minutes -- the first pilot to do so in less than a day.

Other noteworthy flights originating at Kelly included a border-to-border flight from Kelly Field to Selfridge Field, Michigan, on June 20, 1922. Lieutenant D. Dunton, in a De Havilland 84B flew the distance of 1,330 miles in sixteen hours, ten minutes, averaging a good speed of 83 m.p.h.

Also, on Dec. 21, 1926, five COA1 Loening amphibians left Kelly on the first leg of a 22,605 mile good-will tour of Central and South America. Led by Major Herbert A. Dargue, they flew in all kinds of weather and climate and braved uncharted mountains, jungles, lakes, and swamps.

Two planes collided in midair over Buenos Aires, with only two of the four crew members escaping alive. They returned May 2, 1927.

## Shot in Arm

Aside from being a diplomatic flight, it also gave the Air Service, with its aging planes, a shot in the arm. Kelly also

the National Balloon Races in April, 1924.

During this period aircraft supply and maintenance functions took over the facilities at Kelly Field Number One, previously occupied by ground schools.

This area was renamed Duncan Field on March 13, 1925, in honor of Maj. Thomas Duncan, who was killed in an airplane accident in 1921. During the next eighteen years, Kelly and Duncan Fields operated as separate fields.

Aerial bombardier and observer training was given in the tactical units and that system stayed in effect until the great expansion of training in 1939 and 1940. The establishment of a primary flying school at March Field, Cal. in 1927, represented a departure from the principle of geographic concentration of bases in San Antonio.

During the late 1920's and early 1930's Kelly continued its pilot training programs as before. Photographs show the field at this time to consist of a mile-long row of buildings and hangars and a large, mowed field used as the airplane parking and runway area.

At this time Kelly Field was still using old buildings hastily constructed in the First World War. The field had hardly changed since its early days. Improvements were slowly started in 1936.

## Lack of Planes

It was in that year that the first permanent building, an octagonal concrete structure, was erected at a cost of sixty-thousand dollars. It was used to house a miniature bombing training range. Also in 1936, Kelly received an improved lighting system for night operations consisting of a floodlighting and signaling system and other visual flying aids.

Not only were the general facilities at Kelly lacking, but the flying training program was in need of many more airplanes than there were available at the field. Larger classes being sent through the Air Corps Advanced Flying School, more than eight hundred instead of the standard hundred, were largely to blame.

Four-day training flights were reduced to an overnight trip. In Sept., 1939, only 142 planes

## 3 Libraries At Kelly

There are three libraries at Kelly and each month more than 50 new book titles are added.

The Base Library, Bldg. 1657, is open Sunday through Friday including five nights. The Branch Library, Bldg. 2017, is in the Security area, and is open from 1 to 11 p.m., closed on Friday. The Technical Branch, Bldg. 207, is open Monday through Friday from 8:30 a.m. to 4:30 p.m.

only 80 per cent were usually in commission due to overhauls and minor repairs. These planes consisted of 35 old war planes, 51 basic trainers, and 17 observation planes.

In August of that year, each plane averaged 74 hours of student flight time. Not taken into account in this figure was the requirement that officers permanently stationed at Kelly, to fly 30 hours a month to maintain their proficiency in flying.

In 1938, 2 1/2 million dollars were allocated for Kelly from Senate Army appropriations, but 8 to \$10 million dollars were actually needed to convert Kelly to a modern installation. Kelly began rebuilding by improving access roads.

A student officer cadet barracks and administration building, having a capacity of 188 men were constructed. An additional \$8 million dollars were allocated to Kelly in 1939 to complete construction of the runway, five hangars, of the runway, five hangars, and many other buildings.

The old buildings built in World War I were razed to eliminate flying hazards caused by bringing planes over the area.

## World War II

As Pearl Harbor ushered in World War II, San Antonio still held a heavy load of national

Kelly, and Brooks sat dispersed over the flying fields in case of an attack of some sort to the city. The citizens were highly responsive.

On the morning of Dec. 8, 1941, a long line waited in front of the recruiting office at Alamo Plaza. After the initial shock, the military posts settled down to the hard work of supplying the front lines. A great salvage drive produced more than eight million pounds of scrap metal. Blackouts were practiced in San Antonio in case of possible air attack.

With civilian schools taking over primary training, the Air Corps could handle the essentially military programs of basic and advanced flying training in its existing schools at Randolph, Kelly, and Brooks Field until the huge expansion in the summer of 1940.

Then new training bases began to spring up, mostly in the South and Southwest where the climate permitted year-round flying.

Then, as the Air Corps shifted into high gear for World War II, activities at both Duncan and Kelly Fields expanded until the congestion became intolerable. A board of officers studying the situation determined that it would be easier to move the training school at Kelly than the supply depot at Duncan, so the flying school activities were dispersed elsewhere.

## Schools Closed

The areas known as Duncan and Kelly Fields were then consolidated on March 11, 1943, under the name of Kelly Field. Although the name Kelly was retained, it was Duncan Field's depot maintenance and supply complex that remained at Kelly.

The Kelly flying schools were no longer in operation. Two parts of Kelly's old flying school, the Pilot Replacement Center and the Air Crew Reception Center, located at the field's edge on the west in an area called "The Hill," and the old practice bombing range were consolidated on July 4, 1942, to form the San Antonio Aviation Cadet Center.

This area was later designat-



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THE DHIA is pictured as it was being modified at Kelly as an ambulance to carry the patient in a special litter.

... official world record parachute jump of 19,961 feet over San Antonio. Also pioneered at Kelly was aerial refueling.

In 1923 a highlight of one of the first air shows to impress the new student pilots was to be a demonstration of the re-

### Shot in Arm

Aside from being a diplomatic flight, it also gave the Air Service, with its aging planes, a shot in the arm. Kelly also served as the starting point for

... sent through the Air Corps Advanced Flying School, more than eight hundred instead of the standard hundred, were largely to blame.

Four-day training flights were reduced to an overnight trip in Sept., 1939, only 143 planes were on the field, of which

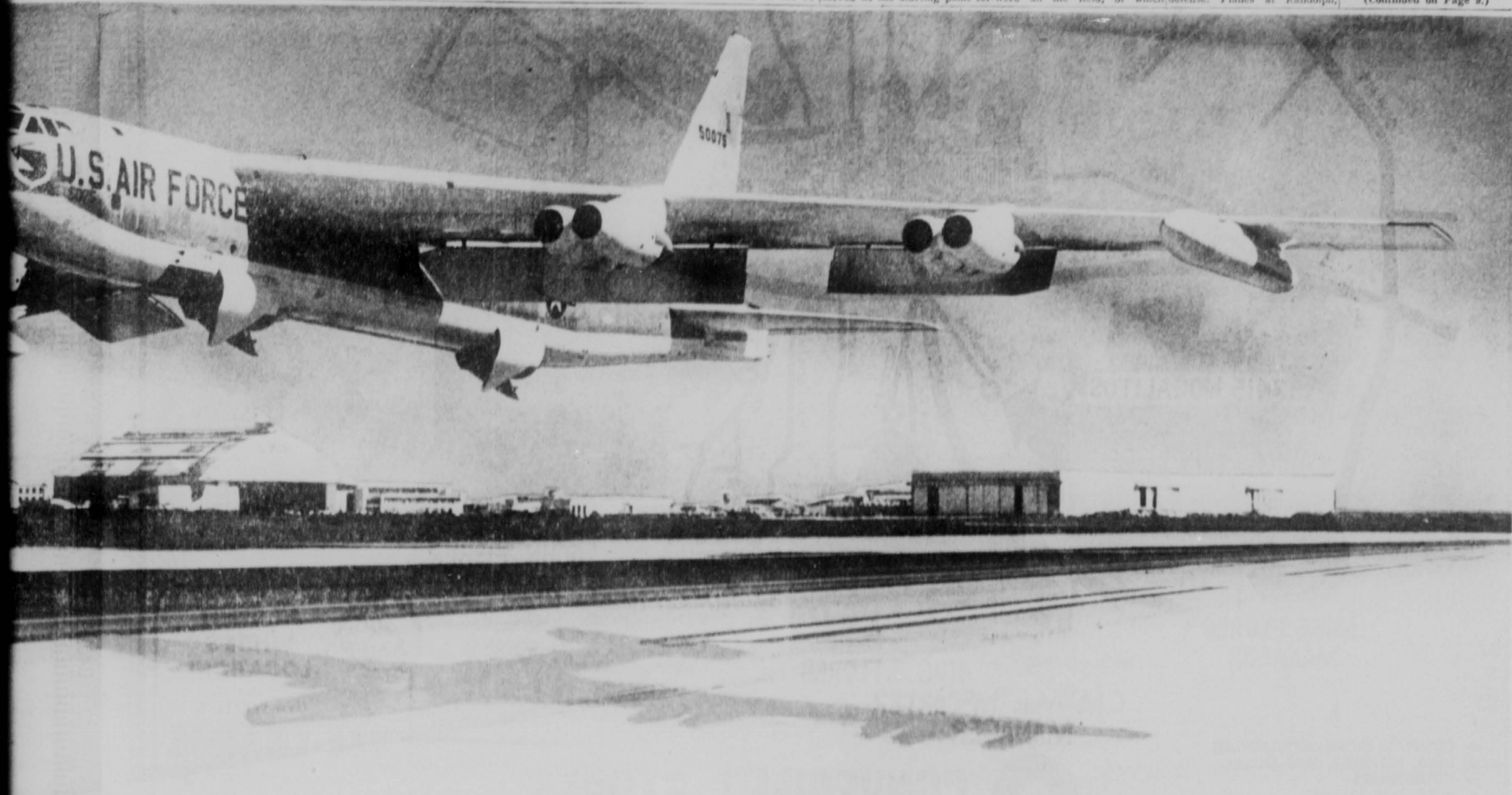
### World War II

As Pearl Harbor ushered in World War II, San Antonio still held a heavy load of national defense. Planes at Randolph,

... called "The Hill," and the old practice bombing range were consolidated on July 4, 1942, to form the San Antonio Aviation Cadet Center.

This area was later designat-

(Continued on Page 9.)



**67 What a difference 50 years, 30,000 people and 23,515,983 square feet of concrete make**

**H. B. ZACHRY CONSTRUCTION CO.**



# WHITE'S STORES

## IN THEIR 37th YEAR

# SALUTE

# KELLY AIR FORCE BASE

*in its fifty years of achievement in the service of our community and our nation!*

 This section features a stylized map of San Antonio with several White's store locations marked. Three circular portraits of men are placed over the map, each with a name and title below it.
 

- 3114 W. WOODLAWN**: A photograph of a White's store building.
- N.W. CENTER**: A photograph of a White's store building.
- TERRELL PLAZA**: A photograph of a White's store building.
- FRANK PACHECO**: A circular portrait of a man with short hair.
- (JERRY) BARRAS MANAGER**: A circular portrait of a man with glasses.
- DICK BRYANT MANGER**: A circular portrait of a man with glasses.

 The map also shows major roads like Highway 87, Loop 410, and Austin Hwy.

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**FRANK PACHECO**  
MANAGER

**(JERRY) BARRAS**  
MANAGER

**DICK BRYANT**  
MANGER

**MIKE FLORES**  
MANAGER

**C.M. "Mac" McCARTER**  
MANAGER

**JOHN FISHER**  
MANAGER

**2115 NOGALITOS**

**6108 S. FLORES**

**2115 GOLIAD RD.**

**102 N. W. CENTER**

**149 TERRELL PLAZA**

**3114 W. WOODLAWN**

**6108 S. FLORES ST.**

**2115 NOGALITOS**

**6** CONVENIENT STORES  
TO SERVE SAN ANTONIO

★ COMPLETE FURNITURE SELECTION  
★ TIRES, BATTERIES, SEAT COVERS  
★ HOUSEWARES  
★ AUTO ACCESSORIES  
★ SPORTING GOODS  
★ GARDEN AND LAWN SUPPLIES  
★ REFRIGERATORS AND FREEZERS  
★ WASHERS AND DRYERS  
★ TELEVISION, RADIOS, STEREOS  
★ PAINT, TOOLS AND HARDWARE  
★ EVERYTHING FOR THE HOME  
★ BICYCLES, TOYS, GIFTS

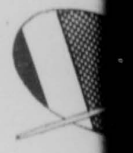
**AT EVERY WHITE'S LOCATION!**  
Use WHITE'S  
**EZE-CHARGE**  
7 Convenient Ways To Buy!  
**No Money Down!**  
MONTHLY PAYMENTS AS LOW AS \$5

<b>102 N. W. Center</b> 3600 Fredericksburg Open Fri. 'til 8:00 P.M. Daily, Sat. 9:30 'til 6	<b>149 Terrell Plaza</b> Open Thurs. 'til 8:00 P.M. Daily, Sat. 9 'til 6	<b>2115 Goliad Rd.</b> Super Service Center Open Thurs. 'til 8:00 P.M. Daily, Sat. 9 'til 6	<b>3114 W. Woodlawn</b> Open Thurs. 'til 8:00 P.M. Daily, Sat. 9 'til 6	<b>6108 S. Flores St.</b> Super Service Center Open Thurs. 'til 8:00 P.M. Daily, Sat. 9 'til 6	<b>2115 Nogalitos</b> Open Daily 9 'til 6
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SEVERAL FLIGHTS  
pictured in these

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We are pro  
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to all of the  
Kelly what  
all over the

Classified Want Ads—CA6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part I— 9

## World War II

# The Kelly Mission Is Changed

(Continued from Page 7.)

ed Lackland Air Force Base in July, 1947. The depot organization that took over Kelly Field absorbed the Normoyle Ordnance Depot, adjacent to Kelly on the eastern edge of the present base, in February, 1944, and this area eventually became the San Antonio Air Materiel Area. Kelly Field officially became Kelly Air Force Base on Jan. 29, 1948, following the establishment of a separate Department

of the Air Force. The Military Air Transport Service was established as a major Air Force command on June 1 of the same year in accordance with the Unification Act of 1947.

The World War II Air Transport Command and certain transport units of the Naval Air Transport Service were integrated to form this transportation

Division. This guaranteed the continuation of Kelly as a major supply depot.

From its beginning, starting with the Aviation General Supply Depot formed in 1917, to the present, Kelly has served as a supply depot for the United States Air Force and its predecessors. Between 1927 and 1941, the San Antonio Air Depot functioned with about ten officers in key positions and from 500 to 1000 civilians.

The 1930's were relatively leisurely compared with what was to come. The start of World II ran a great increase of activity. During the three year period of 1939 to 1942, the depot literally expanded twenty times. In January, 1939, depot strength was 918. By mid-summer, 1942, there were more than 20,000 men working at Kelly.

In September, 1941, the first female technical workers were employed by the Engineering Department on a trial basis and soon proved their value.

During World War II, women constituted one third of Kelly's total work force. That figure was later reduced to the present sixteen and one-half per cent.

With the expansion brought about by World War II, old Duncan Field's facilities became inadequate and a major construction program was undertaken. Depot supply, engine repair and test buildings, an air freight terminal, barracks, airmen and officers quarters and other facilities were erected. The asphalt runways were replaced with concrete ones. The San Antonio Air Depot, after several name changes, became the San Antonio Air Materiel Area on July 2, 1946.

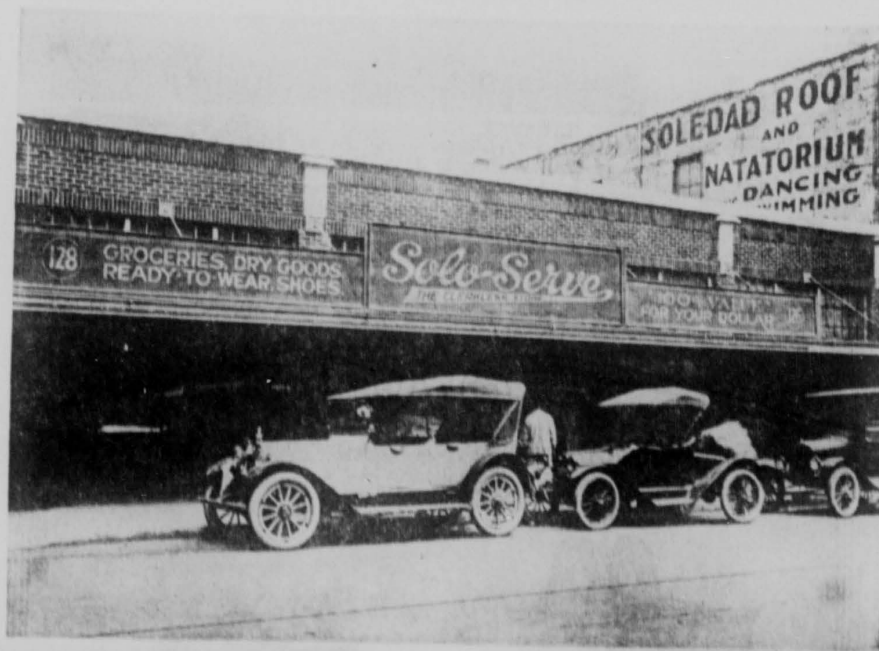
When the fighting of World War II ended, the San Antonio Air Materiel Area's civilian strength decreased to less than 10,000 in 1947. This decline was abruptly halted in June, 1948, when the Berlin airlift began. Kelly won nation-wide attention for its round-the-clock overhaul of aircraft engines that enabled C54's to go into Templehof Air Base in Berlin at three-minute intervals. Soon afterwards, the fighting in Korea began on June 25, 1950.

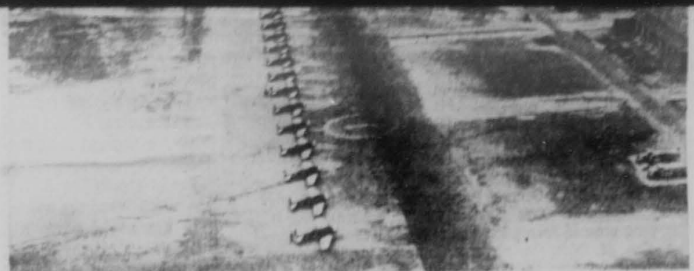
Round-the-clock operations



# Kelly Air Force Base and Solo-Serve . . .

## Each 50-years young



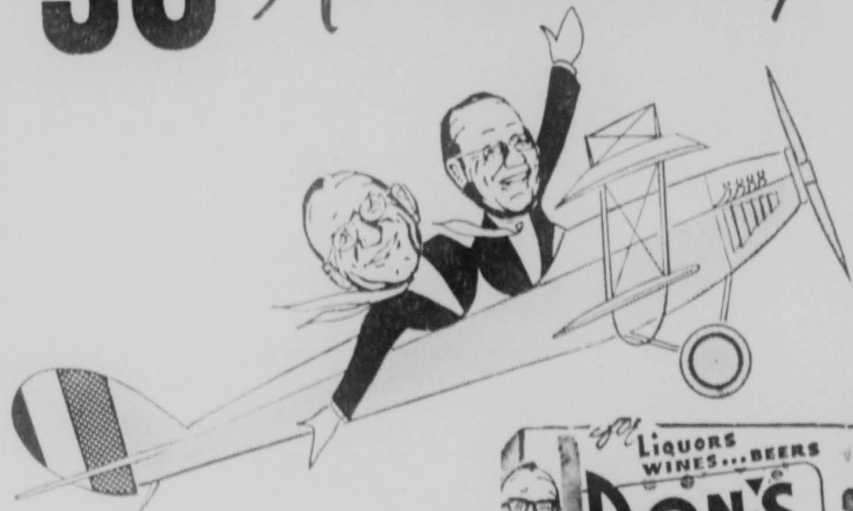


SEVERAL FLIGHT LINE scenes are pictured in these photos made at Kelly Field in the early 1930s (top) and in 1939 (bottom).

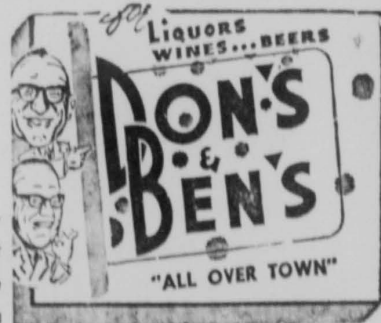
for its round-the-clock overhaul of aircraft engines that enabled C-54's to go into Tempelhof Air Base in Berlin at three-minute intervals. Soon afterwards, the fighting in Korea began on June 25, 1950.

Round-the-clock operations were immediately resumed to remove aircraft from storage and ready them for combat as well as to provide other priority logistic work. Consequently, the civilian work force expanded from 11,528 in June, 1950, to a peak of 23,269 as of June, 1952.

# CONGRATULATIONS TO KELLY A.F.B. ON THEIR 50<sup>th</sup> Anniversary



We are proud to salute Kelly Field on the 50th anniversary of its founding. Undying appreciation goes out to all of the men and women who have helped to make Kelly what it is today, and have kept our planes flying all over the world.



**"ALL OVER TOWN"**

Fifty years ago Kelly Field became the cradle of military aviation and shocked the community and the nation with the vision of the soldier in flight.

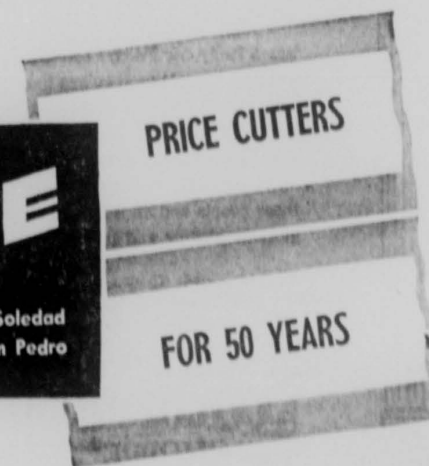
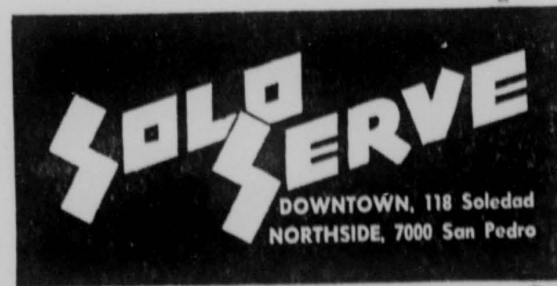
That same year and but a few miles away, I. Brenner began to advertise a concept equally revolutionary to the mercantile world, "The Clerkless Store," Solo Serve.

Both ideas are taken for granted today, and both institutions — the massive air force complex and the modern version of the "Clerkless Store"—continue their honored relationships with America's 15th largest city.

The Jennies are gone, and so are the butcher shops and green grocers that characterized the countryside a half-century ago.

Some things remain the same, though. Solo Serve Company is grateful they do.

### Best wishes to Kelly Air Force Base on Fifty Golden Years



# He Was There

## A Reason to Remember Pearl Harbor

In 1941 Kelly was in the process of furnishing civilian technicians and other help to bolster Hickam Field, the air base at Pearl Harbor. Among those chosen was Henry Kahane, a native San Antonian born in the vicinity of the site of the HemisFair Tower.

Kahane is now an equipment specialist in PME Division of D-MM, Kelly AFB. He started his career at Kelly AFB in September 1940 as an instrument mechanic and worked on auto pilot gyroscopes. Soon after, with youth, adventure and challenge in his blood—he volunteered to go to the "Pearl of the Pacific," Hawaii.

### SAW ATTACK

Kahane arrived at Hickam Field in June, 1941. Henry witnessed the Japanese attack on Pearl Harbor. He said: "Twenty-five years is a long time but a man remembers. I can recall the bullets from a Jap Zero starting alongside cars. I remember the bombs and the pall of smoke rising from Pearl Harbor where just a few minutes before the United States had a proud fleet of nine battleships.

Kahane was a civilian employe at Hickam Field on Dec. 7, 1941. The Japs hit Hickam Field before they attacked Pearl Harbor so that a counterattack could not be made.

He was at his residence in Honolulu eight miles away when the attack came. His first thought was that it was a routine bombing practice. Through his portable radio he learned that the attack was the real thing.



HENRY KAHANEK, Kelly employe who decided to go to Hickam Field, the air base at Pearl Harbor, in June, 1941, recalls the Japanese attack on Pearl Harbor in December of that year. Here is a photo of the bombing of Hickam Field. Demolished plane (foreground) is a B17 Flying Fortress. There was no time for counterattack.

A terse announcement by Radio Station KGMB, directed all civilian defense workers to report for duty at Hickam after the first wave of the attack was over.

Kahane and fellow employes

got in their cars and made their way through the confusion toward the field. Recalling the events, Kahane said, "The residents of Honolulu were startled and frightened, but there was no panic. Sirens screamed

and rescue squads dashed about town. "On our way to Hickam, we saw aerial dog fights and a Japanese plane go down in flames. As we entered the security gates at Hickam, a Japanese plane sprayed bullets near our car but fortunately a part of the gate shielded us. The guard aimed his rifle at the Jap Zero but did not make a hit."

Kahane said the main hangar maintenance shop where he worked was roofless and a big hole was in the concrete floor slab where a bomb hit and heavily damaged aircraft and equipment.

### LUCKY BREAK

"We got a lucky break said Kahane. "One week previous to the bombing, a majority of the valuable aircraft, precision overhaul fixtures and gyro testers were moved to a new instrument building; however, since we were vulnerable to air attacks, it was decided by the military to move our instruments and shops again to other areas.

"Later, during the Battle of Midway, the instrument equipment was loaded into trucks and moved again to a secured area.

After the Japanese fleet was destroyed, the equipment was

tensive damage that had been done to Pearl Harbor and the American fleet or the far-reaching effects of the dawn attack.

## Remodeling Job at Kelly

Completion of a remodeling project in Building 308 at Kelly AFB has provided the Maintenance Directorate of the San Antonio Air Materiel Area with an additional 25,000 square feet of humidity, temperature and dust-controlled shop space.

The facility, which has an 85 per cent dust-filtering device, will be utilized by the Electronics and Armanent Repair Branch for overhaul of airborne radar and radio communication systems used on F4C and F111 aircraft.

A portion of the environmentally regulated site has been set aside for SAAMA's General Purpose Automatic Test System for environmental testing and

## Surprise Attack

# You'd Never Know He's a Hero

S. Sgt. Alfred T. Richardson of Kelly's base aircraft maintenance division is an unassuming young airman who performs his aircraft crew chief duties with the quiet professionalism of a career Air Force noncommissioned officer.

In this respect, he is much like thousands of Air Force men who perform similar duties in a skillful exemplary manner.

However, Richardson differs somewhat as he is a current day air war veteran whose awards include the Distinguished Flying Cross, the Air Medal and the Air Medal and the Air Force Commendation Medal for services performed while stationed in Vietnam.

Richardson was recognized for his exploits while assigned as a crew member on a C123B aircraft engaged in a night flare drop mission on June 9, 1966, near Dak To II, Vietnam.

The crew's mission was to support a U.S. Army Special Forces unit of Green Berets at an outpost under attack by the Viet Cong.

As flight mechanic, Richardson was responsible for arming and ejecting the flares. This, he accomplished for two hours despite intense hostile ground fire.

In addition, the weather was adverse and the aircraft was experiencing instrument problems.

The efforts of the C123 crew enabled the Special Force personnel to repel the attack and kill 50 of the attacking Viet Cong.

For his participation in this

## Electronics Cleaning

The Accessories and Electronics Engineering Branch of the Directorate of Maintenance has devised an improved method for disassembly and cleaning of electronic production items.

Cleaning of these items in Bldg. 324 has always been a major problem, according to C. B. Moseley, branch chief.

An average of two man-hours were used to clean these items manually by brushing the items with solvent and drying with air hose blast and-or paper towels.

The interim process time is now 15 minutes through use of a mechanized disassembly and cleaning area. This process uses previously existing ultra sonic cleaners.

They are being used on the second and third-shift, employing detergent water-base solutions for cleaning. This provides the repair man coming on duty the following morning with a clean item ready for repair.

mission, Richardson was awarded the Distinguished Flying Cross, the nation's fourth highest award for heroism.

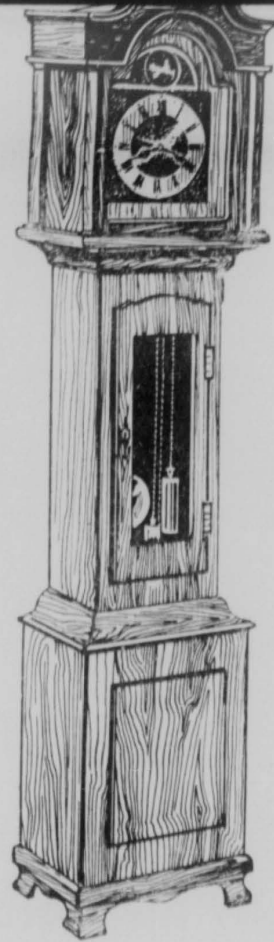
## Miss Read Is Kelly's Writer of Experience

The oldest Kelly Air Force Base civil service employe, in terms of writing news articles about government happenings for publication in newspapers, is Miss Emily Read.

Her civil service career began with the Normoyls Sage Weekly publication.

Emily recalls the first story she wrote. When she was in the fifth grade, she wrote a true story concerning the book "The





**TIMELESS**  
  
*IN*  
**CHARACTER**  
*AND*  
**ADAPTABILITY**  
*OF*  
**STYLING**



When Kelly Air Force Base was originated 50 years ago these pieces were as much in style as they are today. Timeless Beauty that never goes out of fashion. This is the excellence of every item at Leonard's Colonial Shoppe. Leonard's salutes Kelly Air Force Base on this, it's Golden Anniversary. These pieces look backward with a smile on the past history and achievements of Kelly and its workers, and look forward to tomorrow to serve these people and all San Antonians with a glowing example of part of our glorious history and traditions.



8200 SAN PEDRO—DU 1-1225  
EASY CREDIT TERMS  
San Antonio's only exclusive  
American Traditional furniture shoppe

OPEN 9:30 A.M. TO 5:30 P.M.  
SHOP THURSDAY  
TIL 9 P.M.

attacks, it was decided by the military to move our instruments and shops again to other areas.  
"Later, during the Battle of Midway, the instrument equipment was loaded into trucks and moved again to a secured area.  
After the Japanese fleet was destroyed, the equipment was re-installed and we resumed our instrument overhaul capability." It was not until much later that the world learned of the ex-

per cent dust - filtering device will be utilized by the Electronics and Armanent Repair Branch for overhaul of airborne radar and radio communication systems used on F4C and F111 aircraft.  
A portion of the environmentally regulated site has been set aside for SAAMA's General Purpose Automatic Test System for programmed inspection and isolation of faults in airborne electronic components undergoing repairs.



Miss Read

terms of writing news articles about government happenings for publication in newspapers, is Miss Emily Read.  
Her civil service career began with the Normoyle Sage Weekly publication in 1941 at Camp Normoyle now known as East Kelly. Her

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We take  
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**Congratulations, Kelly Field!**

*Confidence  
is Columbia!*



If you want the feel of a champion when you bowl, see your pro or bowling lane for the Columbia "300." Its hard, glossy, pearlized finish, its rugged, sure hitting quality is so durable.  
**IT'S GUARANTEED FOR LIFE.**

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"300"

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THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part I— 11

# W.E.B. Salutes

## KELLY AIR FORCE BASE

### on their 50<sup>th</sup> Anniversary

*The Past Is But a Prelude to the Future*

From humble lean-to store to fabulous shopping center  
... from jennies to jets ... the fabulous South Texas  
area has grown in the 50 years since W. B. Ruff Co.



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*The Past Is But a Prelude to the Future*

From humble lean-to store to fabulous shopping center . . . from jennies to jets . . . the fabulous South Texas area has grown in the 62 years since H. E. Butt Sr. founded our company and in the 50 years since Kelly Air Force Base was born.

We take great pride that a substantial part of our history has run parallel with that of Kelly, and we salute officers, enlisted men and civilians alike who call Kelly home.



**W.E.B.**

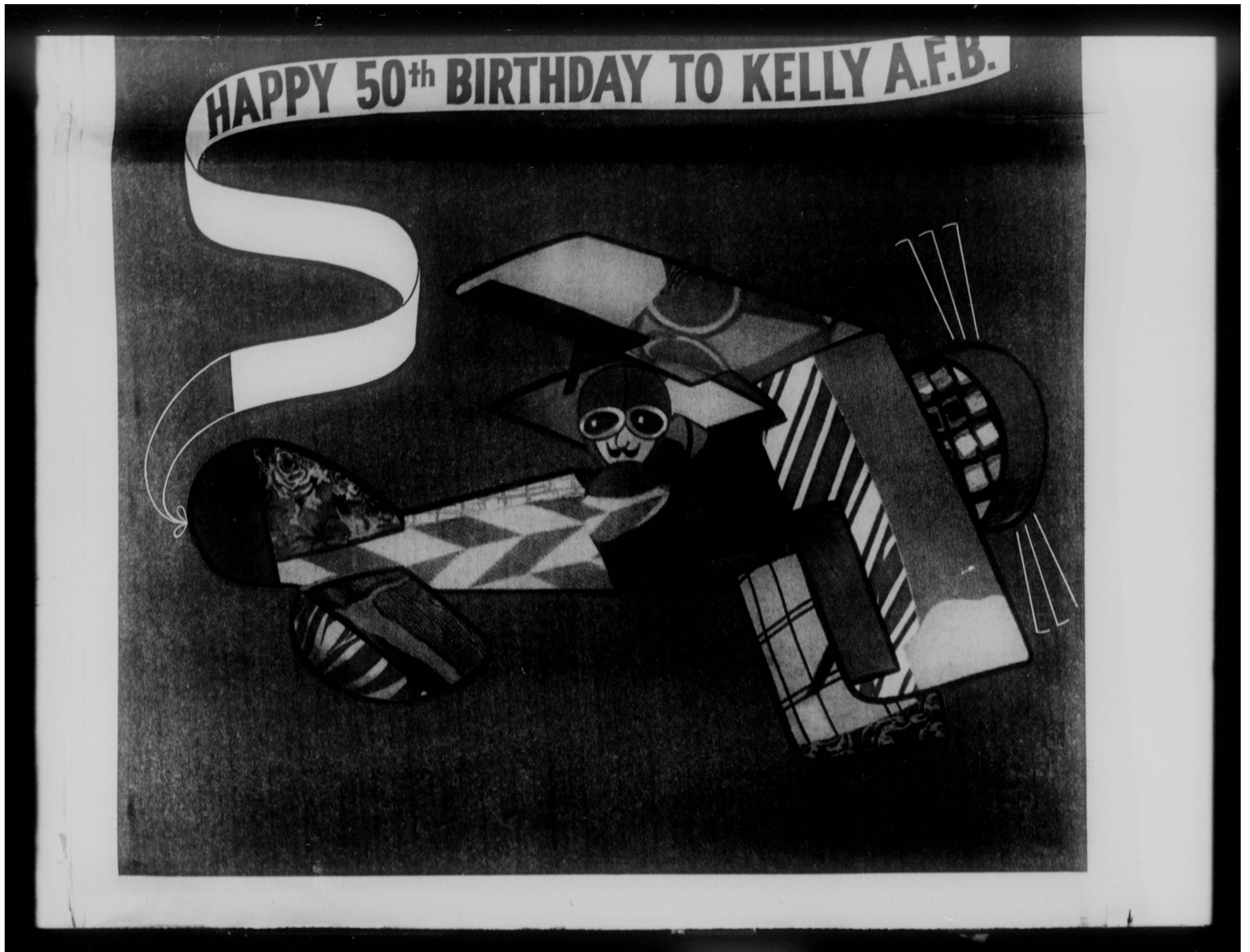
*Growing with San Antonio,  
Serving South Texans Since 1905*

O, TEXAS

**FROM**

**Scriveners**

**HAPPY 50<sup>th</sup> BIRTHDAY TO KELLY A.F.B.**



# The 'Lone Eagle's' Famous Flight Began at Kelly



CHARLES A. LINDBERGH  
Cadet at Kelly Field.

## Critical F106 Problem Solved Fast

The F102-106 System Support Management Division in materiel management has worldwide connections in their business of management and logistical support responsibilities for the F102 and F106 fighter interceptors. The Weapons System Logistic Officer program is composed of 26 technically qualified personnel specifically selected for their maintenance and support knowledge of the two sleek Air Force fighter interceptors employed in an air defense role.

These WSLOs are experienced and dedicated individuals. They have an average of 22 years and 6 months service time and 1,397 sick leave hours.

The WSLOs can be compared to field representatives employed by larger industrial firms to bring first hand knowledge of their product to the user.

As the SAAMA representative the WSLO keeps the user advised of the latest maintenance and support situations and assists each activity in the resolution of any problem affecting the operational capability of the F102 fighter interceptor.

He also serves as SAAMA's "eyes and ears" in the field and

(Dr. Marvin Alisky, a San Antonian, director of the center for Latin American studies at Arizona State University, and professor of political science. He has written on U.S. historical events for learned journals and popular national magazines alike. A 1940 graduate of TMI, he received his Ph.D. degree at the University of Texas in 1953. He has long maintained a file on early aviation development in San Antonio. The following is a condensation of a special NBC radio feature he wrote.)

By MARVIN ALISKY

On May 20, 1927, a skinny 24-year-old pilot climbed into a tiny single-engine plane and smiled at two crewmen. These aides pushed against the struts of a single, frail wing.

Charles A. Lindbergh Jr., coaxed his slim silver bird along a runway pockmarked with puddles, his baby carriage wheels leaving deep ruts in the mud.

Stripped to essentials—a leather jacket and work pants, a bag of sandwiches, and a map—the lad from Minnesota in a Missouri-purchased airplane built in California added little to the weight of the monoplane. Every spare ounce had to go for gasoline.

Yet the tiny airplane still felt sluggish. Air currents lifted it off the ground slightly, then back into a bouncing pattern of sliding. Splattered mud testified that the takeoff had been as rough as it looked.

### The Best Training

But conditions were overcome by the skill of the pilot, who had gotten the best training available in the world in those days, at Brooks Field and Kelly Field here in San Antonio.

A few seconds after the bumpy path down the runway, the "Lone Eagle" got his "Spirit of St. Louis" into the air, clearing telephone wires by only 20 feet.

Ahead lay the Atlantic Ocean and 3,610 miles of no sleep and dead-reckoning primitive navigation. To save weight for extra fuel, Lindy had no radio, no sextant, no parachute. He couldn't even look out the front of the bare cabin, but had to peer from a side window via a rudimentary periscope of two mirrors.

Just fifty years ago, this historic flight of the first man to solo fly the Atlantic did not begin in New York, nor even in St. Louis, where men of vision risked the funds to finance his flight. Nor even in San Diego, where California designers built the plane. Real preparation for the flight began in San Antonio.

Just as in 1967, the true beginning for space flight can be traced to the space center in Houston, where rigorous orientation begins a daily way of life which climaxes with the same type of workday high in the skies. So, too, in 1917, the discipline for one man to defy the ocean in a tiny aircraft didn't begin at takeoff. It started with his flight training in San Antonio.

Lindbergh himself was a product of the Middle West. Born and schooled in Minnesota, Lindy attended the University of Wisconsin,

San Antonio to Kelly Field for advanced schooling.

On March 14, 1925, Lindy was one of the 33 survivors of the 66 who had begun the advanced course. Kelly Field classes were the toughest being offered anywhere in the world to would-be military pilots.

Of the 33 who graduated in the Kelly Class of 1925, only eight were chosen for combat training in pursuit planes, the SE5's and MB3's of World War I action. Lindy was one of the eight officers to get the prized post-graduation instruction in these fighters.

With the San Antonio training in hand, Lindy next began to dream of going solo across the Atlantic. The ocean had already been flown but by small groups of men. Actually, the first man to fly the ocean was a Navy pilot. In May 1919, Lt. Com. Walter Hinton flew an NC4 Seaplane across the Atlantic, but he carried a crew.

Lindy wanted to do it alone. That took not only courage, but money. He had the determination but not the cash.

If a lone man could conquer the big pond in a tiny aircraft, the feat would sell aviation to the average man, would dramatize that even small airplanes can devour distance. It would show that man can truly fly alone in space.

Lindy wanted to purchase a Wright-Bellanca single-engine monoplane, which reportedly could lift tremendous weight on its test flights.

Giuseppe Mario Bellanca, the Sicilian-born engineer who tinkered with advanced designs in a garage in Brooklyn and another in Omaha, bought this special monoplane from the Wright Corporation of Paterson, New Jersey.

Bellanca told Lindy that he could buy this wonder plane but the company would retain the right to choose a ground crew and to specify flight details.

### He Kept on Looking

Lindy said "no" to such restrictions. Where could he find another little mighty aircraft like the Wright-Bellanca? At the Ryan Aeronautical Company in San Diego.

Donald Hall, chief designer at Ryan, stayed at his drafting board day and night, under the glare of a single light bulb. Nearby Lindy marked charts and studied weather maps.

There was no time to lose. Already on the East Coast, explorer and former Navy flier Richard Byrd made his own plans.

Tony Fokker worked on the same goal. Businessman Charles Levine bought the Wright-Bellanca plane and hired Clarence Chamberlin, best known pilot of the 1920's, to try the same idea Lindy had.

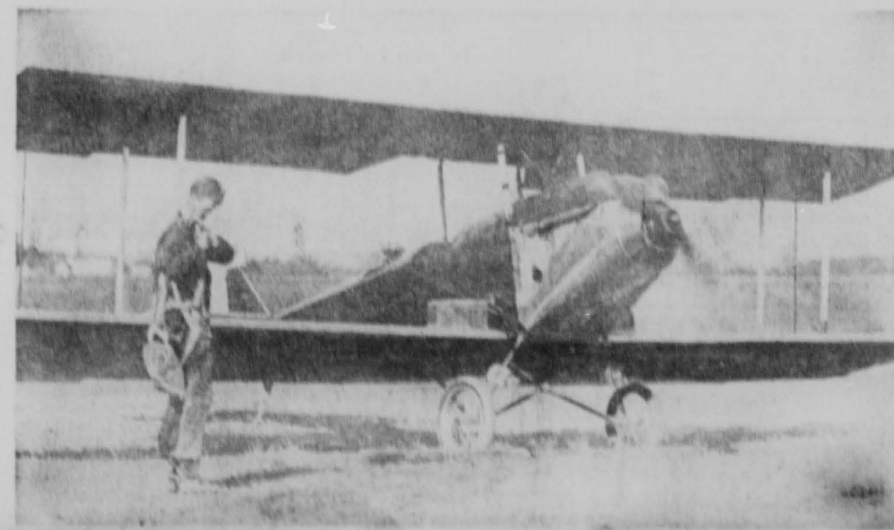
Lindy realized that any day might see a rival end his dream of being first to single-handedly conquer the Atlantic from the air.

Often engineer-designer Hall kept no more than one step ahead of the men assembling parts. The workmen built the monoplane by hand, their blowtorches being the magic wands that form the parts into a meaningful aircraft.

On his flight from California to St. Louis, Lindy set a new nonstop record of 34 hours 2



CHARLES A. LINDBERGH JR. (C), who trained in 1925, is pictured during San Antonio stay with Lt. B. S. Thompson (L) and Capt. Arthur McDaniel.



Here Lindbergh buckles parachute as plane is warmed up for stunt flight in the 1920s.

five the WSLO keeps the user advised of the latest maintenance and support situations and assists each activity in the resolution of any problem affecting the operational capability of the F102 fighter interceptor.

He also serves as SAAMA's "eye and ear" in the field and provides to the division first hand knowledge on known or probable problem areas.

With WSLOs operating in 14 states including Alaska plus six division is truly a worldwide business and contact with personnel in Germany, Okinawa, Philippine Islands, Spain, Iceland or the Netherlands is a daily occurrence.

### Veteran Kelly Worker Retires

Mrs. Maybelle Bowen, data products division, materiel management, has joined Kelly retired ranks after rounding out more than 27 years of civilian service.

After previous civilian service, Mrs. Bowen came to Kelly AFB in February 1958 as a stock control clerk.

Later she served as a supply distribution clerk and general supply clerk. On the eve of retirement she was assigned as a supply clerk.

begins a daily way of life which climaxes with the same type of workday high in the skies. So, too, in 1917, the discipline for one man to defy the ocean in a tiny aircraft didn't begin at takeoff. It started with his flight training in San Antonio.

Lindbergh himself was a product of the Middle West. Born and schooled in Minnesota, Lindy attended the University of Wisconsin, then at 20 quit to enter the Nebraska Aircraft Corporation Flying School in Lincoln in March 1922.

### Had Much to Learn

But that rudimentary training was not adequate. Lindy found that during some barnstorming as a stunt flier in Nebraska, Montana, and Wyoming, he lacked the concepts of navigation and the deeper understanding of just what made his aircraft perform the way it did.

An airmail pilot told Lindy the secret of perfecting their profession: "Go to Texas and get into the Army Air Corps. After a year of rigorous training, a cadet has mastered long-range navigation and gets the wings of a reserve lieutenant in addition."

Lindy saved his traveling expenses from part-time work flying airmail. He bought a beat-up Jenny from war surplus and headed for San Antonio. His flying crate, from World War I use, almost fell apart when he landed here.

From March 1924 to March 1925, Lindy completed training for his reserve commission and his coveted wings. First came six months of basic training at Brooks Field.

Of the 132 cadets, officers from other branches of the army and the two colonels from Peru, only 66 completed primary training on September 2, 1924, and moved across

Lindy realized that any day might see a rival end his dream of being first to single-handedly conquer the Atlantic from the air.

Often engineer-designer Hall kept no more than one step ahead of the men assembling parts. The workmen built the monoplane by hand, their blowtorches being the magic wands that form the parts into a meaningful aircraft.

On his flight from California to St. Louis, Lindy set a new nonstop record of 14 hours 5 minutes. It was already May 9 and the rivals in New York were almost ready too. On May 11 he took off from St. Louis and 7 hours 15 minutes later landed at Curtiss Field in New York.

### Waited on Weather

With everything in readiness, Lindy then had to play a grueling waiting game with the weather. Suddenly the Weather Bureau alerted him that a clearing had come to the western Atlantic.

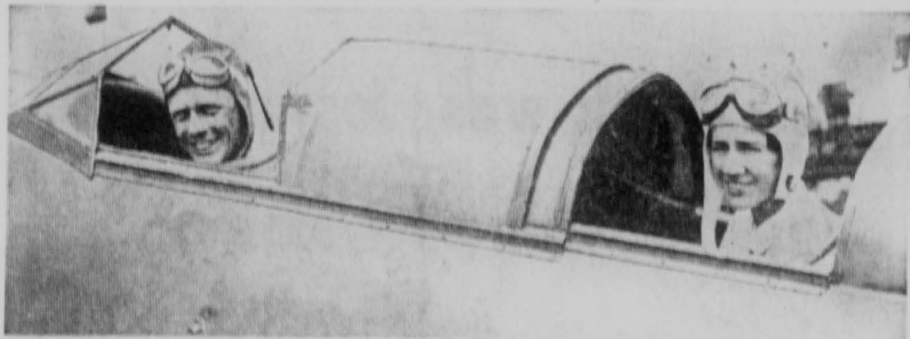
But in the gray dawn at Roosevelt Field on Long Island, rain continued to fall. Lindy decided to take off anyway.

And he thereby took mankind into a new chapter in history, still being written in terms of space exploration and faster-than-sound jet travel by millions of people.

Thanks to the right training in San Antonio, enough money from St. Louis, and the right airplane from San Diego, the lad from Minnesota headed for a date with destiny in Paris.

On May 21, 1917 — just fifty years ago — thousands of screaming Parisians welcomed him with every honor France could bestow.

In a way, it all began in Texas, when some sergeants yelled at the young cadet "You're going to do each step over and over until you get it just right!" He understood and did just that.



IN THE YEARS FOLLOWING his successful solo flight across the Atlantic to Paris, Charles A. Lindbergh Jr. is shown about to take a flight with his wife in this two-seater plane.



CROWD GATHERS around Col. Charles Lindbergh's Curtiss Falcon after his landing here for visit. Prior to this, he underwent pilot training at Brooks and Kelly Fields in preparation for Atlantic flight.

### Policeman Gets Praise

Richard Poole, security policeman, who lives near Thelma on Rockport Road, has been cited at Kelly AFB.

Poole was commended for his neat appearance and courteous performance of guard duties. Bill Whitcomb, shift captain, said Poole strives for improvement, is an ideal team worker, active participant in the base suggestion program and strong supporter of the Zero Defect Program.

A native San Antonian, Poole is a graduate of Brackenridge High School. He has been on the Kelly force 11 years.



Here Lindbergh buckles parachute as plane is warmed up for stunt flight in the 1920s.

a sincere tribute  
to our friends at . . .

## KELLY AIR FORCE BASE on the Celebration of their

# 50th Anniversary

Since its founding in 1917, the military and civilian personnel of Kelly Air Force Base have been of utmost importance to the economy of San Antonio. Realizing this importance, The Lackland National Bank was founded in an effort to offer full banking facilities in a location convenient to Kelly Air Force Base. We now join San Antonio and South Texas in this special tribute to our neighbors.

*Serving the Kelly-Lackland and Medina area  
Military and Civilian personnel*

## LACKLAND NATIONAL BANK

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Rep. Gonzalez

From Empty Pasture to Industrial Complex--That's Our Base

By HENRY B. GONZALEZ... Kelly Air Force Base evolved from an empty pasture into the biggest industrial complex in the Southwest.

How all this came about would be too much to tell in this brief piece, but suffice it to say that what exists today at Kelly had some very humble beginnings.

The first flight that a man ever made in a powered aircraft took place on a cold and windy North Carolina beach on December 17, 1903.

There were few witnesses to the event, because it was cold that day, and the wind was

No Excitement

That first flight was less than one minute in duration and covered less than a mile of distance, but the Wrights soon made many more flights, and they got longer as the men learned more about how to control an airplane.

Still, the world was not very excited and the brothers worked on in comparative obscurity, learning more each year about the mysteries of flight, and making improvements in their little airplane.

Despite these little noticed developments, military men began to see a potential in the Wright invention — they had always been interested in the possibilities of flight in warfare — and six years after the first flight, a military aviation detachment brought a Wright Model B to Fort Sam Houston.

Even after six years of development, the airplane still

looked like nothing so much as an oversized box kite with a little engine and propellers.

Military men looked with some disdain on the new airplanes that flew around the parade ground at Ft. Sam Houston — there was no other airfield. There was argument about whether the Aviation Detachment should be commanded by the Signal Corps or the Engineers.

The Signal Corps won the somewhat dubious honor of fostering American military air power. There was potential all right, but it seemed so far away in 1909 that the airplane was more a toy than anything else.

Even by 1911, it took Cal Rodgers forty-nine days, sixty-nine stops — twenty-three of them in Texas to fly a Wright airplane from New York to Pasadena. So the military air arm grew but slowly, and the Air Detachment flew from the Ft. Sam Houston parade ground until 1917.

One year before the United States entered World War I, the military air armada consisted of exactly two airplanes, neither of which was serviceable. Congress gave the Army \$13,000,000 and told it to buy 366 airplanes, but the Air Detachment was so tiny that it could not spend all the money, and the airplane manufacturers were so small that they could only deliver 64 planes.

The United States entered World War I with about 250 air officers, 1,000 enlisted men, very few airplanes, and not a single aircraft that could hold its own in combat.

Just before Congress declared war, the commander of the Air Detachment was told to find a place for aerodrome, so that his planes could be moved from Ft. Sam Houston.

Maj. Benjamin Foulois selected a 677 acre pasture near San Antonio and it instantly became the first military airfield in Texas, and one of the first anywhere in the United States.

Ft. Sam Houston was normally quiet enough, but in times of crisis, it was a different matter. In 1911, the post was filled with troops because there was trouble in Mexico.

The parade ground, used for a troop encampment by the troops who had come down because of

the crisis with Mexico, filled up about 95 per cent of the ground.

Foulois was flying one day, and found that the only place he could land was being used as a firing range. He needed to land, so he decided to land behind the firing guns.

Unhappily, there was not enough room for Foulois to stop his plane, and he found himself headed straight for a line of trees, one of which was occupied by Lt. Douglas MacArthur.

Foulois had to hit either the tents, or a horse who happened to be standing in the way of the only other escape route. He decided to hit the horse, which reacted, according to Foulois, with "the most astonished expression" and ran off "hell-bent for election."

The Reason

Why did he hit the horse, asked MacArthur. Well, said the flier, horses are expendable down here, and if I had hit that tent I knew that I would have to pay the damages.

So the Army, knowing that the war would once again fill up Ft. Sam Houston with men and equipment, decided that it was time to move the airplanes away from the parade ground.

The cow pasture near San Antonio was occupied by troops for the first time on May 7, 1917. By the end of a year, the crude buildings and tents of Kelly Field were home and training ground to 32,000 men.

The first airplanes at Kelly were simple machines, relatively speaking. It took brave men to fly them, and every flier knew what it was to crash land or lose an airplane.

You couldn't fly if the weather was bad, or if it was dark. And an engine would fail because the water in none-too-good gasoline would foul the fuel system, or dirt would clog the carburetors. Just as airplanes were simple, so was maintenance. Most repairs could be made locally, and often with simple skills. If you could patch a tire, you could patch a wing. There were no radios, no navigation aids, and precious little weather information.

Stayed Active

After the war, most of the Army was disbanded, and most of the Air Corps, too. But Kelly Field remained active, and in the twenties and thirties, the Ad-



U.S. REP. GONZALEZ joins in saluting Kelly Air Force Base and its personnel on the 50th anniversary of the installation, which is included in his congressional district.

higher, faster, safer and longer. Things changed fast at Kelly. In 1924 the most exciting thing that happened was that the National Balloon Races originated there, but two years later the little band of airmen played host to the start of a 22,065 mile good will tour of the Americas.

The United States lagged behind in air science in the twenties and thirties, just as it had before World War I.

But when the world situation made it clear that the United States would have to develop a first class air force, Kelly provided the cadres of men who

opened Randolph, Brooks and Lackland AFB, and these bases in turn built the Air Corps into the mightiest air power in the world.

Kelly no longer trains men, but it still maintains their machines. Airmen all over the world realize their debt of gratitude to Kelly, and to the men who have kept the base going for 50 years.

When the aviation detachment first abandoned the Ft. Sam Houston Parade Ground for Kelly, you could have probably packed the whole of the United States air arm into the cargo area of a single plane the size of the C5A which will be coming to Kelly soon.

The price of one of those 1917 airplanes would not even buy the radios in a B52.

And chances are that the Aviation Detachment would not have had to worry about bad flying weather if they had had Kelly's big hangar. They could have flown around indoors, to their hearts content.

The Air Force has changed, and Kelly has changed from a 677 acre pasture into a giant industrial complex of four thousand acres, with 25,000 employes and a 2 1/2 billion dollar inventory, and 780 buildings to house it all.

All of this in 50 years. Who can dare predict what changes will take place at Kelly in the next 50 years?

I am anxious to see, because I have the feeling that one day, the B52 will look about as advanced as a Wright Model B.

Kelly and Calls for Aid

Disaster Action

Nearly twelve years ago when Tampico, Mexico, was struck by a devastating hurricane, help was soon on its way from Kelly AFB.

When hurricane Carla wrought destruction in the Gulf Coast area, Kelly was ready with aid.

When the Houston Ship Canal was set ablaze by a burning gasoline tanker, Kelly was there to help.

When Hurricane Dora struck the Texas Coast, Kelly was again there to help.

How does our response function? A call from the 4th Air Force Reserve Region, Fourth Army or the American Red Cross puts into action several activities.

Immediate requirement is for beds and bedding to provide some comfort in shelters. Medical supplies, gasoline, trucks are also on the much-needed list. Supplies are usually airlifted into the stricken area.

In the event of a major disaster at Kelly, three men bear the burden of making sure that the disaster will be minimized.

These men, Nicholas Cuff, Charles Tidball and Carl Marlow, are operators of the base emergency operations center.

the way for entry of supplies into Mexico.

Robert L. Hooper of base operations was sent to Harlingen to clear aircraft for flights from the United States into Mexico.

Backing up the personnel of the center are 85 teams. These teams are trained to perform various emergency tasks, some would be used in wartime only, while others would be used in any major disaster at Kelly AFB or in the nearby community.

One of the more valuable assets of the center is the disaster control vehicle. This is a van-type truck in which several radio transmitters and receivers have been installed.

The Of Is i

By JOE... Kelly Field's... today is highlight... tails of aircraft... supply and world... But the true o... greatness lies w... in many cases... living next door.

These citizens... City come from... life, with all kind... and all types o... These civilian... Air Force at Ke... were born and... Antonio have tr... Kelly Field story... torians will take...

The official pu... of Kelly and SA... elsewhere in th... may be best to... ficial language do... goes on and how.

In our daily... means the suppl... physical need th... being must have... exist and operate...

It means food... shelter. It means... our automobiles... It means electri... telephones — and... equipment of mo... means all the th... our offices, and... plants and our... ing. Logistics al... lices — the doct... the plumber, c... and etc.

In the Air F... tern logistics... Kelly, it means... items and serv... wide basis.

The San Ant... right along with... the old mesquite... ago. Since the... worked side b... Air Force mili... one of the most... ficient logistic... world.

Fairly S... After the... cleared, and... was a fairly... Just working... fabric, paint... fangled flying...

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 Open Evenings Till 8 P.M. including Sundays

## La Feria Joins Hands With Kelly Air Force Base

In Celebrating Their  
**50th Anniversary**

In the year 1917 a small clothing store opened its door for business on West Commerce Street, just east of Laredo Street, under the name of Casa Blanca. The owner of this operation was Louis Esstman, who at the time was only 19 years of age. It was a one-man operation when he started and later became a family affair when he married.

Mr. Esstman's business flourished and after thirteen years he opened the La Feria Department Store on the corner of Commerce and Laredo Street, continuing the Casa Blanca operation also. Two years later Mr. Esstman took over the business next to his Casa Blanca store which was called El Nuevo Mundo, absorbing his original store, operating under the new name.

In 1941, Mr. Esstman acquired the property between the El Nuevo Mundo and La Feria and operated a larger El Nuevo Mundo, and in 1954 combined both stores into one large unit known as La Feria.

Interesting to note, in expanding the La Feria operation, Mr. Esstman has strived and promoted two distinctively self-operating La Feria's "House of the Bride," and La Feria's "Self-Service Dollar Annex." What started as a one-man operation is now an organization of over 100 employees plus being affiliated with the Felix Lillienthal Co. buying group of New York, Carasse Bridals, and H. C. Freedman Shoe Buying Office in Boston, Mass.

All in all, La Feria has added additional space or has enlarged several times in making it the large, completely air-conditioned department store it is today. In addition, in addition, the organization has expanded to a chain of 4 stores, 2 of which operate under the trade name of La Feria Dept. Store. The newest one is located at 423 S.W. Military Drive in La Feria Center.

But this is not the end of the story of La Feria's great growth, because Mr. Esstman's business expansion is still growing. Plans are now in the making for a new store on the Northside.

Mr. Esstman's son, Henry, is general manager and his son-in-law, Oscar Schwarz, is merchandising manager.

**To Serve You in 1967:**

- La Feria Department Store, Downtown and Southside
- La Feria Dollar Annex
- La Feria "House of the Bride"
- Coming soon—La Feria Northside

Your Continued Patronage will be Greatly Appreciated!

# La Feria

DOWNTOWN: 802 W. Commerce at Laredo St.  
 SOUTHSIDE: 423 S.W. Military Drive in La Feria Center

Ft. Sam Houston was normally quiet enough, but in times of crisis, it was a different matter. In 1911, the post was filled with troops because there was trouble in Mexico. The parade ground, used for a troop encampment by the troops who had come down because of

precious little weather information. **Stayed Active** After the war, most of the Army was disbanded, and most of the Air Corps, too. But Kelly Field remained active, and in the twenties and thirties, the Advanced Flying School awarded wings to LeMay, trained Lindbergh and McConnell, and was a duty station for White, Vandenburg and Twining. Men like these stayed in the Air Corps, learning more about flying and inventing ways and means to fly

When Hurricane Dora struck the Texas Coast, Kelly was again there to help. How does our response force function? A call from the 4th Air Force Reserve Region, Fourth Army or the American Red Cross puts into action several activities. First, the base emergency operations center goes into action upon receipt of notification that an disaster has occurred. In situations such as hurricanes, emergency operations personnel are on standby. As in most emergencies, the

In the event of a major disaster at Kelly, three men bear the burden of making sure that the disaster will be minimized. These men, Nicholas Cuff, Charles Tidball and Carl Marlow, are operators of the base emergency operations center. They are subject to call twenty-four hours a day, seven days a week. To work with them they have the disaster preparedness plan, covering actions to be taken in any emergency. During the Tampico emergency, the State Department paved

while others would be used in any major disaster at Kelly AFB or in the nearby community. One of the more valuable assets of the center is the disaster control vehicle. This is a van-type truck in which several radio transmitters and receivers have been installed. This vehicle can and does act at the command post for the disaster control officer. He can maintain contact with the center, the Civil Defense and several other organizations including Kelly Police and Fire Departments.

**Fairy Story**  
 After the old cleared, and the is was a fairly simple Just working with fabric, paint and tangled flying machine so the military could receive them. Quite a few of civilian employees tired and still living City, mighty proud they played in aerial complex. These old-timers in their day and to fixing up a DH- the Liberty engine, the best in the bus. On several occasions specialists even tore airplane down and a brand new one de various special jobs, of these "modification creating one of the ambulances" from been a training plane. San Antonians in this flying business keep his mind in the always progress. As became more comp civilian employees at came more technical maintained capable of just about any requir any aircraft in the l. And that's the way today, 50 years la civilian employees ready to handle one gest jobs they ever management of the C-1A transport.

congratulations on

# 50 GOLDEN YEARS !

Your birth was destined . . .  
 Your growth phenomenal . . .  
 Your contributions appreciated!

Our City, State, and Nation join  
 with us in saying WELL DONE!

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**Dynamic F**  
 While today's civil playe has taken quite blast quite often who talks about taxes, I dom is recognized namic task he perfor it recalled that he, also a taxpayer. Today there are civilian employees at ing up a dynamic, that any state, e should be proud of. It used to be clai sun never set on Empire. Today, in electronics, rockets missiles, the sun sets on Kelly special perform their world and service to the Free World. There are more ferent kinds of job accomplishing this sion. Some of the craft mechanics, engines, propeller repair housemen, supply clerks, secretaries, agement specialist nuclear ordnance men. These Alamo G possess an imprevational level in this when it is custom out the lack of edu our people. On formal educa proximately three SAAMA personnel

Classified Want Ads—CA6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part I— 15

# The Greatness Of Kelly Is in Its People

By JOE DRAPER

Kelly Field's 50th anniversary today is highlighted by many details of aircraft maintenance, supply and world-wide logistics.

But the true story of Kelly's greatness lies within its people, in many cases, the guy or gal living next door.

These citizens of the Alamo City come from all walks of life, with all kinds of educations and all types of occupations. These civilian employes of the Air Force at Kelly, many who were born and raised in San Antonio have truly made the Kelly Field story something historians will take note of.

The official published mission of Kelly and SAAMA appears elsewhere in this edition so it may be best to break that official language down to just what goes on and how.

In our daily lives, logistics means the supplying of every physical need that a human being must have in order to exist and operate.

It means food, clothing, and shelter. It means gasoline for our automobiles.

It means electricity, radio, TV, telephones — and all the modern equipment of modern living. It means all the things that keep our offices, and our industrial plants and our farms functioning. Logistics also means services — the doctor, the engineer, the plumber, the repairman, and etc.

In the Air Force use of the term logistics as it applies to Kelly, it means supplying these items and services on a world-wide basis.

The San Antonio citizen began right along with the clearing of the old mesquite patch 50 years ago. Since then, they have worked side by side with the Air Force military to develop one of the most modern and efficient logistics bases in the world.

## Fairly Simple

After the old patch was cleared, and the land level, it was a fairly simple process. Just working with wood, wire, fabric, paint and those new fangled flying machine motors so the military aviators of 1917 could receive their "badges."

school education or better. Bachelor and Master degrees are held by several hundred and holders of a Doctor's degree are not uncommon.

But this is only part of the story. It doesn't bring in the untold number of hours put in, both on the job and off the job, in technical and professional training.

This varied and continuous training explains how Kelly has maintained a dynamic workload over all these years. As the equipment becomes more complicated, the civilian technicians at Kelly acquire a higher skill level.

## One Reason

Keeping up with the advance of technology ranging from the less than 250 horsepower piston engine to the 17,000 pound plus thrust jet-fan engine no doubt explains one of the reasons why SAAMA has the world-wide management responsibility for nearly three-fourths of all aircraft engines owned by the Air Force.

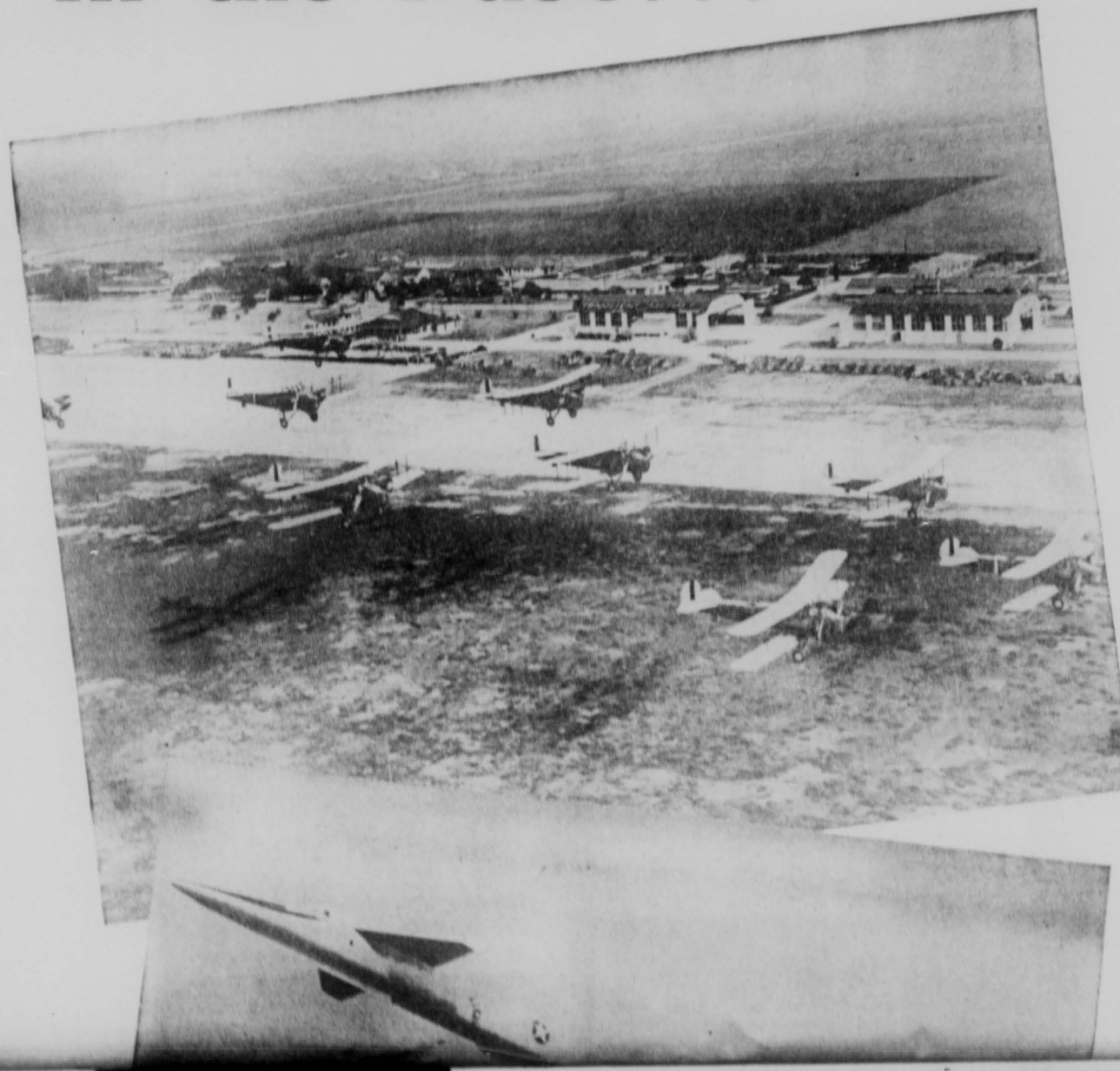
The skill of technicians and wisdom of management that goes together to make Kelly such a vital complex, one that can adjust readily to any workload that may be assigned has not come quickly, nor has it been a hit and miss affair.

Consider the years of service and age of the San Antonians making up this work force. More than 10,000 have between 19 and 29 years of service to their credit. Some have more than 30 years. On the age side, over 12,000 are in the 30 to 49 years old group.

This blend of age and years of service, combined with a dynamic program of constant training, guarantees an outstanding work force capable of projecting Kelly and San Antonio well into the space age.

Just to keep the record straight and stress that there is a lot more to SAAMA than aircraft and engines, this total civilian work force and the constant training applies to a less glamorous but equally important task of supply. World-wide supply that is and in many

# In the Past...





### Fairly Simple

After the old patch was cleared, and the land level, it was a fairly simple process. Just working with wood, wire, fabric, paint and those new fangled flying machine motors so the military aviators of 1917 could receive their "badges."

Quite a few of those early civilian employees are now retired and still living in the Alamogordo, mighty proud of the part they played in carving out this aerial complex.

These old-timers were experts in their day and when it came to fixing up a DH4, or one of the Liberty engines, they were the best in the business.

On several occasions, civilian specialists even tore the original airplane down and came up with a brand new one designed to do various special jobs. An example of these "modifications" was creating one of the first "flying ambulances" from what had been a training plane.

San Antonians knew that in this flying business one had to keep his mind in the future and always progress. As the planes became more complicated, the civilian employees at Kelly became more technical and remained capable of performing just about any required work on any aircraft in the inventory.

And that's the way it stands today, 50 years later. These civilian employees are getting ready to handle one of the biggest jobs they ever had, the management of the Lockheed C5A transport.

### Dynamic Force

While today's civil service employee has taken quite a verbal blast quite often when someone talks about taxes, he very seldom is recognized for the dynamic task he performs. Nor is it recalled that he, or she, is also a taxpayer.

Today there are about 25,000 civilian employees at Kelly making up a dynamic work force that any state, even Texas, should be proud of.

It used to be claimed that the sun never set on the British Empire. Today, in this age of electronics, rockets, jets and missiles, the sun rarely, if ever, sets on Kelly specialists as they perform their worldwide mission and service to the country and the Free World.

There are more than 500 different kinds of jobs at SAAMA accomplishing this logistics mission. Some of these are aircraft mechanics, engine mechanics, propeller repairmen, warehousemen, supply specialists, clerks, secretaries, nurses, management specialists and even nuclear ordnance device repairmen.

These Alamogordo residents possess an impressive educational level in this period of time when it is customary to point out the lack of education among our people.

On formal education alone, approximately three-fourths of the SAAMA personnel have a high

well into the space age. Just to keep the record straight and stress that there is a lot more to SAAMA than aircraft and engines, this total civilian work force and the constant training applies to a less glamorous but equally important task of supply. World-wide supply that is and in many cases, it means world-wide supply immediately.

Can you remember the many times you have walked into a large department store for a specific item and even the sales personnel couldn't find it for you?

### Not at Kelly

That's not the case at Kelly. With an inventory of close to half a million items in stock, which is about four times as many items as carried by a major Sears & Roebuck store, the SAAMA specialist knows right where to find the item and exactly how to get it to the "customer" in the shortest time.

As in the maintenance field, these supply specialists of San Antonio have grown up with the flying business. From a beginning of one warehouse and 10 employees way back there in time, the SAAMA supply operation has kept ahead of the game in all phases of aerospace. In some cases, the San Antonians have even "written chapters in the book" for other supply operations.

Here again, this supply specialist might be the guy or gal living next door. No matter, he, or she, is managing quite a chunk of tax money and handling it in a manner where cost reduction is practiced at the very beginning.

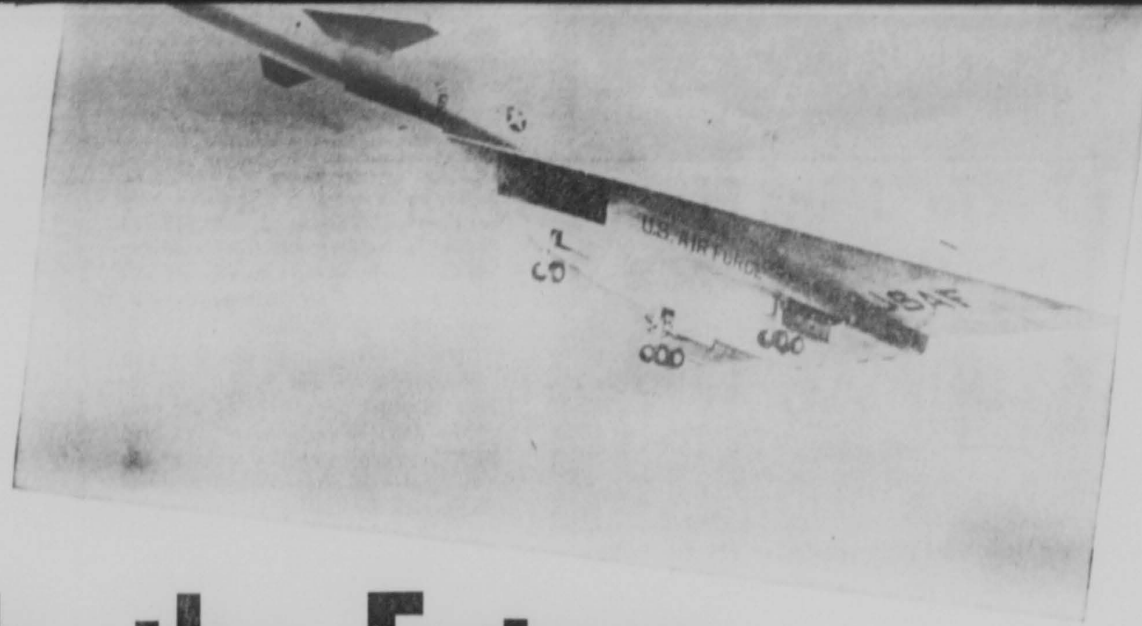
It's a far cry from a request for wire struts and so many yards of fabric to a Mach Indicator or a complete fan-jet engine. However, it is all in a day's work to the Alamogordo specialist at Kelly. They are constantly up-grading their skills to keep putting the right item in the right place at the right time.

### 36 Languages

Keeping ahead of the aerospace technology would seem to be an accomplishment in itself for any truly large work force. However, personnel records at Kelly reveal that some 36 foreign languages and four Philippine dialects have been mastered by many of the civilian employees. This, no doubt, provides a great assistance in fulfilling the global mission of the San Antonio Air Material Area.

That's how citizens of the Alamogordo for the past 50 years have increased their knowledge and skills to accomplish the vital and varied assignments handled at Kelly.

Tomorrow, when the first platform in space makes headlines, there is every reason to believe that the Air Force civilian personnel, the skilled technicians of San Antonio, will be trained and ready to provide the needed assistance for the spacecraft.



# In the Future...



**Piggly Wiggly has in the past and will in the future maintain THE LOWEST PRICES ALWAYS!**



# SERVING THE MILITARY OVER

# "25" Years

(WITH GREAT PRIDE)



The new wing of Martin Bakery at 716 San Pedro has been beautifully landscaped using desert plants indigenous to the San Antonio area.

Modernization of Martin Bakery Means Better Service for the Military

## Kelly Clerk Made It A Playground

Leslie E. Dennis, a general supply clerk in the quality control division, supply and transportation directorate, recalls the times he and his brothers and sisters used to play in the gardens (better known as "the cabbage patch") where North Kelly is now situated.



Dennis

The Dennis family lived 300 to 400 yards west of where supply's Building 1562 now stands. Before World War I, his father cut grass for hay where Kelly is now located. That was about 50 years ago. Dennis and his brothers would watch the airplanes land and take off. As children, they used to go fishing in Leon Creek (South Kelly) which was clear for fishing in those days.

Dennis said, "There were only horses, buggies and wagons then; no traffic problems existed." But when the war started, Dennis recalls watching the flat wheel, solid tire trucks rolling in all over the base.

Dennis' brother-in-law, Seward Crew, was a pilot in the service at Kelly. Crew lived behind what is now Building 324. It was a housing project called "Little Hollywood." A row of horse stalls lined the railroad tracks near Building 324 where Dennis kept his horse.

Dennis entered on duty as a warehouseman in supply at Camp Normoyte (now known as East Kelly) in 1941.

## Armstrong Auto Dealer Liaison

Owen L. Armstrong Jr., 617 Linares Street, is a mobile equipment quality control inspector for the vehicle maintenance branch.

His primary duty is to act as liaison between local automobile dealers and Kelly AFB in obtaining warranty adjustments

## Roll Call

### COMMANDING, SAN ANTONIO AIR DEPOT

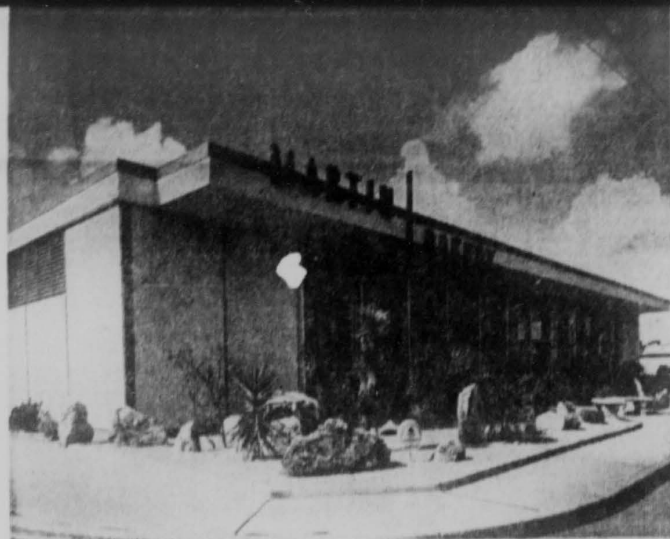
- Lieutenant J. C. Tips, September 1917 to April 19, 1918.
- Captain Samuel Anable, April 19, 1918 to August 19, 1918.
- Lt. Col. William F. Pearson, August 19, 1918 to Dec. 19, 1918.
- Major George H. Brett, December 19, 1918 to Feb. 21, 1919.
- Major Wm. H. Garrison Jr., February 21, 1919 to July 24, 1922.
- Major Frank D. Lackland, July 24, 1922 to June 18, 1925.
- Major J. H. Pirie, July 2, 1926 to March 19, 1927.
- Lt. Col. James A. Mars, June 2, 1927 to July 12, 1929.
- Major A. W. Robins, July 12, 1929 to November 3, 1931.
- Lt. Col. A. G. Fisher, Nov. 3, 1931 to June 15, 1934.
- Col. John H. Howard, June 15, 1934 to July 8, 1937.
- Lt. Col. Henry J.F. Miller, July 8, 1937 to March 10, 1941.
- Lt. Col. Clements McMullen, March 10, 1941 to Jan. 12, 1942.
- Col. Delmar H. Dunton, January 12, 1942 to June 8, 1942.
- Brig. Gen. Paul C. Wilkins, June 8, 1942 to January 10, 1944.
- Brig. Gen. Arthur W. Vanaman, Jan. 10, 1944 to April 1, 1944.
- Col. Thomas H. Chapman, May 22, 1944 to July 3, 1944.
- Brig. Gen. Morris Berman, July 3, 1944 to Nov. 19, 1944.
- Col. John A. Laird Jr., November 19, 1944 to April 10, 1945.

### COMMANDING KELLY AIR FORCE BASE

- Capt. Thomas S. Bowen, May 10 to May 28, 1917.
- Capt. Seth W. Cook, May 29, to June 10, 1917.
- Col. Charles E. Tayman, June 11 to July 2, 1917.
- Col. Wilson Chase, July 3, to Sept. 17, 1917.
- Col. William D. Chitty, Sept. 18 to Nov. 9, 1917.
- Lt. Col. G.V.S. Quackenbush, Nov. 10 to Nov. 19, 1917.
- Col. William D. Chitty, Nov. 20, 1917 to Feb. 14, 1918.
- Lt. Col. G.V.S. Quackenbush, Feb. 15 to May 29, 1918.
- Lt. Col. Thomas Duncan, May 30, to May 31, 1918.
- Col. G.V.S. Quackenbush, May 31, to Sept. 4, 1918.
- Col. J. E. Fechet, Sept. 5 to Oct. 2, 1918.
- Col. W. E. Gillmore, Sept. 3 to Nov. 19, 1918.
- Lt. Col. H. B. Clagett, Nov. 20 to Nov. 30, 1918.
- Lt. Col. Joseph E. Carberry, Dec. 1, 1918 to Jan. 9, 1919.
- Lt. Col. H. B. Clagett, Jan. 10, 1919 to Jan. 14, 1919.
- Col. Henry C. Pratt, Jan. 15, 1919 to March 15, 1919.
- Col. James E. Fechet, March 15, 1919 to May 31, 1919.
- Col. Archie Miller, March 3, 1920 to May, 1920.
- Col. Henry C. Pratt, May 8, 1920 to Aug. 25, 1920.
- Maj. Jenner Y. Chusum, Sept. 25, 1920 to Oct. 4, 1920.
- Maj. Carl Spaatz, October 5, 1920 to Feb. 17, 1921.
- Maj. John N. Reynolds, Feb. 18, 1921 to Jan. 31, 1922.
- Lt. Col. John H. Howard, Feb. 1, 1922 to July 3, 1924.
- Lt. Col. James E. Fechet, July 24, 1924 to April 5, 1925.
- Lt. Col. C. C. Culver, April 14, 1925 to June 14, 1926.
- Maj. Frank M. Andrews, June 14, 1926 to July 15, 1927.
- Maj. James E. Chaney, July 15, 1927 to August 7, 1930.
- Maj. Frederick L. Martin, August 7, 1930 to Oct. 20, 1931.
- Lt. Col. Henry B. Clagett, Oct. 20, 1931 to March 1, 1935.
- Col. Jacob E. Fickel, March 1, 1935 to June 3, 1936.
- Col. Arnold N. Krogstad, June 27, 1936 to March 24, 1938.
- Col. Frank D. Lackland, March 25, 1938 to January 8, 1939.
- Col. Eugene A. Lohman, January 9, 1939 to August 3, 1940.
- Maj. Harvey W. Prosser (Temp.), Sept. 5, 1940 to Sept. 7, 1940.
- Col. Robert R. Harmon, Sept. 7, 1940 to Sept. 24, 1941.
- Maj. Isiah Davies (Temp.), Sept. 27, 1941 to Oct. 3, 1941.
- Col. Harvey W. Prosser, Oct. 3, 1941 to Sept. 17, 1942.
- Col. Edwin Sullivan, Sept. 17, 1942 to Sept. 22, 1942.
- Lt. Col. Sidney D. Grubbs, Sept. 23, 1942 to Jan. 11, 1943.
- Lt. Col. Sam. B. Knowles Jr., Jan. 12, 1943 to March 11, 1943.
- Col. Paul C. Wilkins, March 11, 1943 to March 29, 1943.
- Lt. Col. P. A. Grieg, March 29, 1943 to April 27, 1943.
- Col. Paul S. Blair, April 28, 1943 to July 15, 1944.
- Col. Russel I. Oppenheim, July 15, 1944 to Aug. 22, 1944.
- Col. John A. Laird Jr., Aug. 23, 1944 to Nov. 19, 1944.
- Lt. Col. Frank H. Barber, Nov. 19, 1944 to Dec. 10, 1944.
- Col. John A. Laird Jr., Dec. 10, 1944 to April 10, 1945.
- Brig. Gen. G. H. Beverley, April 10, 1945 to May 14, 1947.
- Col. Lewis A. Dayton, May 14, 1947 to August 3, 1947.
- Col. James E. Fechet, Aug. 3, 1947 to Jan. 6, 1948.

H

Capt. S...  
Lt. Col. Y...  
Maj. Geo...  
Maj. Wm...  
Maj. Fran...  
Maj. J. Y...  
Lt. Col. J...  
Maj. A...  
Lt. Col. J...  
Col. Joh...  
Lt. Col. J...



Martin's New Modernized Plant Located at 716 San Pedro

716 San Pedro has been recently landscaped using desert plants indigenous to the San Antonio area.

**Modernization at Martin Bakery Means Better Service for the Military**

There's a lot going on at Martin Bakery these days. A whole new wing has been added to the plant at 716 San Pedro. Facing Cypress Street, the wing has been designed with the express purpose of serving the military commitments to which the bakery is pledged.

Martin Bakery has been supplying servicemen in the San Antonio area for over 25 years, expanding to take care of the need in wartime and dropping back in quantity as the ranks of the military thinned after World War II and Korea. It's fascinating to think of the tons of cookies, acres of pies and miles of cakes that have gone out of Martin Bakery to the men in uniform.



The C-141A Cargo Plane



Original Bride's Room

FROM THE SIMPLEST . . . TO THE MOST ELABORATE WEDDING CAKE. REGARDLESS OF SIZE WE ARE MASTERS AT PRODUCING JUST THE WEDDING CAKE FOR YOUR EVERY OCCASION.

You are cordially invited to visit **MARTIN BAKERY BRIDE'S ROOM.**

Martin Bakery is known all over Southwest Texas for the superior quality of its baked goods. They will deliver decorated cakes in the city and the surrounding area.

If you need a custom-baked cake for that special occasion, call Martin Bakery at CA 6-4119 . . . or go by to see them at their convenient San Pedro location.

You'll be delightful with the helpful and courteous attitude of the employees and the fine quality of their products.

**MARTIN BAKERY**

equipment for Kelly Control Inspector for the vehicle maintenance branch.  
His primary duty is to act as liaison between local automobile dealers and Kelly AFB in obtaining warranty adjustments on deficiencies found on new vehicles during the manufacturer's warranty period.  
He is responsible for Kelly AFB receiving full warranty on all vehicles as authorized by the purchase contract.

Col. Paul S. Blair, April 29, 1947 to July 15, 1947.  
Col. Russel I. Oppenheim, July 15, 1944 to Aug. 22, 1944.  
Col. John A. Laird Jr., Aug. 23, 1944 to Nov. 19, 1944.  
Lt. Col. Frank H. Barber, Nov. 19, 1944 to Dec. 10, 1944.  
Col. John A. Laird Jr., Dec. 10, 1944 to April 10, 1945.  
Brig. Gen. G. H. Beverley, April 10, 1945 to May 14, 1947.  
Col. Lewis A. Dayton, May 14, 1947 to August 3, 1947.  
Brig. Gen. Robt. K. Taylor, Aug. 3, 1947 to Jan. 6, 1948.  
Maj. Gen. James S. Stowell, May 14, 1947 to Aug. 3, 1947.  
Maj. Gen. Clements McMullen, Oct. 22, 1948 to Feb. 28, 1954.  
Maj. Gen. Thetus C. Odom, March 1, 1954 to Jan. 3, 1959.  
Brig. Gen. Lewis L. Mundell, Jan. 3, 1959 to Aug. 20, 1960.  
Brig. Gen. Dorr E. Newton Jr., Aug. 20, 1960 to Aug. 30, 1960.  
Maj. Gen. Wm. T. Hudnell, August 30, 1960 to June 1, 1965.  
Maj. Gen. Frank E. Rouse, July 15, 1965 — —

Maj. Gen. . . .  
Maj. Gen. . . .  
Lt. Col. . . .  
Maj. A. . . .  
Lt. Col. . . .  
Col. . . .  
Lt. Col. . . .  
Col. . . .  
Brig. Gen. . . .  
Col. . . .  
Brig. Gen. . . .  
Col. . . .  
Capt. . . .  
Col. . . .

Victor  
Mack

# THANKS

TO  
**KELLY AFB**

FOR ITS MANY  
CONTRIBUTIONS TO  
SAN ANTONIO  
AND THE NATION . . .

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**HAPPY ANNIVERSARY**

DIVISION OF FOX-STANLEY PHOTO PRODUCTS, INC.  
QUALITY PHOTOFINISHING FOR 58 YEARS.

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- 140 SC
- IN 191
- BAND
- JAZZ
- PRICES
- FROM

"LAR

# 1917 On 50th ANNIVERSARY 1967 HOPP'S HONORS SAAMA COMMANDERS



**MAJOR GENERAL FRANK EDWIN ROUSE**

Major General Frank E. Rouse is Commander, San Antonio Air Materiel Area (Air Force Logistics Command), Kelly AFB, Texas. His responsibility includes worldwide logistics management of 17 aircraft and systems, all the Air Force's ICBM re-entry vehicles, 63 per cent of the Air Force's airborne propulsion units, and 280,000 stock items. He commands a workforce of 24,000 military/civilian personnel; exercises jurisdiction over a depot-level maintenance facility which overhauls B-52 bombers, turboprop engines, and other aerospace equipment; and manages an industrial facility with assets of \$1.6 billion (includes inventory, equipment, land, buildings and runways); \$345.8 million annual operating expense (payroll, rental, supplies), and procurement responsibility for \$560.2 million worth of material and services annually in support of the Air Force.

General Rouse was born in Pullman, Washington, August 16, 1911. He attended Washington State University at Pullman and was graduated June 8, 1932. He was commissioned a second lieutenant in the Infantry Reserve in June of 1933.

**MAJOR GENERAL W. T. HUDNELL**

Major General W. T. Hudnell has commanded the San Antonio Air Materiel Area since August 30, 1960. He is a specialist in air logistics with a wealth of first-hand experience in modernizing military logistics techniques. He also has had wide experience as a fighter pilot, military commander and Air Force planner.

During more than 34 years of military service he has been assigned in many parts of the world, and particularly in the Pacific area where he served as Chief of Logistics in the Far East Air Forces during World War II and later commanded the Air Materiel Forces, Pacific. In addition, he has held staff positions at Headquarters USAF and a Headquarters Air Forces Logistics Command.

General Hudnell is rated a Command Pilot. During World War II, he flew 35 combat missions in the Southwest Pacific Theater and is credited with the kill of a "GEORGE" fighter plane for which he won the Air Medal. He also received the Distinguished Flying Cross for successfully landing a plane with jammed controls.

General Hudnell holds the distinction of serving as the Wing Commander of the very first combat-ready jet fighter wing in the Air Force.



**BRIGADIER GENERAL  
THETUS C. ODOM**

Brig. Gen. Thetus C. Odom was named as Commander of the San Antonio Air Materiel Area with Headquarters at Kelly AFB, according to an announcement made today by Lt. Gen. Edwin W. Rawlings, Commander of the Air Materiel Command in Dayton, Ohio.

General Odom, who was the Vice-President of the 1930 graduating class of the U. S. Military Academy at West Point, will assume his new post at Kelly on March 1, succeeding Maj. Gen. Clements McMullen. General McMullen will retire Feb. 28 after 37 colorful years of service in the Air Force.

A native of Murfreesboro, Tenn., the new Commander came to Kelly as SAAMA Deputy Commander in October 1953 from an important assignment as Deputy Assistant for Programming in the Office of the Deputy Chief of Staff for Operations at U.S.A.F. Headquarters in Washington. He served in that high post for three years.



**MAJOR GENERAL  
CLEMMENTS McMULLEN**

A brilliant Air Force career, both as a pilot and as an administrator, has brought General McMullen to command of the San Antonio Air Materiel Area, with headquarters at Kelly Air Force Base. His military career dates back to 1917 and is marked by his advance through the ranks from private to Major General.

A native of Largo, Florida, where he was born 5 February 1892, General McMullen studied civil engineering at Washington & Lee University in Lexington, Virginia. From 1912 to 1917 he was a practicing engineer in Florida. When the United States declared war on Germany in 1917, Clements McMullen enlisted in the Army and was sent to the Georgia Institute of Technology for technical training as an air cadet. From there, he was sent to Kelly Field, newly opened on the outskirts of San Antonio, Texas, for flight training.



**LIEUTENANT COLONEL  
PAUL C. WILKINS**

Lt. Col. Paul S. Wilkins was Supply Officer at Kelly Field in April 1941, when the Kelly Field Sub-Depot was activated. He was designated Commanding Officer. Within three months of the activation of the sub-depot, it was called on to hire and train cadres to activate sub-depots at Eslar Field, Camp Beauregard, and De Ridder Fields, Louisiana. Cadres were also trained and transferred from Kelly to Biggs, Eagle Pass and Hondo, Texas. In September, 1941, he also established an officers' training course in Air Corps supply, in order that trained commissioned personnel might be available for the sub-depot.

## COMMANDING OFFICERS OF THE SAN ANTONIO AIR DEPOT

Lt. Colonel J. C. Tipton	Sept. 1917/19 April 1918
Capt. Samuel Anoble	19 April 1918/10 Aug. 1918
Lt. Col. Wm. F. Pearson	10 Aug. 1918/19 Dec. 1918
Maj. George H. Brett	19 Dec. 1918/21 Feb. 1919
Maj. Wm. H. Garrison Jr.	21 Feb. 1919/24 July 1922
Maj. Frank D. Lockland	24 July 1922/18 June 1924
Maj. J. H. Pirlie	2 July 1926/19 March 1927
Lt. Col. James A. Mars	2 June 1927/12 July 1929
Maj. A. W. Robins	12 July 1929/3 Nov. 1931
Lt. Col. A. G. Fisher	3 Nov. 1931/15 June 1934
Col. John H. Howard	15 June 1934/8 July 1937
Lt. Col. Henry J. F. Miller	8 July 1937/10 March 1941
Lt. Col. Clements McMullen	10 March 1941/12 Jan. 1942
Col. Delmer Dunton	12 Jan. 1942/2 June 1942
Lt. Col. Paul C. Wilkins	2 June 1942/10 June 1942

Col. Wilson Chase	July 3 to Sept. 17, 1917
Col. William D. Chitty	Sept. 18 to Nov. 9, 1917
Lt. Col. G. V. S. Quackenbush	Nov. 10 to Nov. 19, 1917
Col. William D. Chitty	Nov. 20 1917 to Feb. 14, 1918
Lt. Col. G. V. S. Quackenbush	Feb. 15 to May 29, 1918
Lt. Col. Thomas Duncan	May 30 to May 31, 1918
Col. G. V. S. Quackenbush	May 31 to Sept. 4, 1918
Col. J. E. Fehet	Sept. 5 to Oct. 2, 1918
Col. W. E. Giltmer	Sept. 3 to Nov. 19, 1918
Lt. Col. H. B. Claggett	Nov. 20 to Nov. 30, 1918
Lt. Col. Joseph E. Carberry	Dec. 1, 1918 to Jan. 9, 1919
Lt. Col. H. B. Claggett	Jan. 10, 1919 to Jan. 14, 1919
Col. Henry C. Pratt	Jan. 15, 1919 to March 15, 1919
Col. James E. Fehet	March 16, 1919 to May 31, 1919

Col. James E. Fehet	July 24, 1924 to April 5, 1924
Lt. Col. C. C. Culver	April 14, 1925 to June 14, 1926
Maj. Frank M. Andrews	June 14, 1926 to July 15, 1927
Maj. James E. Cheney	July 15, 1927 to August 7, 1930
Maj. Frederick L. Martin	August 7, 1930 to Oct. 20, 1931
Lt. Col. Henry B. Claggett	Oct. 20, 1931 to March 1, 1935
Col. Jacob E. Fickel	March 1, 1935 to June 3, 1936
Col. Arnold N. Krogtstad	June 27, 1936 to March 24, 1938
Col. Frank D. Lockland	March 25, 1938 to January 8, 1939
Col. Eugene A. Lehman	January 8, 1939 to August 3, 1940
Maj. Harvey W. Prosser (Temp)	Sept. 5, 1940 to Sept. 7, 1940
Col. Robert W. Harmon	Sept. 7, 1940 to Sept. 24, 1941
Maj. Issiah Davies (Temp)	Sept. 27, 1941 to Oct. 3, 1941
Col. Harvey W. Prosser	Oct. 3, 1941 to Sept. 17, 1942
Col. Ralph Sullivan	Sept. 17, 1942 to Sept. 22, 1942

Col. John A. Laird, Jr.	Dec. 10, 1944 to April 10, 1948
Brig. Gen. G. H. Beverley	April 10, 1948 to May 14, 1947
Col. Lewis A. Dayton	May 4, 1947 to August 3, 1947
Brig. Gen. Robert K. Taylor	Aug. 3, 1947 to Jan. 6, 1948
Maj. Gen. James S. Stowell	May 14, 1947 to Aug. 3, 1947
Maj. Gen. Clements McMullen	Oct. 22, 1948 to Feb. 28, 1954
Maj. Gen. Thetus C. Odom	March 1, 1954 to Jan. 3, 1959
Brig. Gen. Lewis L. Mundell	Jan. 3, 1959 to Aug. 20, 1960
Brig. Gen. Dorr E. Newton Jr.	Aug. 20, 1960 to Aug. 30, 1960 (acting)
Maj. Gen. Wm. T. Hudnell	Aug. 30, 1960 to June 1, 1965
Maj. Gen. Frank E. Rouse	July 15, 1965—

NOTE: In late 1917, additional acreage known as Kelly No. 2 was added to the original tract, Kelly No. 1, The Aviation

Lt. Col. Wm. T. Fawcett ..... 16 Aug. 1918/19 Dec. 1918  
 Maj. George H. Sutt ..... 19 Dec. 1918/21 Feb. 1919  
 Maj. Wm. H. Garrison Jr. .... 21 Feb. 1919/24 July 1922  
 Maj. Frank D. Lockland ..... 24 July 1922/18 June 1926  
 Maj. J. H. Pirie ..... 2 July 1926/19 March 1927  
 Lt. Col. James A. Merr ..... 2 June 1927/12 July 1929  
 Maj. A. W. Robins ..... 12 July 1929/3 Nov. 1931  
 Lt. Col. A. G. Fisher ..... 3 Nov. 1931/15 June 1934  
 Col. John H. Howard ..... 15 June 1934/8 July 1937  
 Lt. Col. Henry J. P. Miller ..... 8 July 1937/10 March 1941  
 Lt. Col. Clements McMullen ..... 10 March 1941/12 Jan. 1942  
 Col. Delmar Dutton ..... 12 Jan. 1942/8 June 1942  
 Brig. Gen. Paul C. Wilkins ..... 8 June 1942/10 Jan. 1944  
 Brig. Gen. Arthur W. Yanaman ..... 10 Jan. 1944/1 April 1944  
 Col. Thomas H. Chapman ..... 22 May 1944/3 July 1944  
 Brig. Gen. Morris Berman ..... 3 July 1944/19 Nov. 1944  
 Col. John A. Laird Jr. .... 19 Nov. 1944/10 April 1945  
 Lt. Col. Henry S. Bowen ..... 10 May 1945 to May 28, 1917  
 Capt. Seth W. Cook ..... May 29 to June 10, 1917  
 Col. Charles E. Toyman ..... June 11 to July 2, 1917

Lt. Col. G. V. S. Quackenbush ..... Nov. 19 to Nov. 1918  
 Col. William D. Chitty ..... Nov. 20 1917 to Feb. 14, 1918  
 Lt. Col. G. V. S. Quackenbush ..... Feb. 15 to May 29, 1918  
 Lt. Col. Thomas Duncan ..... May 30 to May 31, 1918  
 Col. G. V. S. Quackenbush ..... May 31 to Sept. 4, 1918  
 Col. J. E. Fehet ..... Sept. 5 to Oct. 2, 1918  
 Col. W. E. Gillmore ..... Sept. 3 to Nov. 19, 1918  
 Lt. Col. H. B. Claggett ..... Nov. 20 to Nov. 30, 1918  
 Lt. Col. Joseph E. Corberry ..... Dec. 1, 1918 to Jan. 9, 1919  
 Lt. Col. H. B. Claggett ..... Jan. 10, 1919 to Jan. 14, 1919  
 Col. Henry C. Pratt ..... Jan. 15, 1919 to March 15, 1919  
 Col. James E. Fehet ..... March 15, 1919 to May 31, 1919  
 Unknowns  
 Col. Archie Miller ..... March 3, 1920 to (?) May, 1920  
 Col. Henry C. Pratt ..... May 8, 1920 to Aug. 25, 1920  
 Unknowns  
 Maj. Jenner Y. Chisum ..... Sept. 25, 1920 to Oct. 4, 1920  
 Maj. Carl Spaatz ..... Oct. 5, 1920 to Feb. 17, 1921  
 Maj. John N. Reynolds ..... Feb. 18, 1921 to Jan. 31, 1922  
 Lt. Col. John H. Howard ..... Feb. 1, 1922 to July 3, 1924

Maj. James E. Chesney ..... July 15, 1927 to August 7, 1930  
 Maj. Frederick L. Martin ..... August 7, 1930 to Oct. 20, 1931  
 Lt. Col. Henry B. Claggett ..... Oct. 20, 1931 to March 1, 1935  
 Col. Jacob E. Fickett ..... March 1, 1935 to June 3, 1936  
 Col. Arnold H. Krogtstad ..... June 27, 1936 to March 24, 1938  
 Col. Frank D. Lockland ..... March 25, 1938 to January 8, 1939  
 Col. Eugene A. Lehman ..... January 8, 1939 to August 3, 1940  
 Maj. Harvey W. Prosser (Temp) ..... Sept. 5, 1940 to Sept. 7, 1940  
 Col. Robert R. Harman ..... Sept. 7, 1940 to Sept. 24, 1941  
 Maj. Isiah Davies (Temp) ..... Sept. 27, 1941 to Oct. 3, 1941  
 Col. Harvey W. Prosser ..... Oct. 3, 1941 to Sept. 17, 1942  
 Col. Edwin Sullivan ..... Sept. 17, 1942 to Sept. 22, 1942  
 Lt. Col. Sidney D. Grubbs ..... Sept. 23, 1942 to Jan. 11, 1943  
 Lt. Col. Samuel B. Knowles, Jr. .... Jan. 12, 1943 to March 11, 1943  
 Col. Paul C. Wilkins ..... March 11, 1943 to March 29, 1943  
 Lt. Col. F. A. Grieg ..... March 29, 1943 to April 27, 1943  
 Col. Paul S. Blair ..... April 28, 1943 to July 15, 1944  
 Col. Russell I. Oppenheim ..... July 15, 1944 to Aug. 22, 1944  
 Col. John A. Laird Jr. .... Aug. 23, 1944 to Nov. 19, 1944  
 Lt. Col. Frank H. Barber ..... Nov. 19, 1944 to Dec. 10, 1944

Brig. Gen. Robert W. Taylor ..... Aug. 2, 1947 to Jan. 6, 1948  
 Maj. Gen. James S. Stowell ..... May 14, 1947 to Aug. 3, 1947  
 Maj. Gen. Clements McMullen ..... Oct. 22, 1948 to Feb. 28, 1954  
 Maj. Gen. Thos. C. Odcm ..... March 1, 1954 to Jan. 2, 1959  
 Brig. Gen. Lewis L. Mundell ..... Jan. 3, 1959 to Aug. 20, 1960  
 Brig. Gen. Dorr E. Newton Jr. .... Aug. 20, 1960 to Aug. 30, 1960  
 (acting)  
 Maj. Gen. Wm. T. Hudnell ..... Aug. 30, 1960 to June 1, 1965  
 Maj. Gen. Frank E. Rouse ..... July 15, 1965—

NOTE: In late 1917, additional acreage known as Kelly Nr 2 was joined to the original tract, Kelly Nr 1. The Aviation Section Corps Depot was located on Kelly Nr 1 where primary training was the main activity, while advanced training was carried on at Kelly Nr 2. In 1925, the name of Kelly Field Nr 1 was changed to Duncan Field, in honor of Major Thomas Duncan who was killed in a crash at Bolling Field on 23 May, 1923. It remained Duncan Field until 1943 when it merged with Kelly Field to become the headquarters of the San Antonio Air Depot Control Area Command.

Victor Talking  
Machine Co.  
1917

# 1917

RCA VICTOR CO.  
1920's



LEOPOLD STOKOWSKI

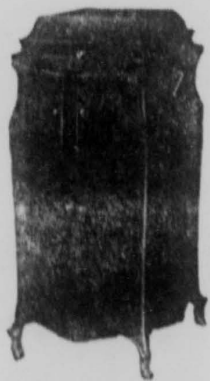


ENRICO CARUSO JR.



BIX BEIDERBECKE  
PIONEER JAZZ MUSICIAN  
In 1920's Recording  
for a Victor Talking Machine.

- THE PHILADELPHIA ORCHESTRA UNDER LEOPOLD STOKOWSKI BEGAN RECORDING FOR VICTOR IN 1917
- BY 1917, CARUSO HAD RECORDED 140 SONGS FOR VICTOR
- IN 1917 THE ORIGINAL DIXIELAND JAZZ BAND MADE THE FIRST AUTHENTIC JAZZ RECORDING FOR VICTOR IN NEW YORK
- PRICES ON OUR VICTROLA'S RANGED FROM \$10.00 TO \$480.00 BY 1917

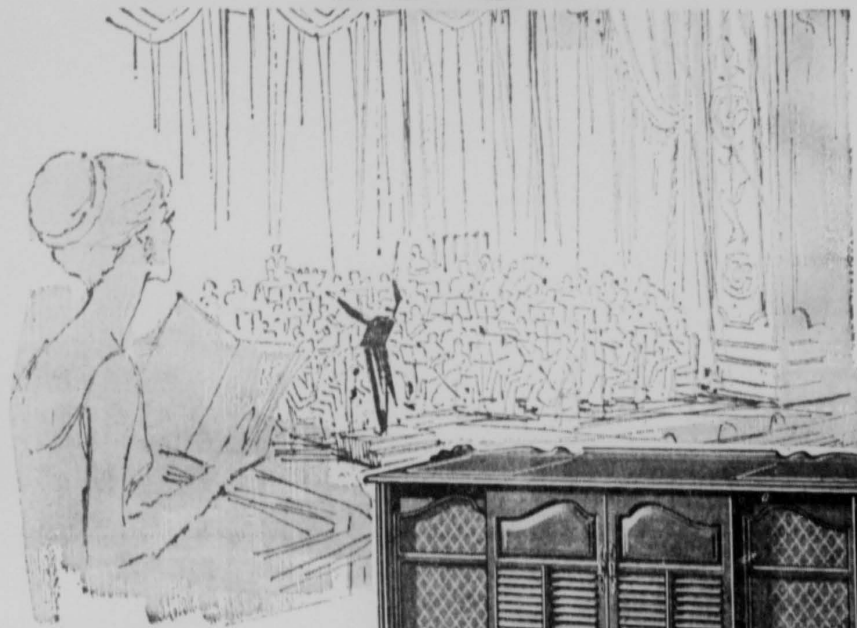


VICTROLA XVII  
Introduced in 1916 the most Deluxe  
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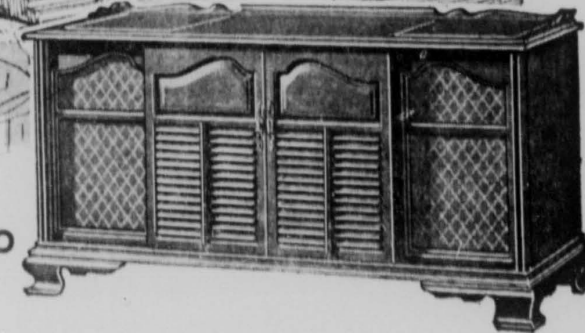
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"LARGEST COLOR TV DEALER" — HOPP'S . . . CELEBRATING OUR 31ST ANNIVERSARY

# Wright Brothers Pioneered More Than an Airplane for Kelly

More than 50 years ago, the Wright brothers launched their flying machine from an improvised catapult on a hill near Kittyhawk, N.C., and this was the birth of aviation. But something other than aviation was born that day.

The catapult they used was the first item of Aerospace Ground Equipment (AGE). AGE was known for many years as Ground Support Equipment (GSE). Since then, AGE and flying have been closely linked together.

As an old song lyric puts it

"You can't have one without the other."

When an Air Force plane roars off from one of the free world's far flung bases, you can bet that AGE had an important role in getting it in the air and keeping it safely airborne.

It's another good bet that SAAMA (San Antonio Air Materiel Area), because of its big AGE responsibility, also had a part in it.

In December 1961 SAAMA obtained the bulk of its AGE responsibility when approximately

90,000 items of AGE were transferred here from Mobile. There already were some ground equipment items being managed by SAAMA. In July of 1963 another group of AGE items were reassigned from Memphis to Kelly.

There is nothing very glamorous about AGE.

It's pipes and racks.

It's air conditioners and gauges.

It's test stands and trailers.

But, it's as essential to the Air Force as the jet engine.

Without the proper AGE at the right place and the right

## The Catapult

time, today's Air Force planes simply cannot fly.

With advent of missile and the space age, the importance of AGE greatly increased. Basically, these weapons systems are guidance and propulsion machines on the business end of a system of complex, sophisticated AGE.

Folks at SAAMA view their responsibility as an opportunity to provide continuity and uniformity to AGE activities

through the Air Force Logistics Command.

Warren B. West, Chief of the AGE Item Management Division predicts a continuing era of great AGE importance and increased management effort to improve the efficiency and effectiveness of AGE.

SAAMA now manages more than 31,927 out of a total of 56,886 family groups of AGE items. Orders pour in at the rate of 35,000 a month.

Back in 1908, the Army's

quartermaster stood firm on his requirement that the first Wright flying machine would be demountable for hauling on an Army supply wagon. But just as the wagon had faded from the AGE picture, outdated AGE constantly is being replaced by a maze of complex equipment required by advanced weapon systems.

SAAMA's AGE specialists quickly tell you, "We've got a big job cut out for us, but we've handled big jobs before. We'll tackle our increased AGE responsibility as a team and we'll get the job done."

SAAMA's top flight planners are no crystal ball gazers. They base projections on hard facts and careful study.

"The successful management of SAAMA's current AGE workload may lead to a great centralization of all ground support equipment," they forecast.

SAAMA's AGE responsibility can only increase as new weapons come into the Air Force inventory and systems and subsystems become more and more complex.

But SAAMA's Directorate of Materiel Management has an excellent capability to meet the

challenges of these new and increasingly more sophisticated workloads.

A capability that over the past several years has been augmented from personnel from Air Materiel Areas at San Antonio, Tex., Mobile, Ala., and Middletown, Pa., also Memphis sub-depot and other Air Force installations.

AGE is universally used throughout the Air Force. Thus, it is understandable that the personnel who manage AGE should come from many different segments of the Air Force operation.

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# KELLY AIR FORCE BASE

We were four years old when ground was broken at Kelly Field... We've watched it grow from a small beginning to the magnificent military industrial complex it is today... through four wars and years of peace time progress.

We've observed with pride the achievements of the men and women who make up Kelly Air Force Base, of their many accomplishments in the interest of our community and of our nation. We view the future with confidence in their continued stellar performance.

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at Kelly Field... We've watched it grow from a small beginning to the magnificent military industrial complex it is today... through four wars and years of peace time progress.



Lieutenant Kelly-San Diego-March, 1911.  
Killed at San Antonio  
May 10, 1911.

*Lieut Kelly*

A. C. TOUDOUZE'S FIRST STORE OPENED FOR BUSINESS TWO YEARS AFTER THE ABOVE HISTORIC PICTURE WAS TAKEN.

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Side-by-Side Refrigerator  
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22.1 Cu. Ft.—Only 35¾ Wide  
With or Without Icemaker

UP TO 36 MONTHS TO PAY

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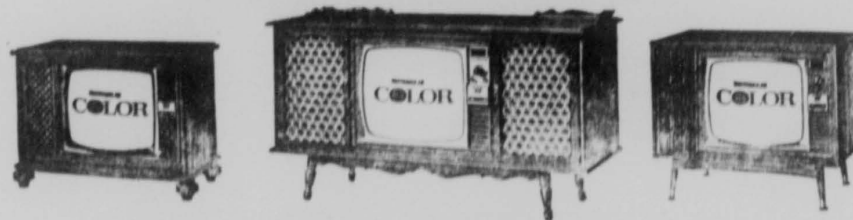
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men and women who make up Kelly Air Force Base, of their many accomplishments in the interest of our community and of our nation. We view the future with confidence in their continued stellar performance.

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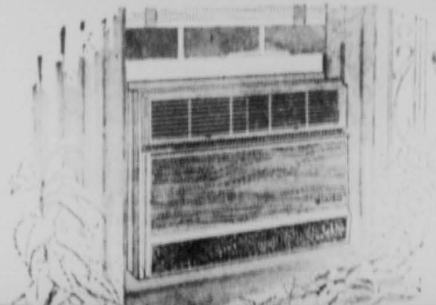
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COMFORT GUARD control is a cooling antileptor that actually senses temperature changes before you feel them... prevents not only air conditioner overdose, but underdose, too. And it will help prevent coil "freeze up".

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# Alamo Wing Organized in 1951 *Austin to Rio*

In September, 1951 with United Nations forces engaged in Korea, the Air Force announced a new, long-range plan for the reserve forces.

The long-range plan was destined to catch up hundreds of aerial veterans in the South Texas area and literally change their lives. Out of this year of history evolved an Air Force unit encompassing San Antonio and the vast area of Texas from Austin to the Rio Grande — known as the Alamo Wing.

Conception of the new reserve unit came in September when Lt. Col. George Keene Jr., was assigned as commander of the new 2577th Air Force Reserve Training Center activated at Brooks Air Force Base.

Reporting in from Hensley AFB, Dallas, where he had recently established another wing, Keene announced plans to

from a similar reserve unit at duty.

Brooks to be designated the 967th. Choosing for it the name "Alamo Wing," the Air Force further announced that it would be made up of 137 officers and 650 enlisted men.

Moving quickly, the Air Force selected Col. John H. Foster, San Antonio insurance man and 20-year Air Force veteran as commanding officer. Col. Kennedy Dobbs was named M&S group commander and Col. F. L. Toogen as air base commander. The first unit training assembly was held at Brooks AFB in Hangar 16 on Oct. 27 and 28, 1951.

Until the summer of 1952 when several T6 "Texans" arrived, the unit was without wings. Pilot training was the unit's

The initial growth continued and by the unit's first birthday it had received two C46s and six T6 "Texans." In April 1953 the Alamo Wing got delivery of its first North American T28. Four more were received within the same month.

By early 1954 the wing had enlisted more than 400 men. Col. David L. (Tex) Hill, who had gained fame with the Flying Tigers under Gen. Claire Chennault in China, was enlisted and became commander of the pilot training group. Local business men Lt. Col. Bruce X. Canright and Lt. Col. William H. B. Thode were also in command positions.

During the summer of 1954 the Alamo Wing pilots racked up

3,000 hours of T28 pilot time. In "Operation Maintenance Marvel" the wing flew a T28 for 78 hours during a four-day endurance test.

Changes in the wing then came pretty fast as Keene retired and Col. Harry H. Culler became the new commander. In May 1955 the Air Force announced that the 8707th would become the 43rd Troop Carrier Wing in June and receive C46 Commandoes as mission aircraft.

The C46 was quickly phased in, and a short time later the Alamo Wing participated in the action which highlighted its first training group. Local business-

men Lt. Col. Bruce X. Canright and Lt. Col. William H. B. Thode were also in command positions. During the summer of 1954 the Alamo Wing pilots racked up "Flying Boxcar" in 1958.

**LT. COL. WILLIAM N. HENSLEY** commanded the Air National Guard here during its early days after World War II. In early May, 1951, Hensley, who also served as Bexar County's district attorney, was killed when his F84 Thunderjet crashed and burned near Cleveland, Tex. The 32-year-old officer was returning to Langley AFB, Va., after a farewell visit with family and friends in San Antonio. His outfit had been called to active duty for service in the Korean conflict.

## Col. Hensley Headed Fighter Group

A brief history of the 149th Fighter Group, San Antonio's own Air National Guard unit.

The San Antonio Air Guard units were originally developed, organized and federally reorganized in the Texas Air National Guard effective Oct. 6, 1947, at Brooks AFB as the 182nd Fighter Squadron. The unit was commanded by the late Lt. Col. William N. Hensley, district attorney of San Antonio.

### FIRST IN COMBAT

The unit was ordered to Active Duty on Oct. 10, 1950 and transferred to Langley AFB, Va., on Oct. 24, 1950, for foreign service processing and training. The unit departed for Japan on May 4, 1951, and was transferred to Taegu, Korea, effective Sept. 22, 1951.

The 182nd was the first Air National Guard unit to be assigned to a combat zone during the Korean emergency and flew 8,700 missions, dropped 8.82 million pounds of bombs, fired

The San Antonio Air Guard units now occupy ANG constructed facilities valued at approximately \$3 million. The entire Air Guard's operation spreads over 73 acres of real estate on the northwest part of Kelly with an average of 760 Air Guard-San Antonio citizens responsible for the professional and efficient execution of mission assignments.

As a brief background, this unit is a direct descendent of the 396th Fighter Squadron, which was activated June 1, 1963, and served in the European Theater during World War II. The 396th was awarded the Belgian Croix de Guerre and a Distinguished Unit Citation for action over Mons, France.

The unit insignia, "Eagle over the Alamo," was designed by a student of the Little House School of Art, San Antonio, and was approved for the unit on April 6, 1949.

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# KELLY AFB

## and its 50 Years of growth and service



Charles Bradfass, Manager  
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The unit was ordered to Active Duty on Oct. 10, 1950 and transferred to Langley AFB, Va., on Oct. 24, 1950, for foreign service processing and training. The unit departed for Japan on May 4, 1951, and was transferred to Taegu, Korea, effective Sept. 22, 1951.

The 182nd was the first Air National Guard unit to be assigned to a combat zone during the Korean emergency and flew 5,700 missions, dropped 682 million pounds of bombs, fired 2,200 rockets, fired over 15 million rounds of ammunition—destroying and damaging Communist MIGs, thousands of buildings, vehicles, railroad tunnels, and bridges.

**700 PERSONS**

The 182nd was reorganized again at Brooks, on July 10, 1952. The unit remained at Brooks until Aug. 1, 1956, when it was transferred to its present location at Kelly. The 182nd was assigned its current air defense mission effective Jan. 1, 1957, and was reorganized to its current 149th Fighter Group, TexANG, double deputy organizational structure.

### Williamson Family Made Choice

Memories of a vacation trip to San Antonio two years ago was the deciding factor last October when James D. Williamson, Mobile, Ala., had to choose between California and Texas.

Brookley Air Force Base was one of several bases throughout the country being closed, and Williamson, who was deputy chief of the security police was eligible for a like assignment at either McClellan AFB near Sacramento, or Kelly.

Daughter Karen, 13, remembered San Antonio's Mexican food and son Jim, 10, had developed a love for horses—so San Antonio won, hands down.

Williamson is a native of Choctaw County, Alabama and has been engaged in law enforcement since 1940 when he joined the Mobile Police Department. In 1941 he began his civil service career at Brookley, and remained there until his transfer to Kelly.

During World War II he served with the Navy shore patrol. Williamson, his wife Estelle, and the children are members of Travis Park Methodist Church and take an active part in its programs. Williamson also serves as assistant cubmaster of Cub Pack 19, Alamo District. The Williamsons reside at 3511 William Penn.



Williamson

The 182nd Fighter Squadron was activated June 1, 1951, and served in the European Theater during World War II. The 396th was awarded the Belgian Croix de Guerre and a Distinguished Unit Citation for action over Mons, France.

The unit insignia, "Eagle over the Alamo," was designed by a student of the Little House School of Art, San Antonio, and was approved for the unit on April 6, 1949.

**FLEW MUSTANGS**

In 1949, pilots of the then 182nd flew F51 Mustangs and B28 aircraft supporting San Antonio's fight against a polio epidemic. They flew 155 sorties and released 10,230 gallons of solution containing 77,725 pounds of DDT.

In 1951, while stationed in Japan, the 182d Fighter Squadron was the prototype squadron used to develop the technique of air to air refueling and was the first fighter squadron to utilize these procedures and the system.

In October 1961, at Tyndall AFB, Fla., the unit won "second place" in the annual "Worldwide A11-Interceptor Weapons Meet" (William Tell) in competition with fighter interceptors representation from worldwide command units.

Awards-battle honors and colors: Air Offensive Europe, October 1945; Normandy, November 1945; Northern France, November 1945; Ardennes - Alsace, December 1945; Central Europe, December 1945; Rhineland, December 1945; U.N. Summer-Fall Offensive-Korea, November 1945; Second Korean Winter, April 1952; Korea Summer-Fall Offensive, May 1952.

Aircraft flown: T6, B26, F51, F84E, F80, T33, F86 D-1, F-102, and C47 support aircraft.

### 'Airman Of Year'

AIC Bernard R. Goedert, 8027 S. Zanzamora, administrative specialist, has been named "Maintenance Airman of the Year" in the 19th Military Airlift Squadron at Kelly AFB.

Goedert was chosen from among the selected 12 airmen of the month in the last year. The administrative specialist was judged on outstanding job knowledge and performance, acquired leadership qualities, effective management practices and superior potential for career progression.

A native of Sutherland, Neb., Goedert was graduated from high school in 1939.

The specialist has served in the Air Force since Oct. 30, 1962. He served at Elmendorf AFB, Alaska, before coming to Kelly Sept. 25, 1965.

Goedert is married to the former Faye L. Owen, Paxton, Neb. The couple has a daughter, Rhonda, 2.



Charles Bradfass, Manager  
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M. D. McMannes, Manager  
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# They Left Smiling 4 American Presidents Have Visited Kelly Air Force Base



President and Mrs. Roosevelt visits San Antonio.



Gen. Eisenhower at Kelly; Link trainer (background).



Kelly is visited by President and Mrs. Kennedy.



Maj. Gen. Rouse and President Johnson at Kelly.

*Our Sincere Best Wishes*  
to the men and women of  
**KELLY AIR FORCE BASE**  
ON THEIR 50 YEARS OF ACHIEVEMENT

## Roosevelt Was the First

Four U.S. presidents have remarked, "That good old Texas sun is shining just as hard as at San Antonio, and all left when I left."

Former President Franklin Delano Roosevelt was the first to visit the base in 1936 and he returned in 1942.

**SPECIAL TRAIN**  
The last time, Roosevelt arrived by special train and was driven to Kelly where thousands of aviation cadets gave him a Texas-size greeting.

Kelly's great World War II war effort was praised firsthand in 1946 by then General of the Army Dwight D. Eisenhower when he was the Army chief of staff.

Eisenhower, who had been stationed at Ft. Sam Houston when the war broke out in 1941,

President John F. Kennedy received a mammoth welcome from San Antonians in November 1963, and just before boarding his jet airliner at Kelly he smiled, and said "thanks for everything."

**17,000 SAW HIM**  
During his brief visit, 17,000 Civil Service workers and Air Force personnel turned out at Kelly to see him off.

Johnson is no stranger to either Kelly or San Antonio. Johnson has made frequent visits to the Air Force base.

His latest visit to Kelly was December 24, 1966, when he greeted wounded troops back from Vietnam.

## Item Manager Was at Clark

Mrs. Wanda Warner, item manager in the reciprocating engine item management division of materiel management at SAAMA, does a

items and take action to dispose of those which have become obsolete.

In her spare time, Mrs. Warner works on a self-improvement program she has set up

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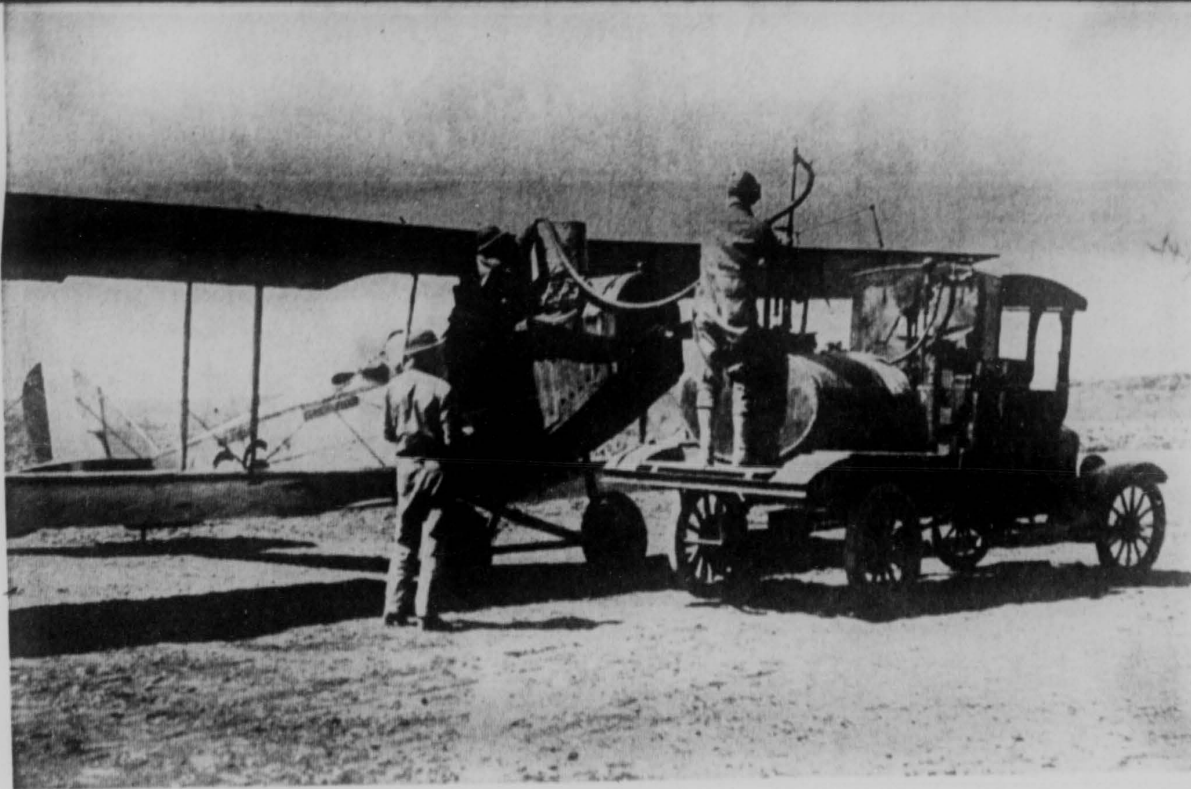
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To the many friends and customers from Kelly Air Force Base we've been privileged to serve during the past forty-six years, we extend our sincere congratulations on their fifty years of service to our community and to our nation.

We wish to gratefully express our appreciation for their business in the past and to extend an invitation to them and other military and civilian families to come visit us and see our fine selection of furniture and appliances.

**NO DOWN PAYMENT REQUIRED  
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## Item Manager Was at Clark

Mrs. Wanda Warner, item manager in the reciprocating engine item management division of materiel management at SAAMA, does a good job for the Air Force, whether she is at Clark Air Base in the Philippines or Kelly AFB.



Mrs. Warner

Mrs. Warner was one of three Air Force Logistics Command women selected for temporary assignment to Clark to help get supplies to Southeast Asia. She spent three months there. While there, she served as a SAAMA representative and helped provide supply support for Air Force piston engines operating in the Pacific area. At the time, Clark AB was carrying out its role as central control point for supplies for Southeast Asia.

### U.S. MISSION

Mrs. Warner was pleased with her assignment as a member of the RASS (rapid area supply support) team because she is vitally interested in the United States mission in Southeast Asia and wanted to help do the job in the Pacific. She said:

"My temporary assignment to Clark AB was a wonderful experience and I feel it has broadened my knowledge as a item manager and will help me do a better job at Kelly. While I was there I had the opportunity to work on the receiving end of the item management job of what it takes to get needed engine supplies in place at the right time."

Mrs. Warner is well qualified to be a member of the RASS team. She joined civil service at Kelly in July 1959 as a clerk typist. In June 1962 she entered the JADE (junior administrative development examination) Program as a GS3 trainee for her present position as an item manager.

Mrs. Warner manages 344 master items used on reciprocating engine such as the R-4380, R-2800 and R-1830. Her item inventory is valued at nearly \$3.5 million and includes items ranging from gaskets that cost 15 cents to bearings priced at \$173 each. Some other items are piston rings, gears, springs, base assemblies, oil screens, plugs, rollers, cover assemblies and adapters.

### WORLDWIDE BASIS

In her capacity as an item manager Mrs. Warner determines, on a worldwide basis, the support requirements for each item and makes sure there is enough stock on hand to support the engine fleet. She also determines which are preferred

items and take action to dispose of those which have become obsolete.

In her spare time, Mrs. Warner works on a self-improvement program she has set up for herself. She is working toward a bachelor of arts degree and is presently studying Spanish at San Antonio college. She also works with ceramics and makes all of her own clothes.

Mrs. Warner is a member of the Business and Professional Women's Club and the Ceramics Interest Group. She lives at 3529 W. Woodlawn.

## Engineering Division Still Growing

The field of electrical engineering within the Service Engineering Division, Directorate of Materiel Management, has greatly expanded since its implementation 10 years ago.

The increased number of electrical and electronic equipment which has become the responsibility of SAAMA has caused an increased need for graduate electrical engineers with experience in nearly all fields of electrical engineering.

At the present time, there is still a present and projected need for electrical engineers.

The systems and equipment for which these engineers are responsible varies from basic power equipment such as AC and DC generators, regulators, control panels, rectifiers, batteries, and battery chargers, to highly sophisticated automatic flight and interceptor control systems which in effect can fly the aircraft for interception of high speed enemy weapon systems.

In addition to airborne electrical and electronic equipment, the engineers at Kelly AFB are responsible for the design and control of a vast array of aerospace ground equipment which is used to calibrate and test various aircraft and electrical equipment on the ground prior to flight.

The complexity of the electronic equipment is expanding rapidly with the increase in technical advances in this new field. A continuing re-education and on-the-job training program is in effect which is designed to keep the engineers proficient in their field.

Future weapon systems and electrical equipment assignments indicate that the growth in the electrical engineering field will continue for some time to come.

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"We have daily conversations in Southeast Asia, them of the procurement Schuck said

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It was by shee January 1943 that Pugh was employe

Air Force Base. panied her daughter to Kelly to file an application for employment.

Because of Mrs. Pugh's experience as a typist, the employment office encouraged her to apply. Within 24 hours both mother and daughter were employed in the branch.

Four weeks later was assigned as supervisor of the typist unit. Forward Mrs. Pugh in a supervisory capacity.

Her present position which started 15 years ago that of chief of the supply directive fund data products division of materiel management.

Mrs. Pugh's employment resulted in a set to Kelly and the She is recognized as a standing manager instrumental in many changes from stock record accumulation to the current computer process.

Likewise, her experience and knowledge concepts takes her to other throughout the Air

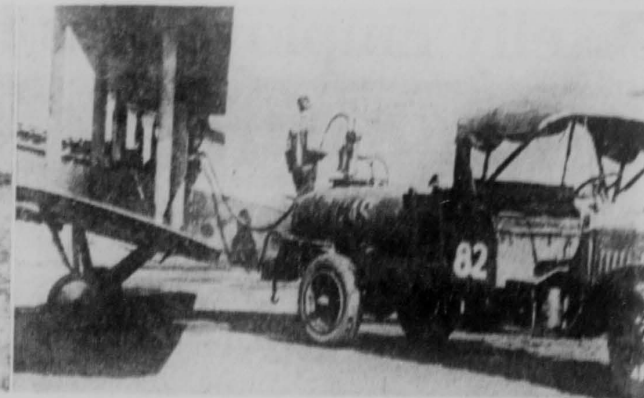
In September 1963 three months at Kelly Air Force Base formalized concepts in materiel controlling materiel of new bases being Southeast Asia.

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THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part I— 21



SCENES ARE FROM THE EARLY DAYS at Kelly Field. Makeshift tent hangars (left) were used at the installation after its establishment in several years later. Permanent-type hangars were constructed (C), with a hangar visible in the background. In photo at right, plane on flight line at Kelly Field is refueled in this 1921 scene.

# She Keeps in Touch With Rest of World

Mrs. Lee Schuck, date products division, material management at SAAMA, keeps in daily touch with the rest of the world.

As chief of the item management stock control and distribution processing function, she supervises 45 employees, whose basic mission is to support Air Force bases throughout the world.



Mrs. Schuck

Within her function, Mrs. Schuck has two basic responsibilities: local purchases of items for overseas bases, and control of materiel requirements processed through the mechanized accounting system.

### DEAR TO HEART

Mrs. Schuck readily admits that "dearest to my heart" is the procurement of critical items to support operations in Southeast Asia, namely Vietnam.

"We have daily telephone conversations with our service men in South Vietnam to inform them of the status of parts in the procurement process," Mrs. Schuck said.

chased monthly, ranging from three cents to more than \$3,500 each.

The other aspect of Mrs. Schuck's job concerns processing and control of material demands from Air Force bases throughout the world. Basically, it evolves around maintaining control and assuring action on demands that cannot be processed through the mechanized accounting system without manual review.

### INVENTORY ACTION

Some transactions can be processed by personnel within Mrs. Schuck's function; however, many must be forwarded to inventory managers for action.

The majority of transactions involve high cost or critical items that must be controlled by applicable inventory managers to assure that assets are released to activities with the highest priority mission assignments.

Mrs. Schuck pointed out that, "It takes complete teamwork of everyone concerned to control and take immediate action to assure uninterrupted supply support for all of our customers. This function is manned 16 hours a day, seven days a week."



## Handy-Andy Salutes

# Kelly Air Force Base

## on Their Golden Anniversary . . .



1918, 1918, 1918, 1919, 1922, 1926, 1927, 1929, 1931, 1934, 1937, 1941, 1942, 1942, 1944, 1944, 1944, 1944, 1945, 1917, 1915, 1918, 1919, 1920, 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938, 1940, 1942, 1944, 1946, 1948, 1950, 1952, 1954, 1956, 1958, 1960, 1962, 1964, 1966

Mrs. Schuck readily admits that "dearest to my heart" is the procurement of critical items to support operations in Southeast Asia, namely Vietnam.

"We have daily telephone conversations with our service men in South Vietnam to inform them of the status of parts in the procurement process," Mrs. Schuck said.

"There is nothing more rewarding than to receive calls and to know they received material in time to support special missions," she remarked.

"We receive many calls at home during the wee hours of the morning, but we don't mind. In fact it makes us feel wonderful to know our efforts contribute in some small way."

To get some idea of this support, about 4,800 items are pur-

highest priority mission assignments.

Mrs. Schuck pointed out that "It takes complete teamwork of everyone concerned to control and take immediate action to assure uninterrupted supply support for all of our customers. This function is manned 16 hours a day, seven days a week."

Mrs. Schuck is recognized throughout SAAMA as an expert in automatic data processing. Because of this knowledge, she is constantly involved in establishing plans or changes in concepts. In this capacity, she makes frequent trips to other Air Force installations.

Mrs. Schuck and her husband, John, have a home at LBJ Lake which they enjoy in their free time. They live at 205 Montrose Ave.

### Employment Started By Accident

It was by sheer accident in January 1943 that Mrs. Etta Pugh was employed at Kelly Air Force Base. She accompanied her daughter to Kelly to file an application for employment.

Because of Mrs. Pugh's experience as a typist, the employment office encouraged her to apply.

Within 24 hours both mother and daughter were employed in the airplane parts branch.

Four weeks later, Mrs. Pugh was assigned as supervisor over the typist unit. From that day forward Mrs. Pugh has been in a supervisory capacity.

Her present responsibilities which started 15 years ago is that of chief of the Air Force supply directive functions in the data products divisions, materiel management.

Mrs. Pugh's accidental employment resulted in a great asset to Kelly and the Air Force. She is recognized as an outstanding manager and has been instrumental in implementing many changes from a manual stock record accounting operation to the current high speed computer process.

Likewise, her over-all expertise and knowledge in logistics concepts takes her on assignments to other installations throughout the Air Force.

In September 1963 she spent three months at McClellan Air Force Base formalizing changes in concepts in managing and controlling materials in support of new bases being activated in Southeast Asia.

### Began In 1929

One of the oldest employees in terms of continuous civilian service at Kelly Air Force Base, although young in years, is Elvys Henry.

Henry and Kelly were both "youngsters" when he first came to work as a messenger in what was then the headquarters of the San Antonio Air Depot. That was in 1929 — 38 years ago.

During his civil service career, Henry has served in many varied capacities. From his original job as messenger, he worked his way up to more responsible positions. During World War II, he was administrative chief of the civilian training activity. Later, he was responsible for the processing for hiring of all civilian personnel at Kelly.

From 1947 to 1960 he served as Executive Secretary of the Local Army-Air Force Board of U.S. Civil Service Examiners where he was responsible for directing an employment service for all the Army and Air Force bases in the San Antonio Area. Later he became deputy chief and acting chief of the emergency war plans division of the San Antonio Air Materiel Area.

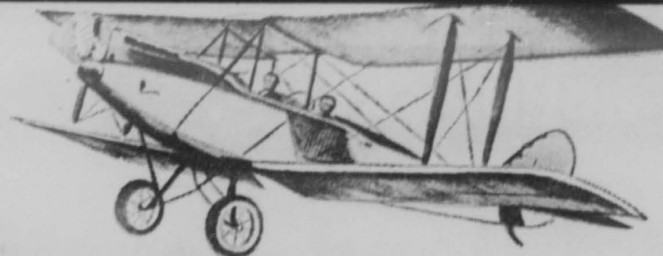
He is now a digital computer systems analyst in materiel management. This is a job that requires knowledge of complete management systems in the directorate of materiel management. He deals with how the data from the systems are collected and processed on the large electronic "brains" Kelly uses to manage its business efficiently. These systems affect the procedures which thousands of people use to get their jobs done.



Mrs. Pugh



Henry



## In 1927 . . .

When Kelly Field was ten years old, Handy-Andy was born. Our first store was modern like Kelly's planes. But we knew that improvement and progress were necessary to capture the potential of this city, San Antonio. We are proud to have been part of the development of this great city, and proud to have worked side by side with Kelly Field which has been so instrumental in the development of San Antonio.

Yes, KELLY AIR FORCE BASE, Handy-Andy salutes you on your 50th Anniversary. It's a good, good feeling to be an integral part of this community . . . and, with you, we look forward eagerly to many years of continued growth and progress for the dynamic South Texas area.



Our Supermarket of the past . . .



CELEBRATING FORTY YEARS OF PROGRESS

# Kelly Employe Was Born There and Grew Up With Big Base



GERALD RUDES, materiel management employe at Kelly Air Force Base, recalls he used to roller-skate on this same pavement in front of the fire station when he lived at Kelly as a boy.

Gerald Rudes, materiel management employe, has strong ties to Kelly Air Force Base. He was born at Kelly in 1924 in quarters which then stood on the present site of Bldg. 208.

He spent the first 12 years of his life within the folds of Kelly and grew up with the big base.

Today, he works in Building 171 which is a stone's throw from where he was ushered into the world.

As an inventory manager, he takes care of supply support for the R-1830 aircraft engines valued at more than \$26 million which power the C47 and C117 aircraft. These aircraft, at the present time, are widely used to support Southeast Asia.

#### LIVED AT KELLY

Rudes explained that at the time he was born, certain civilian employes, with their families, were quartered at Kelly. These were key people or those who had an emergency or 24 hour standby type of job. His father, Gerald A. (deceased)

was a chauffeur for the fire department. Later, the elder Rudes moved to Fort Sam Houston as fire chief.

"I used to skate on the pavement in front of the fire station (located by Building 171) and the same cracks are still there in the concrete," remarked Rudes. "Things were very different in those days. Kelly was a mere shell of its present size and there were not too many buildings. I can remember that we children were never allowed near the flying area, hangars or around the apron and of course this is what we wanted most to do," he added.

#### LIBRARY BURNED

Rudes remembers his father going to a fire involving a crashed aircraft. He could see the flames from his quarters. Later his father returned home with severe burns.

He recalls the night the li-

## Strong Ties

brary burned and the old dope house explosion.

When the first monoplane arrived at Kelly, Rudes thought it was the greatest airplane he had ever seen.

When he started to school at St. Martin's Hall, the Kelly bus carried Rudes and the other children to school. After he left Kelly in 1936, Rudes finished high school and later worked for the American Airlines.

He received his bachelor of arts degree in psychology from St. Mary's University by attending evening classes. Recently he was admitted to graduate school and will work towards a masters degree.

Rudes speaks fluent Spanish and French. He has taught Spanish at St. Mary's University and has held private conversational classes.

#### SINGS BARITONE

An active church member, he sings baritone in the St. Fran-

cis Episcopal Church choir. He is the junior warden of the parish and is a junior high Sunday school teacher. He is a licensed lay leader and conducts weekly children's (through the third grade) services. He has also been a vestryman.

Music and the theater hold a lot of interest for Rudes, especially musical shows. A member of the Music Theater Inc., he also wants to join the Mastersingers.

Rudes played the role of the carpenter in "H.M.S. Pinafore" and will try out for another Gilbert and Sullivan musical next month.

He sang in the first opera season held in San Antonio and has sung with the chorus in "Il Pagliacci," and "Cavaleria Rusticana" in Italian.

Rudes' wife, Betty Jane, is an expert seamstress and enjoys making costumes for the musical shows. The couple has two children, Guy, 8, and Elizabeth Dawn, 6. The family lives at 407 Early Trail.



GENE BOHNE  
President 1927

Owner and founder of commercial distributing Corp., one of the Southwest's leading Friedrich dealers.



DANA BOHNE  
3rd Generation



MRS. GENE BOHNE  
Secretary



ALAN BOHNE  
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EUGENE BOHNE  
Vice-Pres.  
Engineering 1967

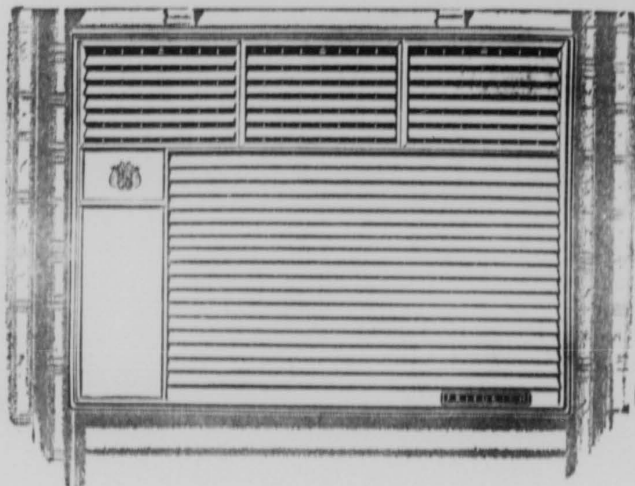
GENE BOHNE SAYS . . .

"On our 40th Anniversary

we extend Heartiest Congratulations to

**GENE BOHNE SAYS . . .**

**“On our 40th Anniversary  
we extend Heartiest Congratulations to  
**KELLY AIR FORCE BASE**  
on its 50th Anniversary”**




**BUY WITH CONFIDENCE . . .**

Experience is your best assurance of Quality, Value,  
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Your Exclusive Friedrich servicing dealer with over  
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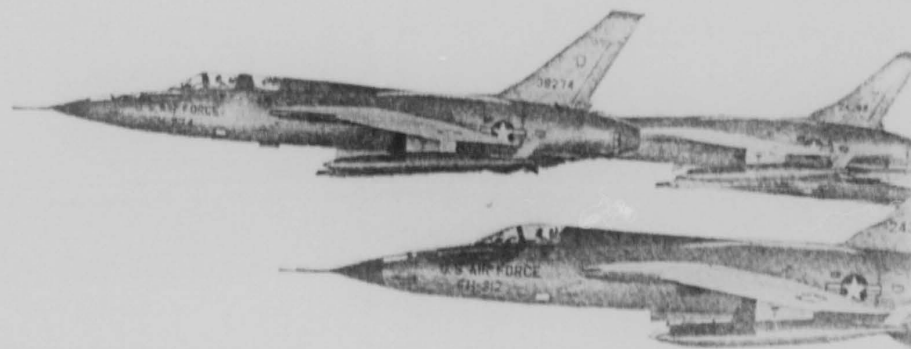
CA3-6317

WAREHOUSE SHOWROOM • 108 S. OLIVE

GEO. FRIEDRICH, Director

**Mc**

# THE MERCHANTS of **McCRELESS** Shopping City



## SALUTE **KELLY AIR FORCE BASE** ON ITS **50th Anniversary**



The Merchants of McCreless Shopping City join in extending their congratulations to the men and women of Kelly Air Force Base on the Fifty years of accomplishment that have made Kelly AFB the largest and finest installation of its kind in the world.

McCreless wishes to recognize the benefits that these people's labor has conferred upon our community and our





tion of its kind in the world.

McCreless wishes to recognize the benefits that these people's labor has conferred upon our community and our nation.

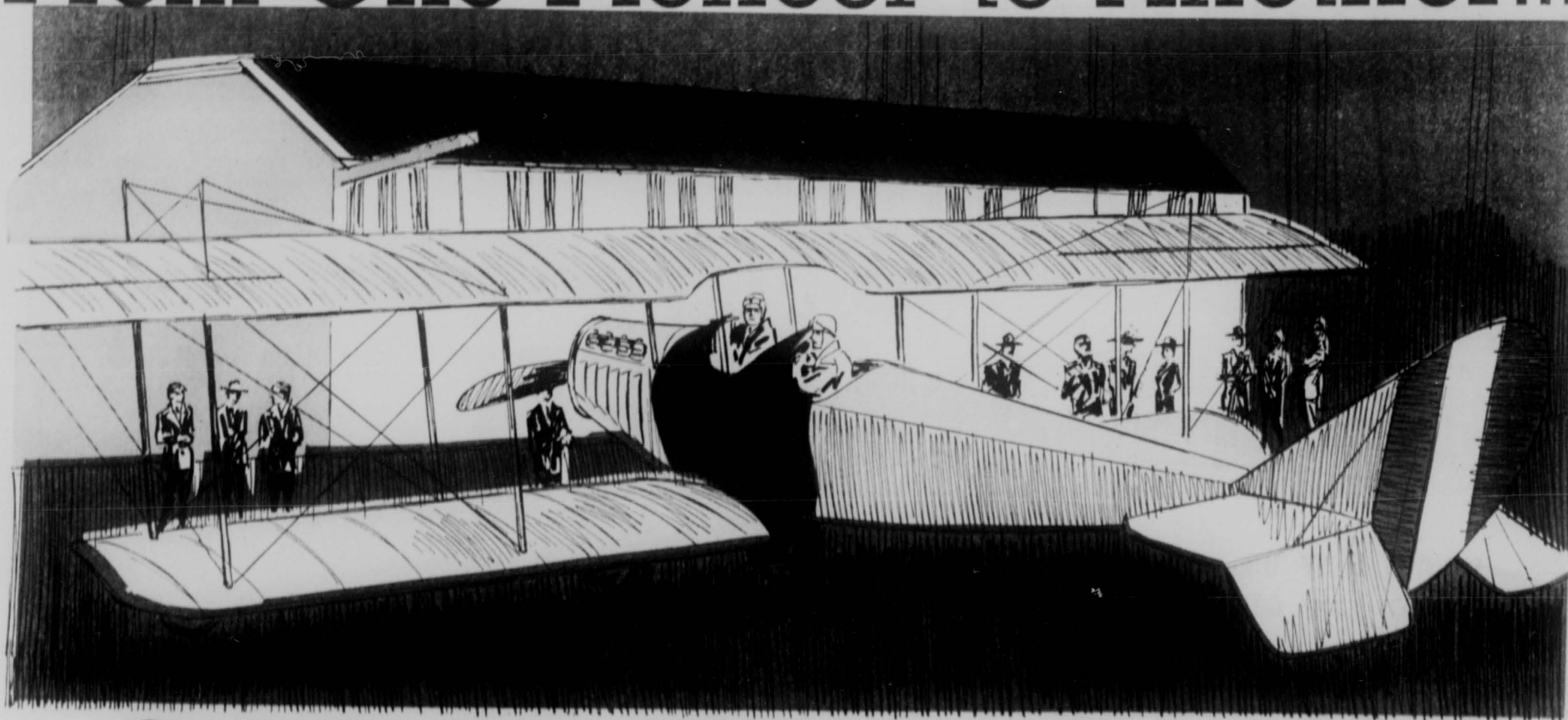
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A collection of logos for various businesses located in the shopping city:

- NATIONAL SHIRT SHOPS
- Penneys
- TOY BOX
- Talley's
- COOK'S PAINTS
- Senny's FASHIONS FOR WOMEN
- The Suarantee SINCE 1902
- Bond's AMERICA'S LARGEST CLOTHIER
- KELLEY'S BIG M BEAUTY SALON
- WHEN A CAMERA CLICKS I THINK OF Studer's OF TEXAS
- Forget Me Not Shoppe
- F.W. WOOLWORTH CO.
- Chris AUTO WASH
- COX'S BAKERY
- NEISNER'S 5¢ TO 5¢ - VARIETY STORES
- Thom McAn
- THE FOUR SEASONS
- RECORD RENDEZVOUS
- Texas State Optical "THE NAME YOU TRUST"
- MONTGOMERY WARD
- COX'S BAKERY
- WESTERN AUTO
- BURT'S SHOE STORE
- GORDON'S DIAMOND MERCHANTS OF AMERICA JEWELERS
- Slater-WHITE
- Andes Candies
- WALSH SHOE REPAIR
- Luby's
- Casual Manor, INC. SPORTSWEAR AND ACCESSORIES
- SINGER COMPANY
- Luby's CAFETERIAS
- HANDY-ANDY Supermarkets
- Big "M" Coffee Shop
- LEARNER SHOPS
- Karothin's
- HOUSEHOLD FINANCE

**McCRELESS SHOPPING CITY** S. NEW BRAUNFELS AT E. SOUTHCROSS

# From One Pioneer to Another...



# CONGRATULATIONS KELLY AIR FORCE BASE

# KELLY AIR FORCE BASE



EARL SAATHOFF  
Store Manager

CLIFFORD SAATHOFF  
Service Manager

BILLY SAATHOFF  
Sales Manager



KEN SAATHOFF  
Shop Manager

JACK SAATHOFF  
Field Representative

CLIFF SAATHOFF  
TV Service Mgr.

## from Saathoff's

ONE OF SAN ANTONIO'S LEADING FRIEDRICH DEALERS.

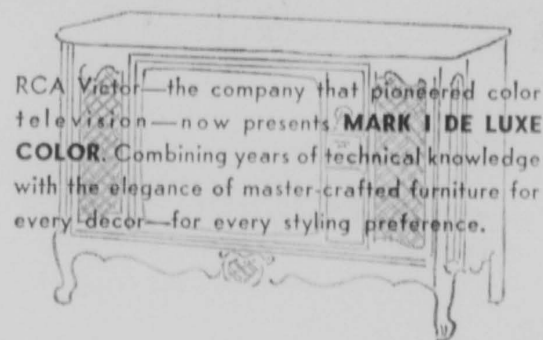
Over thirty years ago Earl and Clifford Saathoff began their career in the air conditioning field. As was the case then, today, Saathoff's is dedicated to offering complete service for all major refrigeration appliances in addition to electronics equipment including Color Television and the newest and most modern stereo equipment.

Active in the business with Earl and Clifford Saathoff, are Earl's two sons, Bill and Jack, and both of Clifford's sons, Clifford Jr. and Ken.

### RCA VICTOR COLOR TV



*For Color so real you'll  
think you are there!*

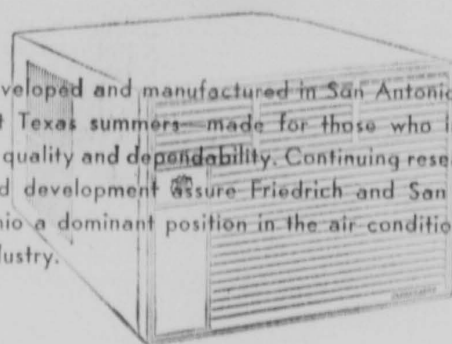


RCA Victor—the company that pioneered color television—now presents **MARK I DE LUXE COLOR**. Combining years of technical knowledge with the elegance of master-crafted furniture for every decor—for every styling preference.

The most trusted name in electronics—America's first choice in Color Television.

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**MADE IN SAN ANTONIO  
KNOWN THROUGHOUT THE  
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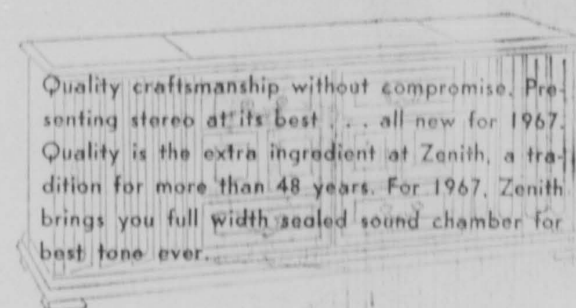


Developed and manufactured in San Antonio for hot Texas summers—made for those who insist on quality and dependability. Continuing research and development assure Friedrich and San Antonio a dominant position in the air-conditioning industry.

Friedrich and Saathoff means your assurance of finest quality and service.



**FOR STEREO THAT LOOKS AS  
BEAUTIFUL AS IT SOUNDS**



Quality craftsmanship without compromise. Presenting stereo at its best... all new for 1967. Quality is the extra ingredient at Zenith, a tradition for more than 48 years. For 1967, Zenith brings you full width sealed sound chamber for best tone ever.

See the World's most beautiful, authentic period style fine furniture cabinetry in genuine veneers and solids.

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Zenith quality stereos  
at both Saathoff stores.**

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Where We Install and Service What We Sell  
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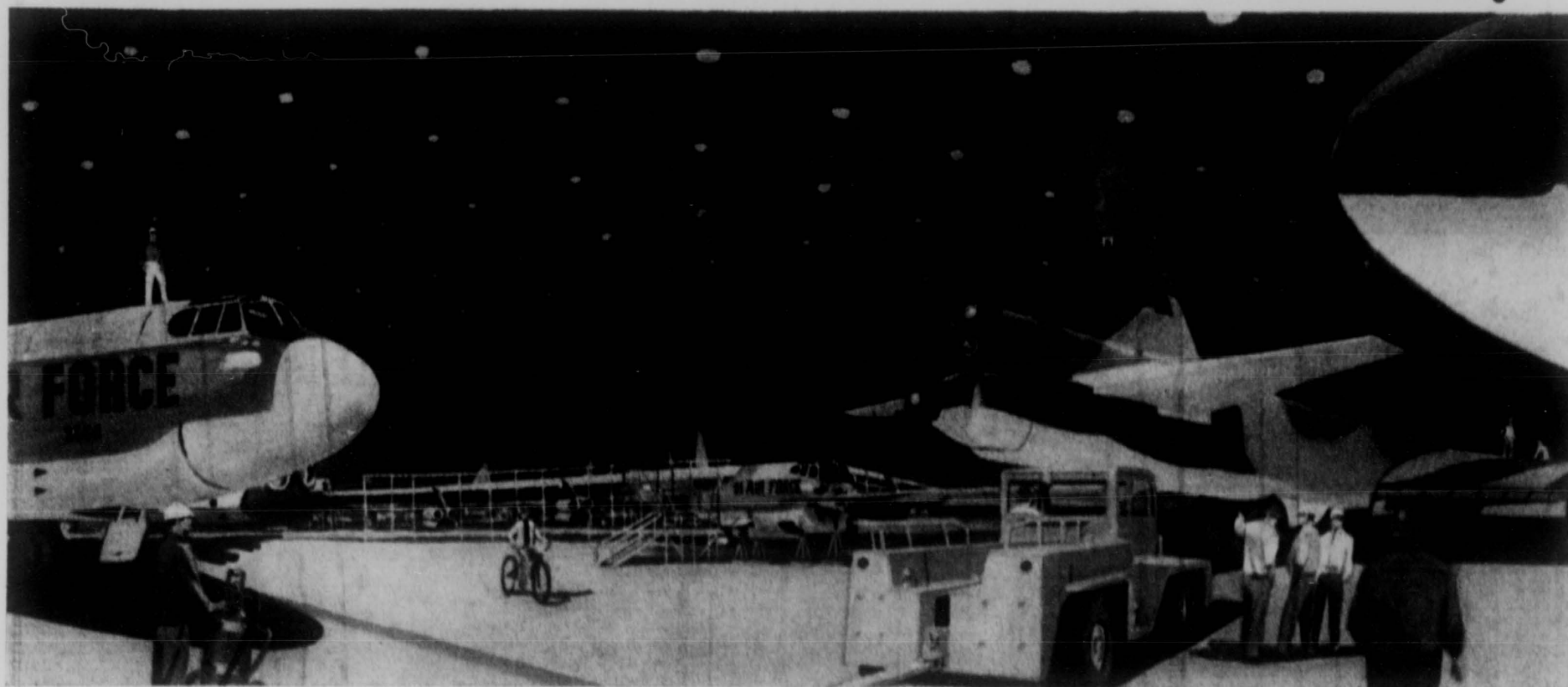
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Get complete comfort—  
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# Kelly AFB Celebrates 50th Birthday



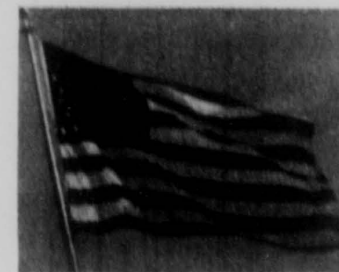
The giant aircraft maintenance hangar will be a center of attraction at Kelly AFB's open house activities today. Story in Column 7.

**SOUVENIR  
EDITION**

★★  
Late Morning

20 Cents

**SUNDAY LIGHT**  
SAN ANTONIO TEXAS



87th YEAR—NO. 108

SUNDAY, MAY 7, 1967

354 PAGES IN 32 SECTIONS

## N. Viets Strike Back at Marines

# N. Viets Strike Back at Marines

## Action Line

CALL CA 2-0391

(ACTION LINE is a reader service. When you dial CA2-0391, a recording will tell you when to state your question or problem. Those of most significance and interest will be answered in ACTION LINE. Calls may be placed between 9 a.m. and 9 p.m. Monday through Saturday. Write us anytime.)

I am seven years old, and my big brother is going to be sent away by the Army to Vietnam. He is not afraid to fight, but my parents are afraid for him to go. I don't understand why they are so afraid for him if he isn't afraid. Why do Mom and Dad not want him to go? It is confusing me.—DAVID K.

ATHER, take comfort in the fact that all is well with your family. In some families, these days, the situation is reversed, and they have real cause for worry.

We have two children, a boy and a girl, both born in Germany. My husband is an Army officer. We have heard from friends that these children must be naturalized before we can take them out of the country again. But they were born of American parents in an Army hospital. They have both German birth certificates and certificates from the U.S. consulate in Munich. Is what our friends say true?—M.A.C.

Why are the students of Alamo Heights High School allowed to go out for only one sport?—MRS. R. S.

What is the difference between a boat and a ship? I think the Navy has some terminology on this, but I would like to know.—JACK SKILES.

(Continued on Page 12, Col. 7)



## Kelly's Story Inside

- Kelly's Heritage ..... Sect. K, Part I
- The Base In Action ..... Sect. K, Part II
- Its Future in the Stars ..... Sect. K, Part III

## Suspended Priest Reinstated

One of three priests suspended for being publicly critical of Archbishop Robert E. Lucey was reinstated Saturday after a conference with the archbishop.

He is Rev. Joseph Deane, an assistant at St. Joseph's Downtown Church. Deane had apologized for his statements about Lucey at an open-air rally Thursday night at Main Plaza, and said he would "submit" to the archbishop.

MURTAGH GONE Meanwhile, the pastor of Espada Mission said Rev. Lawrence Murtagh, another suspended priest, had packed his bag and "left his post" at the mission.

"He has walked out on us," said Rev. Patrick J. Flanagan. He's not here — and he should be."

The other priest suspended is Donald Heffernan, who also is at St. Joseph's.

Deane actually became the second priest to be reinstated. Rev. Sherrill Smith, who was suspended after coming to the defense of Deane, Murtagh and Heffernan, was reinstated Friday.

Deane had attended a meeting of the senate of the archdiocese Friday afternoon. The meeting apparently was called to discuss the possibilities of reinstating the suspended priests.

'TRIAL BALLOON' The priest's offer of submission to Lucey the night before was considered to have been a "trial balloon" to see what the archbishop would do.

The only word from the Catholic Chancery was a statement

(Continued on Page 12, Col. 6)

## Editor's Report Fortress of Freedom: Kelly

By WILLIAM RANDOLPH HEARST JR. Editor-in-Chief, The Hearst Newspapers

Flags will be flying high and the bands will be playing in San Antonio today as its 700,000 proud Texans mark the 50th anniversary of that great bastion of liberty in their midst—the Kelly Air Force Base.



William Randolph Hearst Jr.

nation's principal air materiel supply depot in the Vietnam war.

It is to Kelly AFB that most of our battle planes from Vietnam are being flown by way of Guam for rebuilding, refitting and modifications. And it is from the huge Texas base that giant C141 Starlifters are flying endless cargoes of military equipment needed by our fighting men in the battle area.

To sum it up, our war effort in the Far East is primarily being supported and supplied militarily through the magnificent teamwork of the 30,000 civilian and military workers at Kelly AFB. The base is the largest single industrial operation in the entire Southwest and is by far the most important employer in San Antonio. Its annual payroll amounts to almost \$200 million.

Fifty years is a long or short time, depending on how you look at it. When the history of Kelly AFB is studied, its half-century of operations and its phenomenal growth telescope the years remarkably. It seems almost incredible that such vast progressive changes could have taken place in such a short span of time.

Looking Back to 1917 Consider this. On April 6, 1917, when the United States entered World War I, this nation's entire avi-

(Continued on Page 12, Col. 4)

## Mortar Fire Exchanged

SAIGON (UPI)—North Vietnamese troops pushed off Hill 881 in one of the war's bloodiest battles struck back Saturday with mortar attacks on U.S. Marines now holding the hilltop fortress. Other Communist forces hit north and south of Saigon in a series of attacks that killed or wounded nearly 150 civilians.

Just south of the Demilitarized Zone border, North Vietnamese mortar crews slashed back at American Marines with 92 rounds of mortar fire in barrages that began just hours after the Marines had pushed to the summit of Hill 881 North to climax a 12-day running battle.

JUNGLED RIDGE Military spokesmen said the Communist mortars struck from fortified positions near the 11-mile-high heavily-jungled ridgeline just about three miles south of the DMZ.

U.S. military spokesmen said the Marines spotted muzzle flashes and fought back with their own mortars, silencing the Communist positions, manned by elements of Hanoi's 325th Division.

One Marine was killed and six others wounded in the bombardment, spokesmen said. Communist casualties were not known.

Giant U.S. B52 bombers also gave powerful support to Marines holding the commanding mountain top positions by staging four heavy bombing raids Friday night and Saturday morning against infiltration routes and Communist fortifications.

(Continued on Page 12, Col. 6)

## Armed Forces Present Salute

The gateway to the air age, San Antonio's Kelly AFB, highlights its golden anniversary Sunday with a giant military salute ranging from aerobatics to astronautics.

Air Force, Army, Navy and Marine Corps exhibits and performances will share the spotlight in the joint military services celebration marking Kelly's 50 years of continuous service.

From 12 noon to 4:30 p.m., the public will be treated to the open house and air show at the nation's most famed air base.

Largest Hangar Kelly Building No. 375, the world's largest hangar, and nearby outdoor areas will be the site of almost 150 exhibits featuring the latest equipment used by all branches of the armed forces. This includes a fullscale model of the X15 aerospacecraft.

Aerobatics ace Dick Schram, Robert A. Hoover and Charlie Hilliard are scheduled to perform in the air show.

Schram, a Naval Reserve captain known as the "Flying Professor," flies a stock Piper Cub light plane in an exhibition of low altitude, grasscutting stunts reminiscent of the barnstorming aviators of the early 1930s.

The performance has been described as a comedy ballet in the air.

Test Pilot Hoover, a former test pilot now employed by North American Aviation, flies a P51 Mustang in precision aerial maneuvers that have won him worldwide fame. Hoover also is well known for his performances in the F100 Super Sabre and the F86 Sabrejet.

Hilliard, at 28 the nation's youngest precision aerobatics ace, flies in a specially built biplane in stunts including hesitation rolls, snap rolls, outside loops, Cuban eights, hammerhead stalls and whip stabs.

In the grand finale, Hilliard's plane tumbles end over end in a stunt called Loucevak. Hilliard is a native of Fort Worth. Flybys will be staged by the C119, F102, T38 and the F111.

A rescue demonstration is scheduled by the HC130 and a (Continued on Page 3, Col. 4)

## Getting Into a Rut

It's that time of year again when the mercury begins hovering around the 90-degree mark on a consistent basis.

Saturday's high temperature was 91. It will not be much different Sunday.

The weatherman is calling for sunny skies during the day, and a high of near 90.

FORECAST It will be mild through Monday. There will be cloudy nights and sunny days. Winds will be variable, at 5 to 10 miles per hour. High temperature Sunday will be near 90, following an overnight low near 70. Saturday's high temperature was 91.

TEMPERATURES

1 p.m. ... 81	7 p.m. ... 90
2 p.m. ... 86	8 p.m. ... 86
3 p.m. ... 89	9 p.m. ... 83
4 p.m. ... 90	10 p.m. ... 82
5 p.m. ... 90	11 p.m. ... 81
6 p.m. ... 91	Midnight ... 79

Last Year: High, 80, Low, 61. (Weather Map, Page 4-D.)

KELLY'S 50th ANNIVERSARY

## TODAY'S INDEX

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- Woolford's Tales, Page 21-H.

# Valley Citrus Growers Face Trouble

EDINBURG (UPI) — Rio Grande Valley citrus growers, already besieged with labor and market problems, may be in for a new brand of trouble next fall from a militant farm workers union.

The union, the United Farm Workers Organizing Committee (UFWOC), said Thursday it would send organizing crews in to the citrus belt as soon as the melon harvest is over in

nearby Starr County. The union has been fighting a generally unsuccessful battle in Starr County, the westernmost of the four Valley counties, for almost one year. The group is demanding a \$1.25 an hour minimum wage and union representation.

A representation election last month at a Starr County packing shed, the first held in the area since UFWOC started its

## Union to Move In

drive, ended in a 14 - 14 tie with three challenged ballots.

The National Labor Relations Board (NLRB) is investigating the election and its decision, expected later this month, will tip the scale.

In spite of the apparent lack of success in Starr County, the union feels it is ready to take on the larger and well-organized Texas citrus industry — the third largest fruit producer in the United States.

The first hint of the possible change in plans came earlier in the week when Gilbert Padilla, UFWOC vice president, personally took over the movement. Padilla, who helped lead the

grape workers strike in Delano, Calif., has been living in Austin and apparently devoting most of his efforts to an announced boycott of Starr County produce.

Padilla replaced Tony Orendain, who reportedly will be reassigned to Chicago to lead boycott operations there.

Another local top union official, Eugene Nelson, also announced he was leaving Rio Grande City.

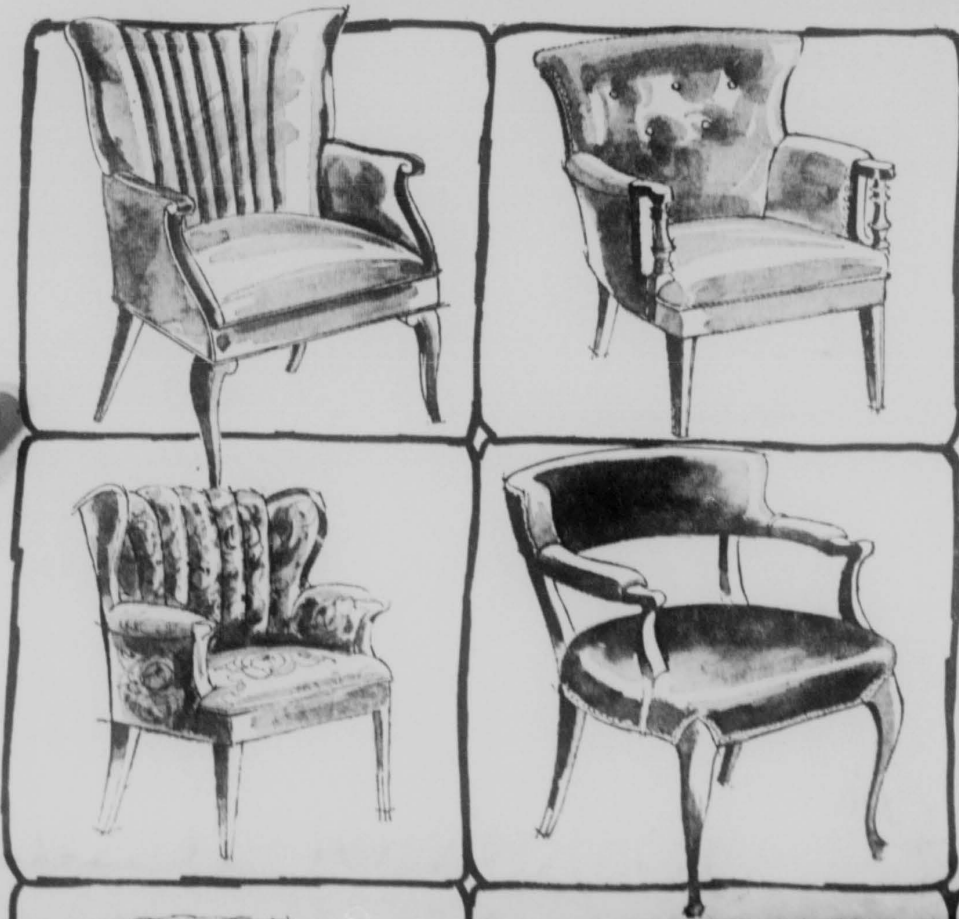
Have your furniture refinished by Joske's expert staff of craftsmen. Prompt and efficient service.

For a free estimate call CA 7-4343, ext. 313 or 353.

A Joske representative will call at your home.

Free pick-up and delivery.

# 3-day sale of chairs and tables!



Any chair or table on this page, your choice

Reg. \$49.95 to \$59.95

# \$39<sup>88</sup>

ea.

- Traditional channel backs
- French Provincial pull-ups
- Italian Provincial lounge chairs
- Traditional armless chairs
- Traditional lounge chairs
- French Provincial lounge chairs
- Traditional captain's chairs
- Mediterranean pecan finished hardwood cocktail tables, drawer commodes or door commodes
- Solid maple and maple veneer Colonial tables, matching dough boys
- French Provincial cocktail, commode or end tables in rich pecan finish

Shop early for the best selection! Quantities limited on some items!

The perfect gift for Mother!

No down payment on purchases of \$29.95 or more! Months to pay! Free delivery within 200 miles and to all Valley cities! Tables and Chairs, Joske's Fourth Floor, Downtown Only

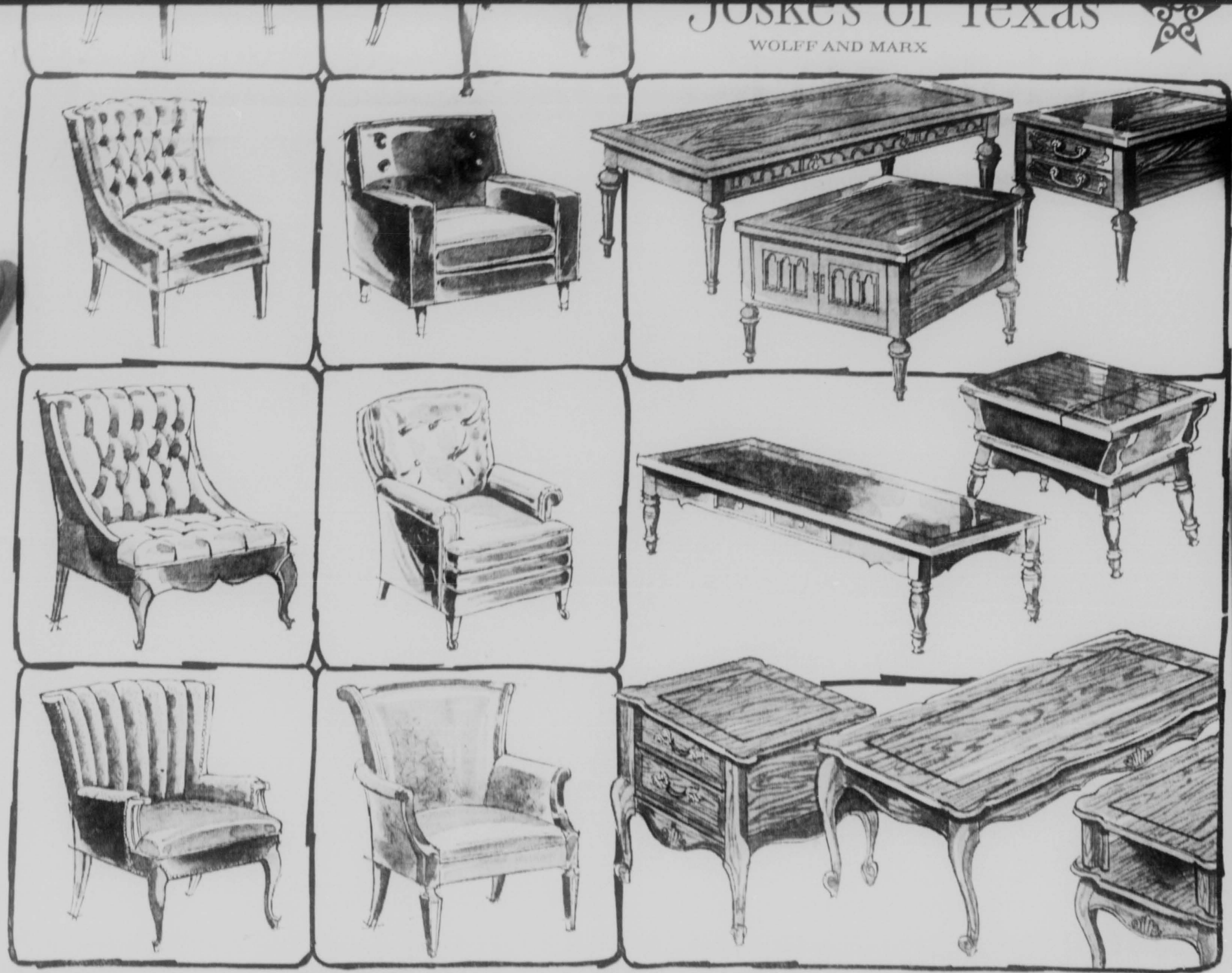
# Joske's of Texas

WOLFF AND MARX



# JOSKE'S OF TEXAS

WOLFF AND MARX



STORE HOURS—JOSKE'S ALAMO PLAZA: MONDAYS AND THURSDAYS 9:30 A.M. 'TIL 9 P.M.; TUESDAYS, WEDNESDAYS, FRIDAYS 9:30 A.M. 'TIL 5:30 P.M.; SATURDAYS 9:30 A.M. TIL 6 P.M.!

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THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

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JOSKE'S NORTH STAR MALL: MONDAY THROUGH FRIDAY 10 A.M. 'TIL 9 P.M.; SATURDAYS 10 A.M. 'TIL 6 P.M. | JOSKE'S LAS PALMAS: DAILY 9:30 A.M. 'TIL 9 P.M. |

4-A

Sunday, May 7, 1967

THE SAN ANTONIO LIGHT

Classified Want Ads—CA 6-1231

# Party Regularity Issue to Be Acute for Johnson in 1968

By ROBERT E. THOMPSON  
The Light's Washington Bureau  
WASHINGTON — Should the Vietnamese war range into 1968, President Johnson will face a deep intra-party split and a difficult political decision involving Democratic "doves."

Not since President Harry S. Truman was confronted with a three-way party division in 1948 has a White House incumbent come up against the cleavage that could beset the Democrats next year.

At least seven of the Democratic senators up for re-election in 1968 are outspoken foes of the President's stand in Vietnam. A larger number of House members reflect the same position.

The question is whether the President, who feels a deep moral and emotional commitment to the war in Vietnam, will support the election bids of the dissenters.

Johnson has made party regularity a life-long habit. But the problem will be much more acute for him next year if he must choose between a Democrat who opposes his stance in Vietnam and a Republican who approves it.

The dissident Democratic senators and congressmen will face a similar dilemma, should the Republican presidential nominee turn out to be a more dovish candidate than the President.

The President has made no secret of his disenchantment

with Democratic members of the House and the Senate who constantly criticize U.S. military action in Vietnam.

At least two individuals close to the President have suggested privately that they would not be surprised if Johnson withholds support from vehement Democratic critics of his policy—or even backs their GOP opponents.

### SAME PLATFORM?

Whatever his course, the President may find it difficult campaigning from the same platform with Senate Foreign Relations Committee Chairman J. William Fulbright, of Arkansas; Sen. Frank Church, of Idaho; Sen. Joseph Clark, of Pennsylvania; Sen. Ernest Gruening,

## Those Vocal Doves

of Alaska; Sen. William McGovern, of South Dakota; Sen. Wayne Morse, of Oregon; and Sen. Gaylord Nelson, of Wisconsin.

These men have attacked the recent intensification of military activity and have suggested unilateral de-escalation by the United States in an effort to promote peace talks. A number of them were highly critical of speeches made in the United States two weeks ago by Gen. William Westmoreland, U.S. commander in Vietnam.

Should Morse and Fulbright survive expected primary contests, they probably will be in

good political shape during the fall campaign when the President travels across the nation. But the others are expected to face tough Republican challenges.

The President's campaign problems with these senators may be solved by concentrating upon their support of Great Society programs and de-emphasizing their opposition on Vietnam.

At least, that is the way McGovern views the campaign. The South Dakota senator, who made a widely-publicized, anti-Vietnam speech in the Senate last week, said in an interview

that he would welcome the President to his state and hopes for his backing.

### NATIONAL POLICY

"Outside of Vietnam and one or two aspects of agriculture, I've been closer to the President's position on important issues than I have to the Republican position," said McGovern. "I cannot see myself supporting any of the prospective Republican presidential nominees. I think I can exert more influence on national policy by staying within my own party."

McGovern also predicted that Johnson will prove a stronger candidate next year than many persons anticipate.

It is not likely that the President will attempt a purge of

Democrats, similar to that undertaken by President Franklin D. Roosevelt in 1938.

Although he was one of the congressional nominees supported by Roosevelt in that year, Johnson often has noted that the late President's crusade against conservatives with his party proved a failure and had a diverse repercussions for Roosevelt for years to come. In addition, Roosevelt attempted his purge in an off-year election when he was not seeking re-election. Two years later, when he ran for a third term, Roosevelt reverted to party regularity.

### SPLINTER PARTIES

Truman was confronted in 1948 with two splinter parties

made up largely of Democratic dissidents from right and left. Then-Gov. Strom Thurmond, of South Carolina, ran for president on the segregationist States Rights ticket and former Vice President Henry A. Wallace headed the ultra-liberal Progressive Party.

Despite this seemingly lethal division, Truman won an upset victory over former New York Gov. Thomas E. Dewey.

Johnson may be confronted with somewhat the same situation — an anti-civil rights party headed by former Alabama Gov. George Wallace and an anti-Vietnam ticket under the guidance of some leader of the New Left.

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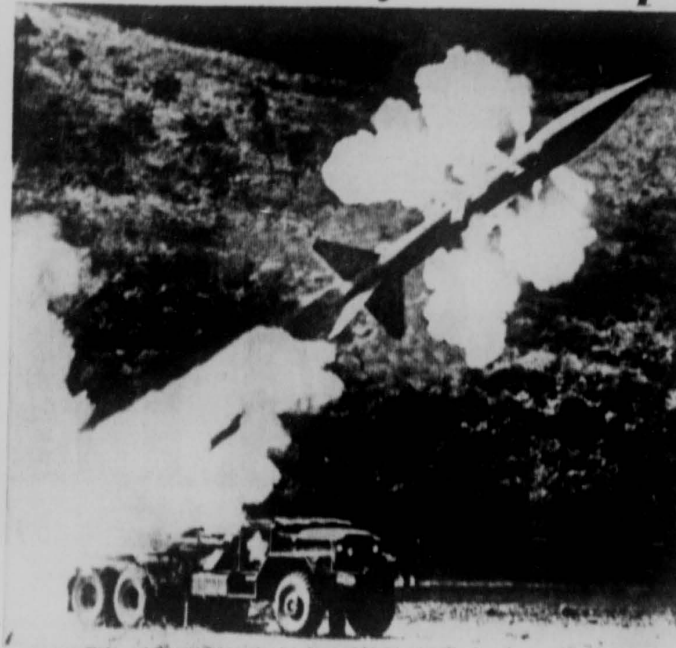
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# Big Variety of Events at Kelly AFB Open House



**GETTING AIR SHOW ON THE ROAD**—Capt. Dick Schram, "The Flying Professor," sneaks into a Piper Cub (L) to get his air show on the road and prove



that anyone can learn to fly by reading his book on the subject. Schram will appear here Sunday at open house festivities at Kelly AFB. Also featured

at the 50th anniversary observance will be an Honest John Missile display. The Honest John is launched from its truck-mounted ramp (C). The Army's cham-



plionship parachute team will give a thrilling exhibition of free-fall and midair maneuvers at the noon-to-4:30 p.m. open house.

# Penneys



## Kelly Anniversary

(Continued from Page 1.)

low level air refueling demonstration by the B52-KC135.

### Special Forces

Other highlights include the Army Special Forces in combat, skydiving by the Army's Golden Knights parachute team, performances by sentry dogs of the Lackland AFB Canine Corps, and model airplane aerobatics by the Alamo Radio Control Society.

Thirty-one types of aircraft will be displayed in Kelly Building No. 375 and adjoining outdoor areas.

Army displays include a mock-up of a typical Vietnam village, a Pershing missile, Honest John missile, M88 tank, 175 millimeter howitzer, and medical and air drop equipment.

The Air Force will contribute displays including a B-57

### Military Salute

Music will not be forgotten. The Lackland AFB Band of the West opens the program at noon, and the show will close at 4:30 p.m. with a performance by the Lackland Drum and Bugle Corps.

Col. George Gaines, deputy base commander at Kelly, will serve as master of ceremonies.

Joining in the largest assemblage of exhibits ever presented at Kelly are all the other local bases — Ft. Sam Houston, Lackland, Brooks and Randolph AFBs, plus all the other air material areas and civilian agencies.

Parking will be available for 50,000 cars.

### Four Arteries

routed through four major arteries — Loop 13 to the South Gate, Growdon to 35th Street, Gen. McMullen Drive to Billy Mitchell Drive, and Hudnell Drive to Duncan Drive to the main parking lot.

Supplemental service will be provided by the San Antonio Transit Co. from downtown to the corner of Tinker and Duncan.

A number of San Antonians, whose names were drawn earlier in the week, will get free rides during the show in the Ford Trimotor, a commercial airplane of the early 1930s being exhibited by American Airlines.

Others, selected recently by the Army, will have a chance to talk to friends, relatives or sweethearts stationed in Viet-

### Order of the Day

Here is the schedule for Sunday's Golden Anniversary Open House at Kelly AFB:

- 12 Noon—"Star Spangled Banner" by Lackland AFB Band.
- 12:03 p.m.—Welcome by Col. George Gaines Jr., deputy base commander of Kelly.
- 12:05 p.m.—Band medley.
- 12:15 p.m.—Sentry dogs performance by Lackland AFB Canine Corps.
- 12:35 p.m.—Model airplane flying, Alamo Radio Control.
- 1:25 p.m.—Air Force Song, Lackland Band.
- 1:30 p.m.—Air show starts with F102 takeoff.
- 1:32 p.m.—C119 formation flyby.
- 1:34 p.m.—HC130 rescue demonstration.
- 2:05 p.m.—F102 takeoff.
- 2:07 p.m.—Piper Cub aerobatics by Col. Dick Schram.
- 2:21 p.m.—B52-KC135 low level air refueling demonstration.
- 2:24 p.m.—F102 formation flyby.
- 2:25 p.m.—Army Special Forces combat demonstration.
- 2:58 p.m.—T38 flyby.
- 3 p.m.—Aerobatics show by Charlie Hilliard.
- 3:20 p.m.—F102 recovery demonstration.
- 3:25 p.m.—Skydiving by Army's Golden Knights.
- 3:51 p.m.—Aerobatics show by Robert A. Hoover.
- 4:11 p.m.—F111 flyby.
- 4:15 p.m.—Lackland AFB Drum and Bugle Corps.
- 4:30 p.m.—Closing remarks by Col. Gaines.



Very, very special purchase!

Fully lined color-splashed shifts in cool quick-care jersey

So very specially priced you can gather a closetfull and make the most of summer! We've a spirited collection of skimmy shifts . . . all in wash-and-wear, wrinkle-shedding triacetate jersey! Casual looks for at-home, more tailored looks for on-the-go! No matter how many times you pack and unpack, they'll look as fresh as ever! Sizes 10-18. Why not pick one of each.

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McCRELESS CITY — S. New Braunfels and E. Southcross

ing No. 515 and adjoining cur-  
door areas.  
Army displays include a mock-  
up of a typical Vietnam village,  
a Pershing missile, Honest John  
missile, M88 tank, 175 millime-  
ter howitzer, and medical and  
air drop equipment.

The Air Force will contribute  
displays including a Borsani  
missile, cutaways of the J79  
and TF39 engines and models  
of the B70 Space Ring, Titan II  
Circular Table and the Titan  
IIC Elliptical Module.

SAAMA Units

A missile display by the Navy  
and Marine Corps will feature  
the Polaris, Talos, Terrier and  
Subroc. Units of the San Anto-  
nio Air Material Area will pre-  
sent exhibits.

Goldberg to Debate Policy

NEW YORK (UPI)—Arthur J.  
Goldberg, U.S. ambassador to  
the United Nations, will discuss  
American foreign policy at an  
international conference later  
this month which may be  
attended by North Vietnamese  
officials.

The Center for the Study of  
Democratic Institutions in Santa  
Barbara, Calif., announced Sat-  
urday that Goldberg will attend  
the conference in Geneva.

The center said the North  
Vietnamese have "accepted in  
principle" an invitation to  
participate in a panel discus-  
sions of the possibilities of  
neutralizing all of Southeast  
Asia. The National Liberation  
Front (Viet Cong) in South  
Vietnam and the mainland  
Chinese have acknowledged  
their invitations, but have not  
said whether they will attend.

The first Paces In Terris  
conference was held in New  
York to promote the type of  
dialogue called for by Pope  
John XXIII in his encyclical of  
that name.

This one opens later this  
month in Geneva. More than 400  
leaders from all over the world,  
including the Soviet Union, will  
take part.

TOURISM ON RISE

Thirty-seven states now rank  
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local bases — Ft. Sam Houston, Lackland, Brooks and Randolph  
AFBs, plus all the other air-  
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Others, selected recently by  
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to talk to friends, relatives or  
sweethearts stationed in Viet-  
nam through a MARS station set  
up at Kelly.

Parking will be available for  
50,000 cars.

Four Arteries

Traffic to the base will be up by the Army in Building 375.

2:30 p.m.—F102 display.  
3 p.m.—Aerobatics show by Charlie Hilliard.  
3:20 p.m.—F102 recovery demonstration.  
3:25 p.m.—Skydiving by Army's Golden Knights.  
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4:11 p.m.—F111 flyby.  
4:15 p.m.—Lackland AFB Drum and Bugle Corps.  
4:30 p.m.—Closing remarks by Col. Gaines.



Ivy's a wrinkle-free breeze in this light-as-foam Dacron® blend Sport Coat that stays crisp even in heavy humidity 23<sup>50</sup>

Spectating, participating, traveling—go wrinkle free in 65% Dacron® polyester, 35% Avicel® rayon. Subtle plaids, alubbed solid tones. 36-46 regulars, 38-46 longs.

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4-A

Sunday, May 7, 1967

THE SAN ANTONIO LIGHT

Classified Want Ads—CA 6-1231

6-A

Sunday, May 7, 1967

THE SAN ANTONIO LIGHT

# Romney Learns to Live With Problems of His Religion

**By MARIANNE MEANS**  
The Light's Washington Bureau

WASHINGTON — In an emotional private exchange, a troubled young Mormon congressman appealed to Gov. George Romney to join with him in denouncing the threat of John Birch Society influence that menaced the Mormon church.

That was three years ago. But the incident becomes significant

now because it illustrates that Romney is no neophyte in coping with political difficulties caused by his religion—and that his refusal last week to question his church on its doctrine of racial discrimination is a result of his devout nature rather than his personal views on the subject.

Rep. Ralph Harding, D-Ida, attempted to persuade Romney that Mormons who held high public office had a moral obli-

gation to object to the activities of former secretary of agriculture Ezra Taft Benson, who was using his position as a revered apostle of the church to spread Birch ideology among its members. Romney, however, told Harding that while private-ly he deplored the Birch Society, he would never criticize his church or its hierarchy in public.

(Harding made his public attack alone. The Mormon Church

eventually curtailed Benson's activities, but the Birchers got revenge by helping defeat Harding in a 1964 Senate campaign.)

Throughout his public career, Romney has taken the position that as an elected official he is not required to engage in a discussion of the beliefs of his church. Ideally, of course, a candidate's religion should be his own private affair. As a practical matter, however, every politician concedes that religious

questions do affect voter judgment.

On his first outing as a presidential prospect two months ago, Romney was challenged by Salt Lake City ministers about Mormon teachings that indicate Negro racial inferiority. Romney satisfied his audience by reminding them of his strong personal record as a civil rights champion.

But in Atlanta, Romney once

again faced racial questions, and this time his audience was made up of Negro educators and students. He was asked how he could feel "comfortable" in a church that preached a doctrine contrary to his personal convictions. "It is not true my church preaches a racist doctrine," he replied. "It is true Negroes cannot hold the priesthood in the church." A loud gasp of disbelief rose from the audience; they clearly regarded

his statements as contradictory. And he did not satisfy them by merely separating himself from church policy.

In a sense such skepticism is unfair to a man whose personal stance on civil rights is clear. Nonetheless, the warning signals have been hoisted. Romney's support among civil rights advocates will gradually weaken if he does not openly repudiate the Mormon view of race.

## City News

Roy Trimble and the Riverside Playboys featuring Red Baker Fri., Sat. & Sunday at Bob's Cafe Riverside at Roosevelt.—(Adv.)

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ABILENE, Tex. — A storm that moved late Thursday lashed Abilene with a sizeable hail.

# Sears

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Save \$20<sup>95</sup> on King-size Dinette



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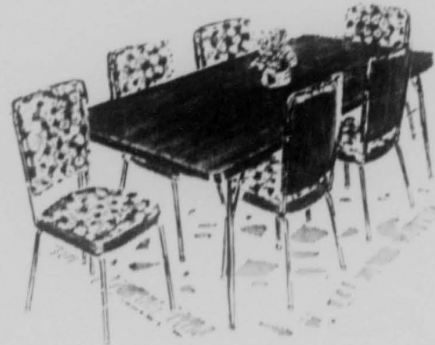


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Save \$20<sup>95</sup> on King-size Dinette

Large family size nine piece set in attractive bronzetone finish. Scratch and stain resistant top is woodgrained. Large, comfortable cotton padded seats and backs are covered in vinyl. 2 extension boards. Table measures 36x48x72-in.

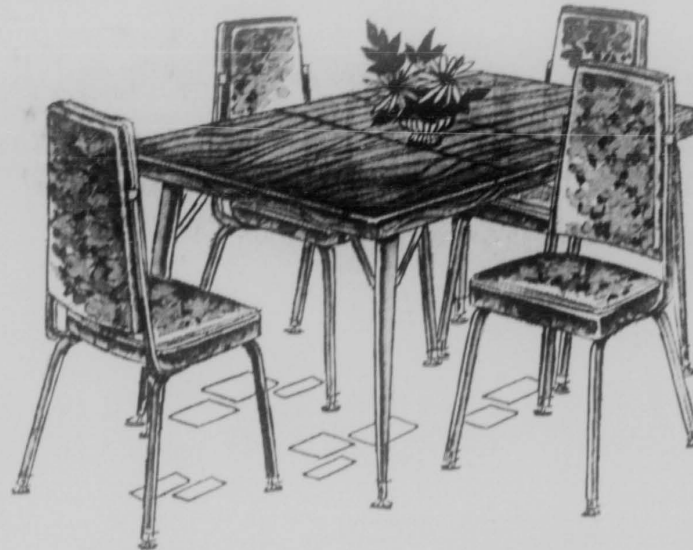
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Save \$26 on 7-pc. Bronzetone Dinette

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7 piece set has stain and scratch resistant plastic woodgrain table top. Measures 36x-48x72-in. with 1 leaf. Chairs are cotton padded with easy clean vinyl plastic covers.



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Chair backs are high for fine support. Gracefully tapered, with enameled metallic bronze shaped legs. Brocade-patterned covers of sturdy vinyl. Table top and edge have the hand rubbed look in wood grain plastic.

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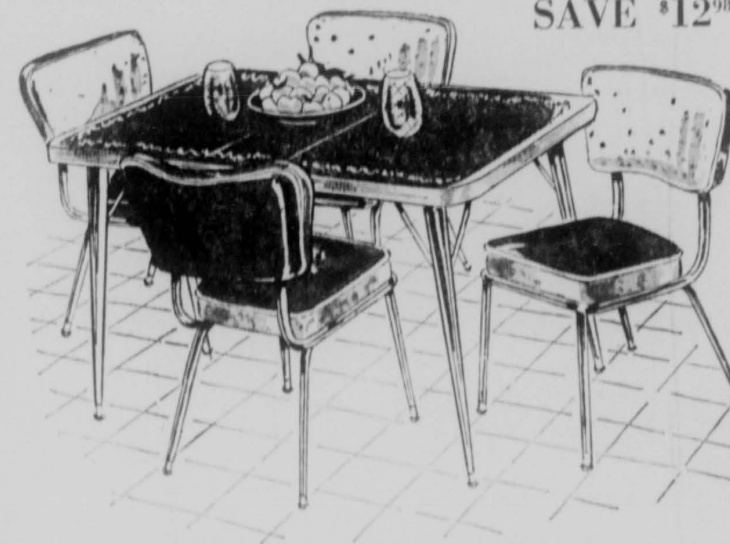
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Elegant "Ionic" White Semi-Porcelain Dinnerware **9<sup>88</sup>**

45 piece set includes, 8 teacups, saucers, salad-dessert plates, dinner and soup plates, 2 piece sugar bowl, cream pitcher, plater and open vegetable dish. 47 piece also has coffee pot.

a. 47-pc. "Blanc Noh" is the stark simplicity of black and white for an exciting new look.

b. 45-pc. "Ionic" has classic coupe shape and fluted rim. Elegant for formal settings, rugged for every day use.



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Plastic top resists heat and scratches, smart decorative border. Brass color aluminum apron. Chairs are covered in easy clean two-tone vinyl plastic.

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Compact drop-leaf table is ideal for today's tiny dining areas. Walnut pattern plastic top. Bronzetone legs. 20x24-in. table is 24x36-in. open. Two chairs included.

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Classified Want Ads—CA 6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

7-A

# \$5 Million Hail Loss

ABILENE, Tex. (UPI)—Insurance experts Saturday set damages to homes and businesses from a hailstorm that raked this West Texas city early Friday at \$5 million. Damage to automobiles was expected to send that figure much higher. The storm, one of a series that moved across West Texas late Thursday and early Friday, lashed Abilene with baseball-sized hail.

## Abilene Storm

Thousands of homes and businesses received hail damage, mostly in the form of broken windows and punctured roofs. Wilfred J. Perry, claims bureau representative of the

American Insurance Association, said the insured loss to fixed property would run to at least \$5 million. Hundreds of automobiles were knocked out during the storm, and those damages were not included in Perry's figures. He said there was no way of knowing yet how many autos had been damaged or destroyed.

## Flee To West

HELZEN, Germany (UPI)—Two East German schoolboys aged 13 and 14 fled through border minefields into West Germany's Lower Saxony state during the night, federal authorities announced Saturday. The boys, who escaped unhurt, were turned over to the care of youth authorities.

# 18 Rescued After Fire at Sea Fishing Vessel

PANAMA CITY, Fla. (UPI)—A tourist fishing boat burst into flames about a mile off shore Saturday, forcing the 18 persons aboard to scramble into the seas for their lives. All were rescued by another fishing boat and Coast Guard patrol boat that happened to be in the vicinity at the time. An electrical short apparently touched off the blaze. Those aboard the ill-fated

boat, the 55-foot Mar Ann, included 15 vacationers from Atlanta, Ga. The other three were crewmen. One, of the vacationing Atlantans, C.O. Barker, about 50, was taken to a hospital for observation, but later released. Officials said he first appeared to be suffering from shock. L. J. Bower, also of Atlanta,

was concerned that garbled reports of the mishap would reach home. "Tell everybody we're all right," he urged newsmen. The Mar Ann is owned by T. Frudaker of Panama City, and was captained by Marvin Fuchel. It left the docks for a day's fishing in the Gulf of Mexico at 6 a. m., and the fire

broke out about 3 1/2 hours later. Witnesses said the blaze burst from the engine room and soon was burning furiously. Crewman Luther Joiner said the electrical short may have started with the battery. The vessel burned to the waterline and then drifted onto a reef. A Coast Guard vessel kept watching over the burning hulk.

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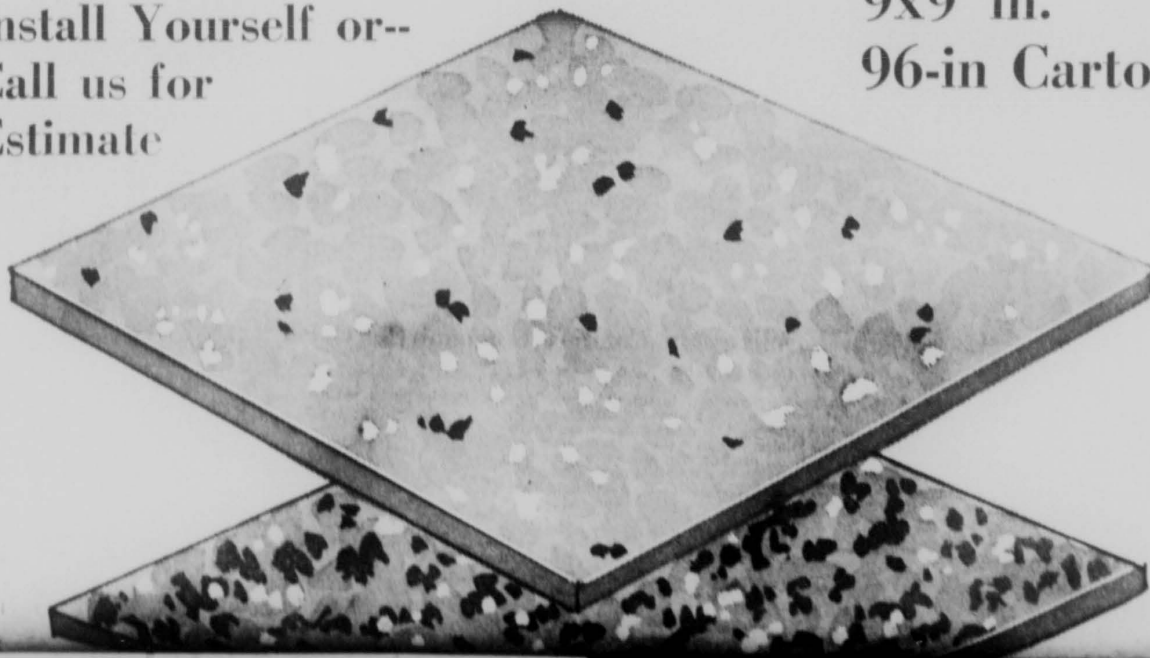
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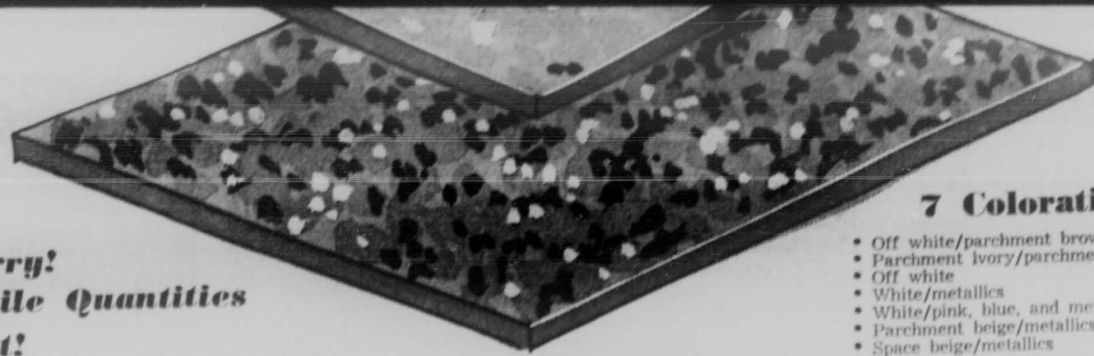
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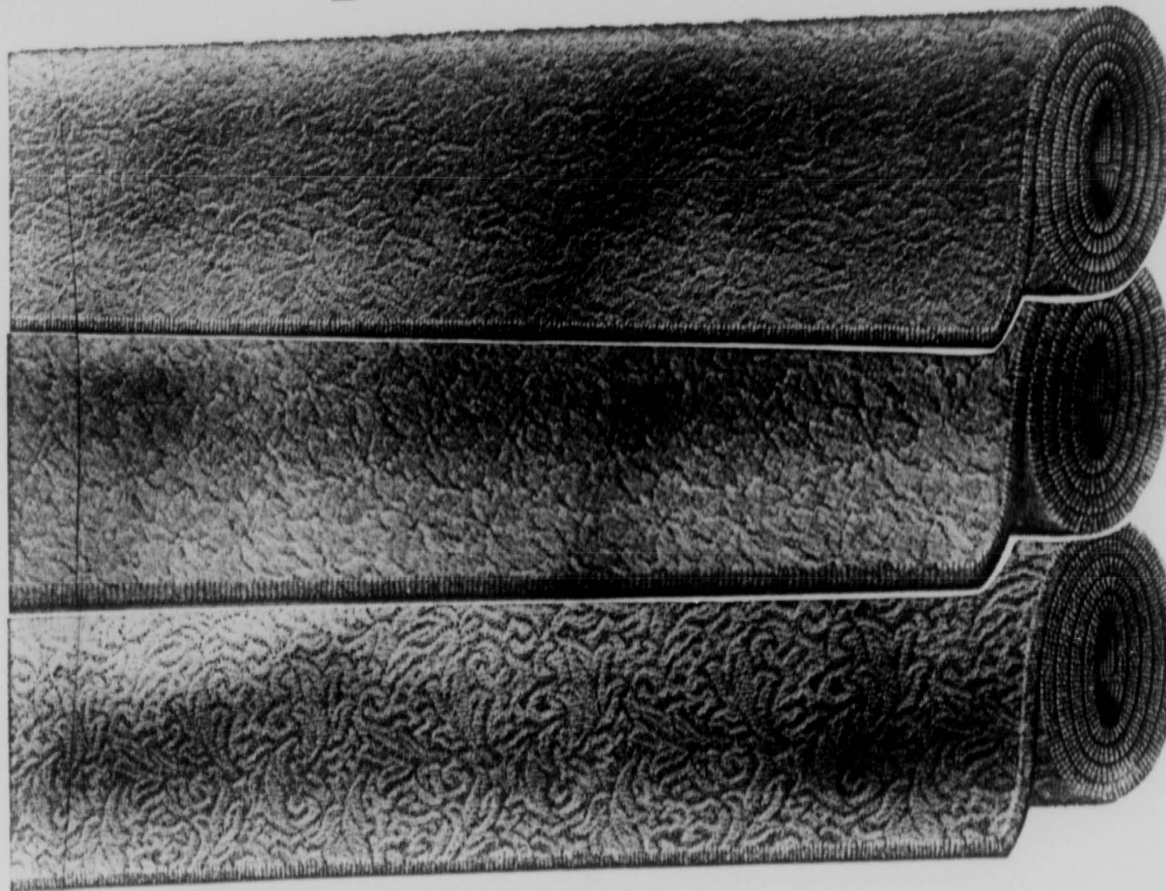
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Imagine the new dimensions of beauty your floors will have with this lovely tile. Random layers of colored vinyl flakes give depth and texture you can almost feel.

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While Quantities  
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**SAVE Up to \$120 on 40-sq. yd. Installation**



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Accent on Crisp Texture**

Regular \$8.99 per sq. yd.  
SAVE \$2 per sq. yd.

**6<sup>99</sup>**  
sq. yd.

This Sears 501\* carpet of continuous filament nylon pile has a rich scroll pattern of high-low loops. Wonderfully warm, bright colors lend themselves beautifully to any decor. Tops for wear and ease of care. 12 and 15-ft. widths.  
\* DuPont Certification Mark

**"Expression"  
Accent on Elegance**

Regular \$10.99 per sq. yd.  
SAVE \$2 per sq. yd.

**8<sup>99</sup>**  
sq. yd.

Here's classic beauty expressed in a Wilton carpet of Acrilan® acrylic pile. Elegant leaf scroll pattern in your choice of six twin-tone colors. Practical, easy-care Acrilan has enduring resilience. 12 and 15-ft. seamless widths.

**"Springlake"  
Accent on Luxury**

Regular \$12.99 per sq. yd.  
SAVE \$3 per sq. yd.

**9<sup>99</sup>**  
sq. yd.

A truly superior carpet with a swirling scroll motif that imparts gracious dignity to your home. Acrilan® acrylic pile is highly resilient, easy to clean. 7 colors.

**NO MONEY DOWN**

Ask Your Salesman How You May Take Up to 5 Years to Pay on Sears Modernizing Credit Plan

**Free Estimate on Sears Expert Carpet Installation**

**SHOP AT SEARS AND SAVE**  
*Satisfaction Guaranteed or Your Money Back*



Plaza Store  
Soledad at Navarro  
CA 34311

S.W. Military Dr. Store  
at Pleasanton Rd.  
WA 33466

Shop Monday thru Saturdays 9:30 a.m. to 9 p.m.

Florist Service  
PE2-1221  
Local or Wire

Carpet Cleaning  
OR3-0241  
For Free Estimate

B-A

Sunday, May 7, 1967

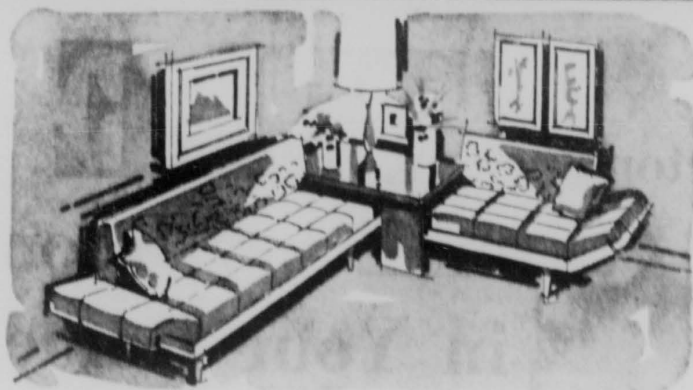
Classified Want Ads—CA 6-1231

Classified Want Ads—CA 6-1231



# Choose Coordinated Furnishings At a Price that Pleases...During

*Modern Style*  
**HOUSEFUL**  
ALL 3 ROOMS **\$499** LIBERAL TERMS!



### Add Loveliness With This Exciting Sectional

If your living room needs a tonic, a deep-moving change, come dream dreams while picturing this provocative sectional in your home. The colors are a gorgeous blending of vibrant print and warm solid hues, the fabric is smart and practical, the style is chosen to suit your heart's desire with deep tufted pillow comfort. The corner table is sturdily constructed for lasting beauty and ease of care with stain-resistant plastic top. Come on in and learn how easy it is to own it!

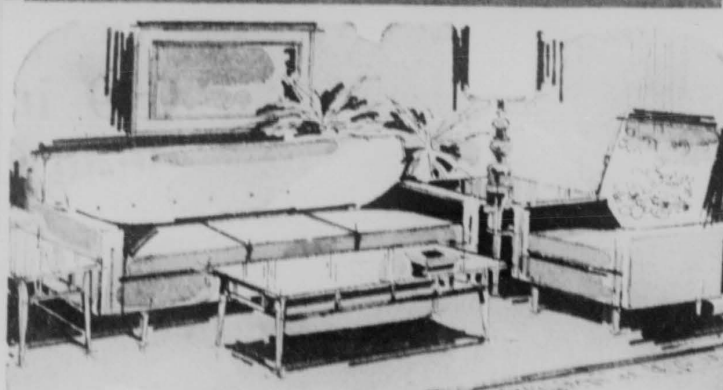
Satisfaction Guaranteed or Your Money Back

May be purchased separately for

**\$199**

No Money Down —\$10 Monthly

**CONTEMPORARY**  
**HOUSEFUL**  
ALL 3 ROOMS **\$599** LIBERAL TERMS!



### Look-Again Loveliness in Comfort Companions

Includes Sofa, Mrs. Chair, Cocktail Table, Step Table or End Table and Lamp

The look—pure contemporary. The comfort—luxurious. The price—lower than low for such high quality. "Combo" by Kroehler... a great new look in modern furniture, clean and long, sweeping the fashion scene with a burst of color. All new print fabrics to choose from, solids made lively by floral designs. An all new approach to comfort; made to stay through years of family life and entertaining. Perfectly matched to Cocktail Table PLUS End, Step or Lamp Table in great contemporary design with Formica plastic surfaces; and a striking Table Lamp. Come and see.

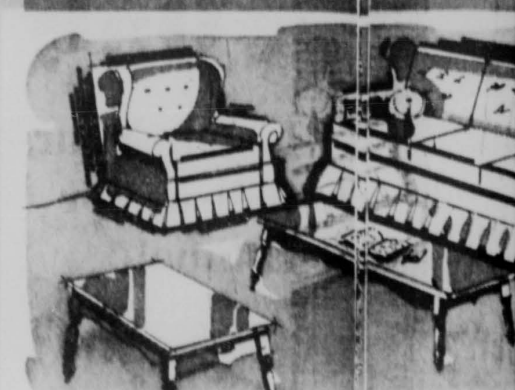
Satisfaction Guaranteed or Your Money Back

May be purchased separately for

**\$270**

No Money Down —\$9.50 Monthly

**EARLY AMERICAN**  
**HOUSEFUL**  
ALL 3 ROOMS **\$699** LIBERAL TERMS!



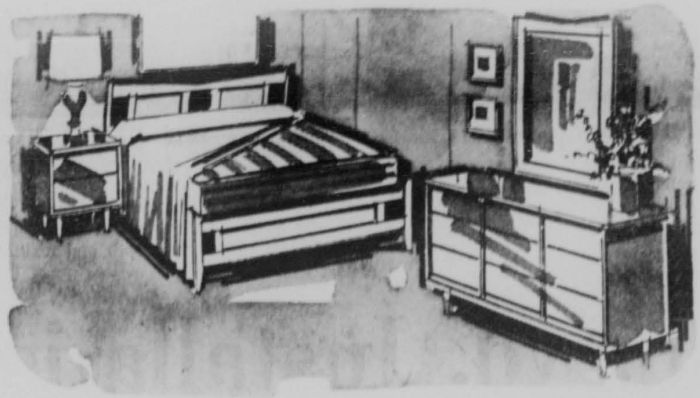
### Choose the Charm Of Friendly Colonial

Bring the friendly warmth of Colonial styling into your home with this smartly tailored Living Room. The Sofa and Lounge Chair are handsomely coordinated, the pair of Step Tables or End Tables have Formica plastic surfaces for long years of wear, the two American Eagle design Table Lamps offer quiet illumination. The Early Americans designed and used no-nonsense furniture... and Early American is for that kind of people today. They love it, and so will you. Come on in and see for yourself!

Satisfaction Guaranteed or Your Money Back



sturdily constructed for lasting beauty and ease of care with stain-resistant plastic top. Come on in and learn how easy it is to own it!



**Functional . . . Beautiful . . . A Bedroom to Be Proud Of!**

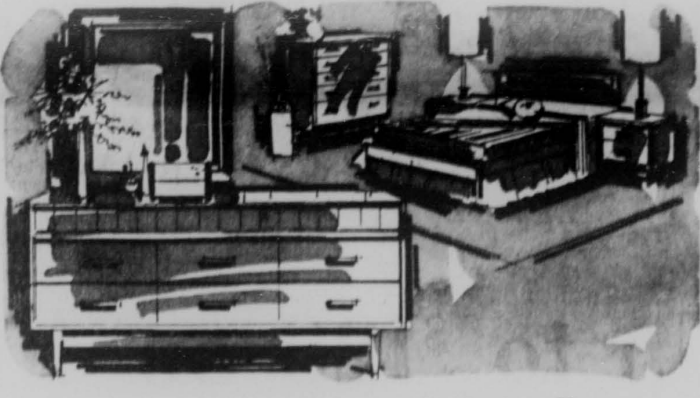
Create a completely new bedroom in the clean, fresh styling of modern design. 5 pieces comprise this lovely walnut finished suite. Scratch and stain-resistant Westinghouse Micarta protects the top of the spacious triple dresser. The matching fully framed mirror is of Pittsburgh plate glass. A full size panel bed complete with Simmons mattress and matching box spring. Come and see!

No Money Down  
—\$10 Monthly

May be purchased separately for  
**\$199**  
No Money Down  
—\$10 Monthly

Satisfaction Guaranteed or Your Money Back

Perfectly matched to Cocktail Table PLUS End, top of Lamp Table in great contemporary design with Formica plastic surfaces; and a striking Table Lamp. Come and see.



**5-Piece Bedroom Created for Enduring Beauty**

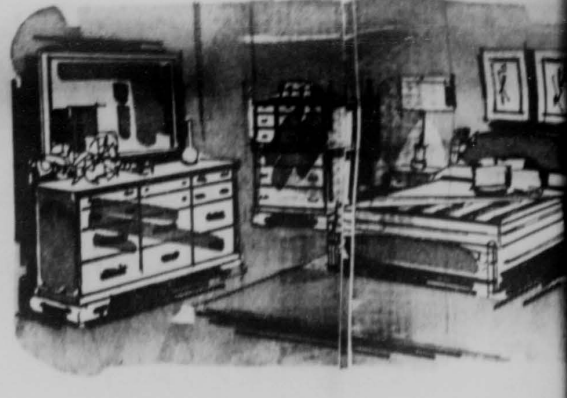
Come close, touch the beauty of this soft burnished walnut finish . . . see the accentuating rout lines, and DuPont Dulux finish smartly protected for lasting loveliness by Formica. This is an invitation to a lifetime of good living! You'll appreciate this fine suite for the ample storage area provided by the large Triple Dresser, for its heavy plate glass Mirror, for the full size Headboard with Simmons Mattress and Box Spring. A budget account at Jorrie's can make it yours . . . come and see!

No Money Down  
—\$9.50 Monthly

May be purchased separately for  
**\$208**  
No Money Down  
—\$10.50 Monthly

Satisfaction Guaranteed or Your Money Back

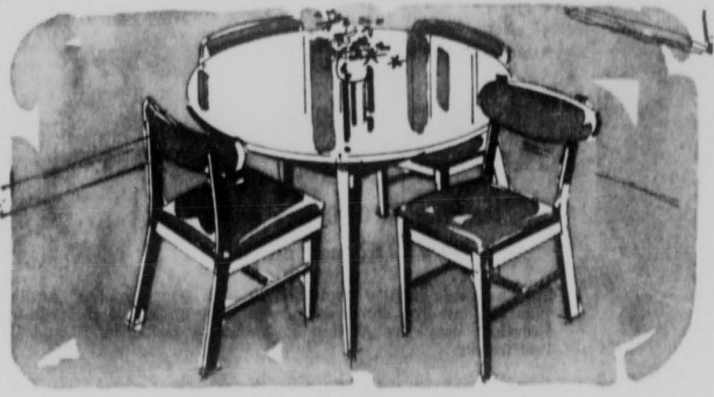
American is for that kind of people today. They love it, and so will you. Come on in and see for yourself!



**Warm and Cheerful Early American**

Bassett's Leatherwood collection has all the warmth, charm and enduring simplicity you expect in authentically reproduced Early American. Mastercrafted and painstakingly perfect. Intimate and wonderfully cheerful in mellow Honey Tone wood veneers with matching Formica plastic surfaces. Only Bassett can make it so lovely, and only Jorrie's can make a 5-piece suit so affordably yours, with Triple Dresser, Mirror and full size Headboard with Simmons Mattress and Box Spring. You'll treasure Leatherwood. Come and see it today!

Satisfaction Guaranteed or Your Money Back



**Designed for Modern Taste and Modern Living**

Created with considerations for the lively group—the young homemaker who wants her Dining Room loveliness yet must have practicality too! The handsome Walnut Table boasts easy-care plastic top that resists scratches, spills and burns—and includes leaf for additional serving space. 4 matching Side Chairs offer curved back comfort and wipe-clean black vinyl seats. And the price—unbelievable! Come and see for yourself!

May be purchased separately for  
**\$101**  
No Money Down  
—\$5 Monthly

Satisfaction Guaranteed or Your Money Back



**Strike a Chord Of Contentment With Bassett**

Dining Room that sings of value and beauty—designed for functional living with Formica plastic surfaces on fashionable round table that defies scratches, stains and burns. 4 Side Chairs offer comfortable seating. Basket makes the furniture, Jorrie's make it affordable now. Come and see for yourself!

May be purchased separately for  
**\$150**  
No Money Down  
—\$7.50 Monthly

Satisfaction Guaranteed or Your Money Back



**Give Every Meal the Charm Of Colonial**

Guests are always welcome when the mood is set by the warmth of an Early American Dining Room. Each meal will have a feeling of great importance, of family gatherings like Thanksgiving with this suite. See how the beauty contributes to an air of simple elegance without being "showoffy!" Create a joyous new atmosphere with the Round Table and four sided Chairs. Come on in and see what we mean!

Satisfaction Guaranteed or Your Money Back



That Jorrie's entire Sales Staff are "Home Furnishings Consultants" . . . certified by the National Retail Furniture Association — thoroughly trained with the ability to plan a room, pick a color, help you make your home more liveable. Please consult them on your furnishing problems — no additional charge, of course!

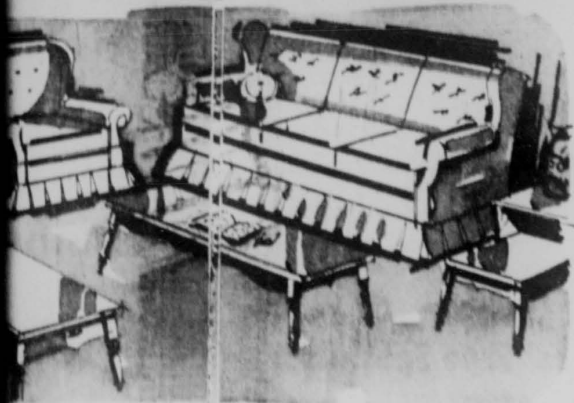
**DID YOU KNOW? . . .**

**FREE PARKING**  
**FREE DELIVERY**

Shop Monday, Thursday, Friday Until 9 p.m.!

# Furnishings in the Mood He Admires ...During Jorrie's Annual Bridal Sale!

**EARLY AMERICAN  
HOUSEFUL**  
ALL 3 ROOMS \$699 LIBERAL TERMS!



### Charm Of Friendly Colonial Living Room

Warmth of Colonial styling into your home with this Living Room. The Sofa and Lounge Chair are coordinated, the pair of Step Tables or End Tables have faces for long years of wear, the two American Lamps offer quiet illumination. The Early and used no-nonsense furniture... and Early kind of people today. They love it, and so will you see for yourself!

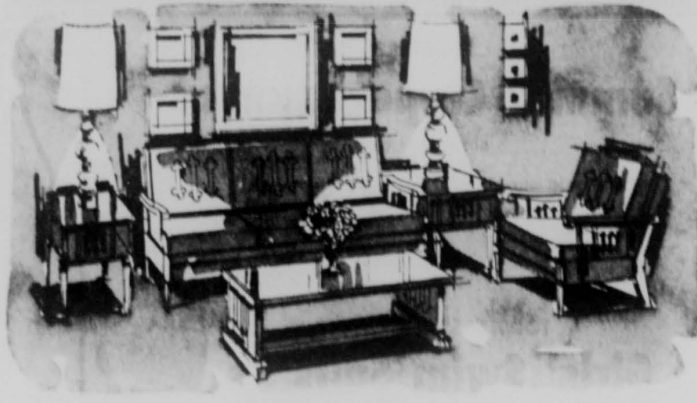
May be purchased separately for

**\$326**

No Money Down  
-\$11.50 Monthly

Satisfaction Guaranteed or Your Money Back

**Traditional  
HOUSEFUL**  
ALL 3 ROOMS \$799 LIBERAL TERMS!



### An Exquisite Translation Of Comfort and Beauty

Solid oak framing handsomely carved, Sofa and Lounge Chair with a magnificent Trapunto design... Cocktail Table and 2 End Tables correlated by their carved fretwork... this is "Spanish Mission"—a brilliant household collection that captures the spirit and grandeur of Old Spain. It brings to your home the excitement that only a perfect combination of beauty and comfort can. Come in and see for yourself—soon!

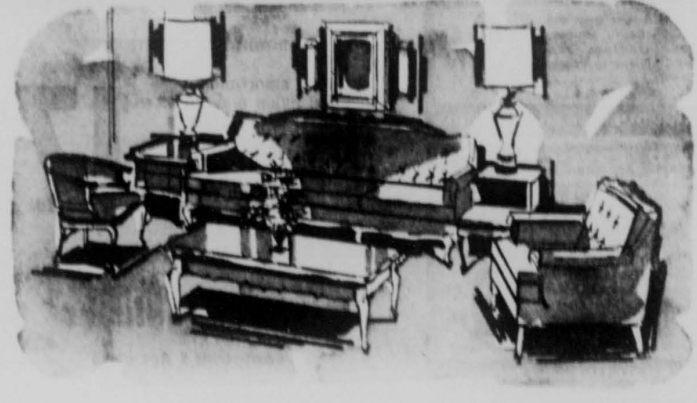
May be purchased separately for

**\$303**

No Money Down  
-\$11 Monthly

Satisfaction Guaranteed or Your Money Back

**French Provincial  
HOUSEFUL**  
ALL 3 ROOMS \$899 LIBERAL TERMS!



### Excellent French Detail Brings Unending Admiration

Meticulously diamond tufted upholstery with "pierce carved" crested backs makes this French Sofa and Chair the epitome of good taste... refined elegance with a touch of embellishment that will bring endless compliments from admiring guests. The finishing touches—Fruitwood Accent Tables beautifully crafted by famous Bassett; Cocktail Table plus Step, End or Lamp Table. Make it yours, make it soon... come and see for yourself!

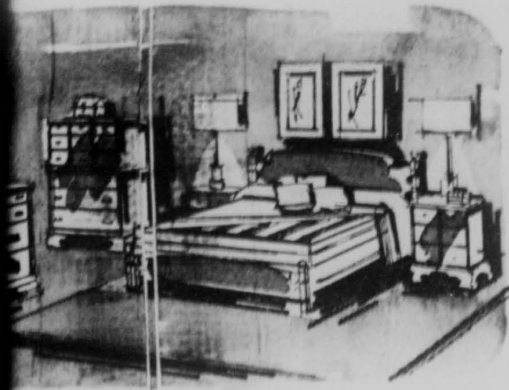
May be purchased separately for

**\$478**

No Money Down  
-\$17.50 Monthly

Satisfaction Guaranteed or Your Money Back

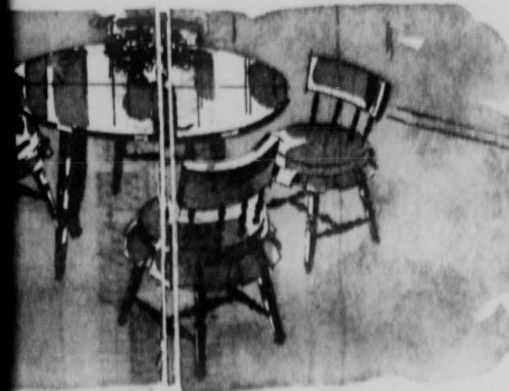
people today... They love it, and so will you yourself!  
 Satisfaction Guaranteed or Your Money Back  
 No Money Down  
 —\$11.50 Monthly



and Cheerful Early American

ction has all the warmth, charm and en-  
 in authentically reproduced Early Amer-  
 astakingly perfect Intimate and wonder-  
 Honey Tone wood veneers with matching  
 Only Russell can make it so lovely, and  
 piece suit so affordably yours, with Triple  
 ze Headboard with Simmons Mattress and  
 Leatherwood. Come and see it today!  
 Satisfaction Guaranteed or Your Money Back

May be purchased  
 separately for  
**\$273**  
 No Money Down  
 —\$9.50 Monthly

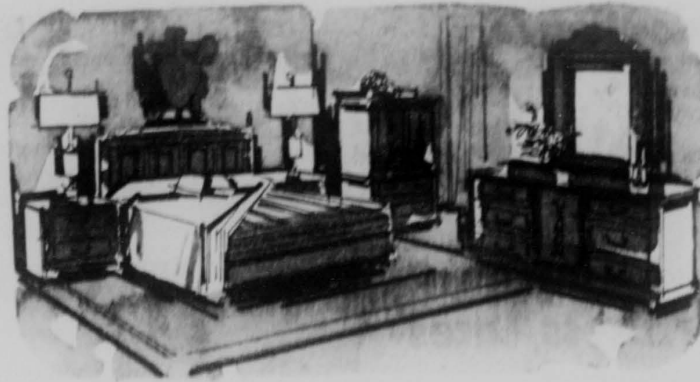


Meal the Charm Of Colonial Beauty

me when the mood is set by the warmth of  
 ag Room. Each meal will have a feeling of  
 ally gatherings like Thanksgiving with this  
 ly contributes to an air of simple elegance  
 Create a lovely atmosphere with the  
 ired Chairs. Come on in and see what we  
 Satisfaction Guaranteed or Your Money Back

May be purchased  
 separately for  
**\$99**  
 No Money Down  
 —\$5 Monthly

perfect combination of beauty and comfort can. Come in and see for  
 yourself—soon!  
 Satisfaction Guaranteed or Your Money Back  
 No Money Down  
 —\$11 Monthly



If You Love Beauty . . . Insist On a Lovely Bedroom

You are wise, we believe, if you make your Bedroom lovely. And  
 you can do it inexpensively with furniture as beautifully designed  
 and finished as this. See the weighty proportions so important to  
 Spanish styling, the deep moldings in simulated wood framing each  
 drawer of the spacious Triple Dresser. Look how shaped caps on the  
 Headboard and free flowing lines of the Mirror add a dash of vigor  
 to the suite and that comfortable Simmons Mattress and Box  
 Spring are included. Choose your suite in Castano Pecan or Paldo  
 White. But do it soon for a lifetime of good living!  
 Satisfaction Guaranteed or Your Money Back

May be purchased  
 separately for  
**\$357**  
 No Money Down  
 —\$12.50 Monthly

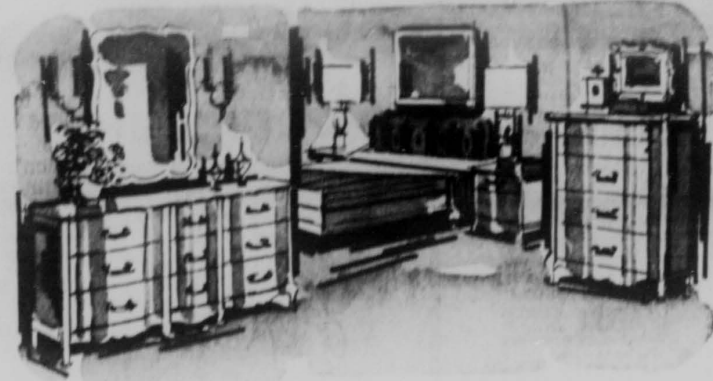


Choose This Dinette for Eternal Mealtime Pleasure

Today's smart homemakers see a dinette set as part of the decorative  
 furnishing ensemble. It has to be good looking as well as practical—  
 comfortable as well as useful. And this 5-piece set has all the an-  
 swers. Newest Spanish styling with the look of an expensive Dining  
 Room; plastic top Table that resists stains and scratches; 4 matching  
 Chairs with easy to care for and comfortable black vinyl seats. Here  
 you get all you can for your money. Come on in and see for yourself!  
 Satisfaction Guaranteed or Your Money Back

May be purchased  
 separately for  
**\$139**  
 No Money Down  
 —7.50 Monthly

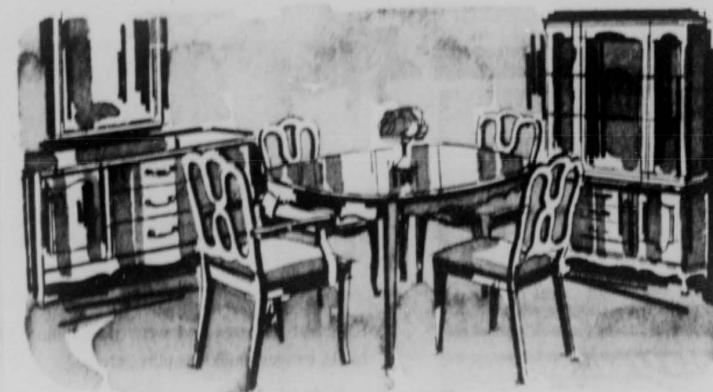
It soon . . . come and see for yourself!  
 Satisfaction Guaranteed or Your Money Back  
 No Money Down  
 —\$17.50 Monthly



High-Fashion French Beauty . . . for the Lowest Budget

La Marche invites you to come close, touch the elegance of high  
 fashion furniture from the French . . . an invitation of good taste  
 for a lifetime, yet see the fabulously low price! Its beauty and careful  
 craftsmanship will be well received in your home and in your heart.  
 And you'll appreciate this Bedroom for its thoughtfulness in providing  
 spacious storage areas with a huge Dresser, for genuine plate glass  
 Mirror handsomely framed with the fine French detail, for the full  
 size headboard plus Simmons Mattress and Box Spring. Come and  
 see what we mean!  
 Satisfaction Guaranteed or Your Money Back

May be purchased  
 separately for  
**\$257**  
 No Money Down  
 —\$9 Monthly



Create Your Own Gracious French Dining Room

Shapely French Provincial, known the world over for its quiet dignity  
 and good taste . . . now scaled to meet the needs of today's modern  
 homemaker, yet authentically styled. Glowing Fruitwood finish,  
 smartly protected for lasting beauty by DuPont Dulux. Priced to  
 please, and to delight you with Oval Table and Leaf, 3 Side Chairs  
 and an important-looking Arm Chair. Come and see it for yourself!  
 Satisfaction Guaranteed or Your Money Back

May be purchased  
 separately for  
**\$200**  
 No Money Down  
 —\$10 Monthly

PARKING  
 DELIVERY

**3** BIG STORES  
 TO SERVE YOU

San Antonio's Largest Furniture Display

DOWNTOWN—131 SAN PEDRO—CA7-7191  
 SOUTHSIDE—930 S.W. MILITARY—WA3-7541  
 NORTHWEST—4545 FREDERICKSBURG RD.—PE2-5111



10-A

Sunday, May 7, 1967

THE SAN ANTONIO LIGHT

Classified Want Ads—CA6-1231

PRICE CUTTERS FOR OVER 50 YEARS

**SOLD SERVE**

Remember Mother ... on her day

SAVE AT BOTH STORES MONDAY . . . PRICES GOOD AT NORTHSIDE SUNDAY

DOWNTOWN: 118 Soledad  
NORTHSIDE: 7000 San Pedro

**SOLD SERVE COUPON**

Full Bolts, First Quality

**Cotton SHEATH LINING**

DOWNTOWN & NORTHSIDE

Assorted pastel, medium and high shades, also white. Fine cotton quality. Machine washable. 36" and 45" wide.

**29¢ yd**

Good May 7, 8 (L)

---

**SOLD SERVE COUPON**

Full Bolts, Seconds

**DACRON/COTTON VOILES**

DOWNTOWN & NORTHSIDE

Favorite summer sheer with easy-care Dacron polyester. Pastels, in all colors, high shades. Little or no ironing. 45" wide.

**29¢ yd**

Good May 7, 8 (L)

---

**SOLD SERVE COUPON**

**45" BLENDED SPRING FABRICS**

DOWNTOWN & NORTHSIDE

Many patterns, colors, textures. Weaves. Polyester, triacetate, rayon, cotton blends. Bolt ends and mill remnants.

**29¢ yd**

Good May 7, 8 (L)

---

**SOLD SERVE COUPON**

79¢ Yd. Quality

**45" RAYON LINEN WEAVES**

DOWNTOWN & NORTHSIDE

Popular lightweight linen weaves in choice of colors. 1 to 5 yd. lengths.

**29¢ yd**

Good May 7, 8 (L)

---

**SOLD SERVE COUPON**

Our Usual 50¢

**INTERIOR DECORATOR MAGAZINE**

NYLON AND COTTON

**Rufflings & Trimmings**

DOWNTOWN & NORTHSIDE

- Pretty eyelet embroidered batistes, slip laces and novelty trims.
- White and colors, up to 2" wide
- First quality, full pieces
- Values to 23¢ yd.

**8¢ yd**

---

HIGHER PRICED

**Laces and Embroideries**

DOWNTOWN & NORTHSIDE

- Big, new assortment includes nylon and cotton slip laces, eyelet batistes novelties
- White and colors, up to 6" wide
- First quality, full pieces, values to 59¢ yd.

**17¢ yd**  
3 for 50¢

ASSORTED

**Trimming Hanks**

DOWNTOWN & NORTHSIDE

- 2 1/2 to 4 yds. in each hank
- Higher priced laces, embroideries, novelties
- Nylon and cotton edges and bands
- White and colors
- First quality, pre-marked 37¢

**28¢ hank**

*Charge it*

A PRETTY, PRACTICAL GIFT FOR MOM

**Seamless Nylons**

DOWNTOWN & NORTHSIDE

- First quality, with heels
- Plain seamless and micro mesh
- Most popular summer shades
- Sizes 8 1/2 to 11

**37¢ pr**

---

LADIES' AND MISSES'

**Stretch Anklets**

DOWNTOWN & NORTHSIDE

- Cuff-top styles
- White and colors
- Sizes 7 to 11
- 39¢ and 59¢ Imperfects

**17¢ pr**  
3 for 50¢

TODDLERS'

**Summer Crepe Pajamas**

DOWNTOWN ONLY

- Cool cottons in cute nursery prints
- Sizes for 1-2-3 yrs.
- First quality, a 98¢ value

**66¢ ea**

---

TODDLERS' SIZE

**Girls' Swim Suits**

DOWNTOWN ONLY

- Nylon stretch and terry cloth
- Sizes 1-2-3 yrs.
- 79¢ seconds

**29¢**

LADIES'

**Stack Heels & Casuals**

DOWNTOWN & NORTHSIDE

- Beige, white, black
- Values to \$8.99
- Large selection styles and materials
- Sizes 4 1/2 to 10, but not in all styles

**\$3.97**

---

SPECIAL PURCHASE! LADIES' SUMMER

**Dress Shoes**

DOWNTOWN & NORTHSIDE

- Values to \$10.99
- Red, blue, pastels, bone
- Big selection
- Sizes 4 1/2 to 10, AA and B widths in most styles

**\$5.97**

---

Ladies' Shoe Specials

DOWNTOWN ONLY

- Flats, casuals, dress shoes
- Most all sizes
- Values to \$6.99

**59¢**

\$1.49 YD. FULL BOLTS, FIRST QUALITY

**45" 'Serrano' Linen-Weave**

DOWNTOWN & NORTHSIDE

---

**45" Printed Rayon Linen Weaves**

DOWNTOWN & NORTHSIDE

- Newest spring patterns and colorings

lengths.  
Good May 7, 8 (L)  
**Good SUNDAY and MONDAY**

**SOLD SERVE COUPON**

Our Usual 50¢  
**INTERIOR DECORATOR  
MAGAZINE**  
DOWNTOWN & NORTHSIDE

Newest ideas in win-  
dow treatment, fabric  
selection and color  
scheme. Illustrations in  
full color. (LIMIT 1)

39¢  
ea

Good May 7, 8 (L)

**Good SUNDAY and MONDAY**

**SOLD SERVE COUPON**

Full Bolts, Seconds of to \$1.19  
**DACRON NINON  
DRAPERY SHEER**  
DOWNTOWN & NORTHSIDE

100% Dacron polyes-  
ter. Soft, sheer quality.  
Most wanted decorator  
colors and white. Ma-  
chine washable. 45"  
wide.

29¢  
yd

Good May 7, 8 (L)

**Good SUNDAY and MONDAY**

**SOLD SERVE COUPON**

300-yd. Spool  
**MERCERIZED THREAD**  
DOWNTOWN & NORTHSIDE

Coat's and Clark's "Blow-  
com" brand. White. Size  
No. 50. Pre-marked 25¢.  
3 for 50¢

17¢  
3 for 50¢

Good May 7, 8 (L)

**Good SUNDAY and MONDAY**

**SOLD SERVE COUPON**

**CARDED BUTTONS**  
DOWNTOWN & NORTHSIDE

Novelty and staple styles. All  
sizes, all colors. Pre-marked  
price, 15¢ card.

3¢  
cd.

Good May 7, 8 (L)

**Good All Day MONDAY**

**SOLD SERVE COUPON**

**INFANTS'  
UNDERSHIRTS**  
DOWNTOWN ONLY

Short sleeve summer  
styles. White. Sizes 1  
to 4. 39¢ seconds.

22¢  
ea

5 for \$1

Good May 8 (L)

**Good SUNDAY and MONDAY**

**SOLD SERVE COUPON**

Hosiery Dept.  
**MEN'S CREW SOCKS**  
DOWNTOWN & NORTHSIDE

Ribbed tops. Heavy  
white cotton. Sized for  
10 to 13. 59¢ imper-  
fects.

22¢  
pr

5 for \$1

Good May 7, 8 (L)



Change it

\$1.49 YD. FULL BOLTS, FIRST QUALITY

**45" 'Serrano'  
Linen-Weave**  
DOWNTOWN & NORTHSIDE

• Smart crisp, linen weave  
blended of 79% rayon/21%  
cotton

• Fashion's favorite shades  
including new bold tones

• Washable, wrinkle-resistant

88¢  
yd

Change it

FULL BOLTS, SECONDS OF TO \$2.98 YD.

**Summer Dress Laces**  
DOWNTOWN & NORTHSIDE

• Brand new... just unpacked

• Re-embroidered types, chantillys,  
metallics, "cape" types,  
Cluny laces, etc.

• All-over patterns, flounces, galloons

• Smart fashion shades and white

• Cottons, rayon/cotton/nylon blends

• 18" to 45" wide

88¢  
yd

**45" African Prints**  
DOWNTOWN & NORTHSIDE

• The new rage in fashion sportswear

• Bold, unusual patterns in vivid colors

• 1 to 5 yd. lengths, 100% cotton

50¢  
yd

**Printed  
Sportswear Cottons**  
DOWNTOWN & NORTHSIDE

• Smartest textures and weaves including piques,  
tweeds, canvas, ducks, poplins, etc.

• Most wanted patterns and colorings

• Washable, 1 to 5 yd. lengths

39¢  
yd

Change it

FULL BOLTS, SECONDS OF USUALLY TO \$10 YD.

**54" Antique Upholstery Velour**  
DOWNTOWN & NORTHSIDE

• Luxurious deep-pile quality in rich, decorator colors

• For modern, period and formal furniture.

• Rayon cotton blends.

\$3.49  
yd.

USUALLY TO \$4.95 PAIR . . . 100% GLASS

**Burlap Weave Draw Drapes**  
DOWNTOWN & NORTHSIDE

• Ever popular burlap weave in beautiful decorator colors

• Will not fade, machine washable, needs no ironing.

• Pinch-pleated top, 48" x 84" to the pair.

\$2.88  
pr.

**45" Printed Rayon Linen Weaves**  
DOWNTOWN & NORTHSIDE

• Newest spring patterns and colorings

• Washable, wrinkle-resistant

• 1 to 5 yd. lengths

39¢  
yd

\$1.49 YD. QUALITY

**45" Cotton Homespun**  
DOWNTOWN & NORTHSIDE

• Popular homespun weave in assorted fashion  
shades and heather tones

• Washable, wrinkle resistant

• 2 to 10 yd. lengths

59¢  
yd

\$1.98 YD. FAMOUS BRAND

**45" Printed Orlon Challis**  
DOWNTOWN & NORTHSIDE

• Silk-type patterns and colorings

• Brilliant, vivid shades

• 45" wide, 100% Orlon acrylic

49¢  
yd

**SOLD SERVE COUPON**

**LADIES' GOWNS**  
DOWNTOWN & NORTHSIDE

Irregular. Cool summer col-  
tors in many styles and colors.

Size S-M-L (LIMIT 4)

\$1

Good May 7, 8 (L)

**Good SUNDAY and MONDAY**

**SOLD SERVE COUPON**

**LADIES' PANTIES**  
DOWNTOWN & NORTHSIDE

Sizes S-M-L and X-XX-  
XXX. First quality and  
irregular. Acetate, tricot,  
brief style. White and  
pastels. (LIMIT 10)

27¢

Good May 7, 8 (L)

**Good SUNDAY and MONDAY**

**SOLD SERVE COUPON**

**LADIES' DUSTERS**  
DOWNTOWN ONLY

Irregular. Summer styles  
and colors. Cool cottons.

Sizes S-M-L and X-XX.  
(LIMIT 3)

\$1.58

Good May 8 (L)

**Good All Day MONDAY**

**SOLD SERVE COUPON**

Ladies' and Girls'  
**CANVAS CASUALS**  
DOWNTOWN & NORTHSIDE

Canvas  
and  
stripes.  
Sizes  
5 to 10.  
One-toe  
or  
slip-on.

\$1.27

Good May 7, 8 (L)

**Good SUNDAY and MONDAY**

**SOLD SERVE COUPON**

Ladies'  
**BAREBACK CASUALS**  
DOWNTOWN & NORTHSIDE

Custome-  
made  
Gold,  
Bronze,  
Silver,  
Black,  
White,  
Yellow.

\$1.59

Good May 7, 8 (L)

**Good SUNDAY and MONDAY**

Classified Want Ads—CA 6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

11-A

PRICE CUTTERS FOR OVER 50 YEARS

# SOLO SERVE

DOWNTOWN, 118 Soledad  
NORTHSIDE 7000 San Pedro

Charge it!  
**MONTHLY CHARGE... No Service Charge**  
REVOLVING CHARGE 5 MONTHS TO PAY  
1% PER MONTH

Clip and Bring This Coupon  
TO SOLO SERVE PARKING  
HOUSTON AT SOLEDAD  
**20c 1st HOUR**  
NO PURCHASE NECESSARY  
GOOD EVERY DAY

## NORTHSIDE OPEN SUNDAY 12 TO 6!



### Flattering New Fashions For Mother's Day

DOWNTOWN & NORTHSIDE  
IRREGULARS OF VALUES TO \$22

Charge it!

Jr. Petites, Juniors, Misses . . . Many From Famous Makers!

- Big selection of one and two-piece styles including shifts and tents
- Many one-of-a-kind in fashions for any occasion
- Colorful prints, whites, pastels in solid colors and prints
- The season's most popular fabrics

**\$8 and \$6**

SUMMER'S MOST POPULAR FASHION ITEMS!  
**Shifts! Tents! Street Dresses!**

DOWNTOWN & NORTHSIDE  
IRREGULARS AND FIRST QUALITY TO \$9

- Sizes 5 to 15, 8 to 20
- Colorful prints, pastels
- Many new fabrics and styles to select from
- Come early

**\$4.44**

### LOVELY MOTHER'S DAY GIFTS Gowns or Pajama Sets

TWO-PIECE AND THREE-PIECE  
DOWNTOWN & NORTHSIDE

- Irregulars of fine cottons, acetate or cotton/acetate blends
- Large assortment of colors and styles
- Sizes S-M-L

**\$2.68 set**

#### LADIES' Slips or Half Slips

GROUP 1 . . . DOWNTOWN & NORTHSIDE

- First quality and irregulars
- Nylon tricot. Lace trims or tailored styles
- White and pastel shades
- S-M-L and 32 to 40

**\$1.74**

GROUP 2 . . . DOWNTOWN ONLY

- Irregulars
- Nylon tricot half slips or cotton acetate or nylon tricot full slips
- Large selection of colors and white
- S-M-L and 32 to 40

**\$1.24**

#### Girls' Sleepwear

DOWNTOWN ONLY

- Better samples and irregulars
- Nylon or summer cotton gowns, pajamas, baby dolls, many more
- Assorted selection of styles
- Sizes 4 to 14 and 7 to 13

**\$1.33**  
2 for \$2.50



### REMEMBER MOTHER ON HER DAY, MAY 14

#### Half Size Dresses Ladies' Dusters and Robes

DOWNTOWN & NORTHSIDE  
FIRST QUALITY AND IRREGULARS TO \$10

Charge it!

Sizes 14½ to 24½.

- Solid colors and prints
- Cool summer fabrics. Many


NORTHSIDE ONLY  
IRREGULARS TO \$7

Sizes S-M-L, 8 to 20  
Dress and Floor Length

### LUSTROUS DYNEL MODACRYLIC HAIR PIECES

## "FALLS"

DOWNTOWN & NORTHSIDE  
(DRUG DEPT.)



**SOLO SERVE COUPON**  
Ladies' Two-Way  
**STRETCH PANTS**  
DOWNTOWN & NORTHSIDE

Sizes 5 to 15. Many colors, including black nylon stretch. \$9 irregulars. (LIMIT 2)

**\$2**

Good May 7, 8 (L)

Good SUNDAY and MONDAY

**SOLO SERVE COUPON**  
Seconds, Girls' and Teens'  
**PLAY TOPS**  
DOWNTOWN & NORTHSIDE

Most all sizes but not in every style. Solid colors, Jacquard, stripes, Cotton Knits, Short sleeves, tank tops. (LIMIT 2)

**30¢**

Good May 7, 8 (L)

Good SUNDAY and MONDAY

**SOLO SERVE COUPON**  
**25¢ DIAL SOAP**  
DOWNTOWN & NORTHSIDE

Bath Size (LIMIT 6)

**3 FOR \$1.49**

Good May 7, 8 (L)

Good SUNDAY and MONDAY

**SOLO SERVE COUPON**  
\$2.95 NEW SCHICK  
**BAND RAZOR**  
DOWNTOWN & NORTHSIDE

10 Shaving Edges (LIMIT 2)

**\$1.59**

Good May 7, 8 (L)

Good SUNDAY and MONDAY

**SOLO SERVE COUPON**  
**COLGATE ULTRA-BRITE TOOTH PASTE**

1  
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styles

**\$3.97**

RCHASE!  
SUMMER

Shoes

NORTHSIDE

to \$10.99

ie, pastels, home

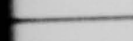
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s in most styles

**5.97**

icals



leaves

20c



**Charge it!**

**DOWNTOWN & NORTHSIDE**  
FIRST QUALITY AND IRREGULARS TO \$10  
Sizes 14½ to 24½.

- Solid colors and prints
- Cool summer fabrics. Many popular shifts and tent styles

**\$3.50 and \$5.50**

**NORTHSIDE ONLY**  
IRREGULARS TO \$7  
Sizes S-M-L, 8 to 20  
Dress and Floor Length

- Rayon acetate jerseys and cottons
- Solid colors and prints

**\$2.44**

**LADIES' AND TEENS' MIX OR MATCH SPORTSWEAR**

**Culottes-Skirts-Tank Tops-Shells-Pant Tops**

**DOWNTOWN & NORTHSIDE**

FIRST QUALITY AND IRREGULARS TO \$5

- Culottes and skirts sizes 22 to 30 or 7 to 15
- Shells, blouses and pant tops, sizes 32 to 38 or S-M-L
- Select from prints, stripes, solids. Mix or match
- Many fabrics

**\$3.22 and \$2.22**

**Charge it!**

**Men's No-Iron Sport Shirts**

**DOWNTOWN ONLY**

- First quality or famous brand irregulars
- 80% polyester/20% cotton or 65% polyester/35% cotton with permanent press finish
- New summer solid colors, fancies, plaids
- Huge assortment, sizes S-M-L-XL

**\$1.66**

**Men's Summer No-Iron Sport Shirts**

**DOWNTOWN ONLY**

- Choice of the house
- Fine polyester/cotton fabrics
- Excellent assortment, S-M-L

**\$2.44**

**FALLS**

**DOWNTOWN & NORTHSIDE (DRUG DEPT.)**

**\$10**

- 32 natural looking shades
- Long 18"-19" and short 13"-14" lengths
- Permanently curled, washable, colorfast



**MOTHER'S DAY GIFT SPECIALS**

**Famous Names-Lowest Prices** Downtown & Northside

- 5.00 Faberge Spray Cologne Woodhue Flambeau 2.98
- 6.00 Chanel No. 5 Cologne ..... 5.99
- My Sin or Arpege Spray Mist ..... 2.98
- Schiaparelli "Shocking" Spray Mist 1.99

4.50 Lelong 2-pc. Set <b>1.98</b>	Revlon Intimate Spray Powder <b>1.69</b>	3.00 Roger & Gallet Soap <b>1.19</b>	Revlon Aqua- Marine Mist <b>1.69</b>	3.00 Prophecy Cologne <b>1.98</b>
3.00 Yardley Soap Set <b>1.49</b>	2.00 Clairol 3-pc. Nail Set <b>1.79</b>	3.00 Spring Fancy Mist <b>1.49</b>	Aveil of My Sin or Arpege <b>2.98</b>	Rubinstein Spray Mist <b>1.49</b>

**Boys' Summer Sport Shirts**

**DOWNTOWN ONLY**

- Irregulars
- Cotton or polyester/cotton, many no-iron durable press included
- Large assortment, sizes 6 to 18

**77c**



**Good SUNDAY and MONDAY**

**SOLD SERVE COUPON**

COLGATE ULTRA-BRITE TOOTH PASTE  
DOWNTOWN & NORTHSIDE

King Size **39c** Family Size **49c**

Good May 7, 8 (L)

**Good SUNDAY and MONDAY**

**SOLD SERVE COUPON**

\$1 POND'S DISTINGUISHED POWDER  
DOWNTOWN & NORTHSIDE

(LIMIT 2) **2 FOR \$1**

Good May 7, 8 (L)

**Good SUNDAY and MONDAY**

**SOLD SERVE COUPON**

LUSTRE CREME HAIR SPRAY  
DOWNTOWN & NORTHSIDE

13-Oz. Can **43c**

(LIMIT 2) Good May 7, 8 (L)

**Good SUNDAY and MONDAY**

**SOLD SERVE COUPON**

½ GALLON CAPRI BATH OIL  
DOWNTOWN & NORTHSIDE

(LIMIT 2) **77c**

Good May 7, 8 (L)

**Good SUNDAY and MONDAY**

**SOLD SERVE COUPON**

\$1.49 COLGATE HOUR-AFTER-HOUR DEODORANT  
DOWNTOWN & NORTHSIDE

7-Oz. Can (LIMIT 2) **69c**

4-oz. Can ..... 49c Good May 7, 8 (L)

**SOLD SERVE COUPON**

BOYS' BRIEFS Or T-SHIRTS  
DOWNTOWN ONLY

Famous brand irregulars. Fine white combed cotton knit. Sizes 6 to 18. (LIMIT 6 of ea.)

**29c**

Good May 8 (L)

**Good All Day MONDAY**

**SOLD SERVE COUPON**

MEN'S BANLON STRETCH SOCKS  
DOWNTOWN ONLY

First quality. Fine Banlon processed nylon. New summer colors. Black or white. (LIMIT 4 pr.)

**38c pr**

Good May 8 (L)

**Good All Day MONDAY**

**SOLD SERVE COUPON**

MEN'S BRIEFS, SHORTS Or T-SHIRTS  
DOWNTOWN ONLY

Irregulars. Full cut short, 28 to 30. Durable cotton knit briefs, 28 to 30. Crew or V-neck T-shirts. S-M-L-XL-XXL. (LIMIT 2 of ea.)

**42c ea**

Good May 8 (L)

**Good All Day MONDAY**

**SOLD SERVE COUPON**

MEN'S SUMMER SPORT SHIRTS  
DOWNTOWN ONLY

Irregulars. Colorful patterns, solids, white. Sizes S-M-L. (LIMIT 8).

**\$1**

Good May 8 (L)

**Good All Day MONDAY**

**SOLD SERVE COUPON**

MEN'S SPORT OR DRESS SHIRTS  
DOWNTOWN ONLY

Irregulars. Long or short sleeves. Fine cotton or polyester/cotton. (LIMIT 12)

**66c**

Good May 8 (L)

**Good All Day MONDAY**

**SOLD SERVE COUPON**

BOYS' HENLEY SHIRTS  
DOWNTOWN ONLY

Fine combed cotton knit. Popular henley collar. Colorful stripes in sizes 6 to 18. Solid colors or stripes. Sizes 2 to 7. (LIMIT 6)

**58c**

Good May 8 (L)

**Good All Day MONDAY**

## WHY PAY MORE? SHOP SOLO-SERVE 3 NURSERIES

NEW NURSERY HOURS: 9:30 TO 5:30 DAILY—9:00 TO 6:00 SATURDAY and SUNDAY

**CALIFORNIA  
ROSE BUSHES  
IN CONTAINERS**

\$1.35 Value.....Many in Bud or Bloom  
1-year-old No. 1 bushes growing in 1-gallon cans. Each one carefully selected, trimmed properly. Planted with highest quality planting material. Many in bud. You cannot find higher quality at any price...we make you. Climber, bush and low growing type roses.

<b>RED ROSES</b> Texas Centennial Charlotte Armstrong Red Radiance K. A. Victoria Rex Anderson TWO-TONE Countess Vandell	<b>President Hoover</b> Taitum Conde de Santiago YELLOWS Eclipse L. small Thomas Mrs. Pierre S. Dupont CLIMBER ROSES F. S. Dupont Yellow Mirandy Red	<b>C. Red Radiance-Red</b> C. Picture-Pink PINK ROSE BUSHES Edgar McFarland Show Girl Picture FLORIBUNDA ROSES Floraline Garnette Pinechick
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**69¢ EACH 3 FOR \$1.90**

**BLOOMING PLANTS**

For you to enjoy — or for a gift.

CALADIUM PLANTS—Large, all colors \$1.49  
HYDRANGEAS—Large, 10" heads \$1.98  
CHRYSANTHEMUM PLANTS (Mums)—12 to 14 blooms, all colors \$1.49  
(Gift Wrap Slight Extra Charge)

**LARGE TREE SALE**

We need the room. Out go all Solo-Serve Nursery Shade Trees of a big whopping 40% discount. Choice of the house of shade trees... sold regularly \$7.95 and up. LOOK AT THESE BARGAINS! Shop early limited quantities.

Tree Name	Size	Reg. Price	Now
ARIZONA ASH	12 to 15 ft.	Reg. \$8.95	\$5.39
ARIZONA ASH	12 ft.	7.79	4.79
ARIZONA ASH	10 ft.	6.59	3.99
ARIZONA ASH	12 to 18 ft.	12.79	7.50
ARIZONA ASH	12 to 18 ft.	12.79	7.79
ARIZONA ASH	14 ft.	8.99	5.99
ARIZONA ASH	29 ft.	17.40	11.99
ARIZONA ASH	27 ft.	16.50	11.09
ARIZONA ASH	35 ft.	21.00	14.59
WEeping WILLOW	9 ft.	5.99	4.49
CHINESE TALLOW	9 ft.	5.99	4.49
CHINESE TALLOW	12 ft.	7.79	5.99
CHINESE TALLOW	19 ft.	11.40	8.99
JAPANESE VARNISH	7 ft.	4.79	3.59
MIMOSA TREE	10 ft.	6.59	4.99
MIMOSA TREE	9 ft.	5.99	4.49
Non-Bearing MULBERRY	6 ft.	4.19	3.19
Non-Bearing MULBERRY	7 ft.	4.79	3.59
Non-Bearing MULBERRY	9 ft.	5.99	4.49
Hybrid Live Oak Clump	17 ft.	10.50	7.99

**HIBISCUS**

Extra large plants, single white, yellow, red and pink. Double red and pink.

**39¢ ea. 3 for \$1.15**

Large growing in 1-gal. cans **98¢**

**BOTTLE BRUSH**

Blooms red flowers shaped like a brush in wash bottle with **98¢**

Much larger, loaded with Blooms **\$4.69**

Reg. \$7.98

**DWARF PEACH TREE**

18" to 24" tall—in 3-gallon cans. Many with fruit. Bonanza variety.

**\$4.99** Each

**CLOSE-OUT ON  
CAMELLIAS**

Reg. \$1.99  
CAMELLIA 12 to 16" tall, growing in 1-gal. cans **90¢**

Reg. \$3.99  
CAMELLIA Much bushier and better **\$1.99**

Reg. \$4.99  
CAMELLIA growing in 3-gal. cans, 24 to 30" tall, extra bushy **\$2.49**

**LARGE FERNS**

Growing in 1-Gal. Cans

**PLUMOSA**  
(Large Fern) **98¢**

**SPRINGERIA**  
(Asplenium Fern) **98¢**

**YARD HYDRANGEAS**

(These are outdoor type—should bloom this year—Red or Blue)

Large plants in 1-gallon cans  
**\$1.49 2 for \$2.50**

Much larger—blossoming plants—budded—loaded with buds—blue color  
**\$2.98 2 for \$5.00**

**LADY BANKSKI ROSE**

36" tall...Stokes **98¢**

Yellow

**GRAPEVINES**

Extra large. Vines all the best. Vines growing in 1-gal. cans.

**79¢ ea. 3 for \$2.00**

**Compare Large Bulbs**

**CALADIUM BULBS**  
While They Last

**10¢ ea. 10 for 98¢**

## Editor's Report

(Continued from Page 1.)

ation personnel consisted of only 1,120 men and 65 officers in the Army, plus 163 men and 35 officers in the Navy.

There were no planes on hand except a few hundred used for training—mostly kite-like, single-motor biplanes held together by piano wire and glue. They were, in fact, not much of an improvement over the 12-horsepower machine used by the Wright brothers to make man's first flight in a heavier-than-air contraption just 14 years earlier at Kitty Hawk, N.C. It was on April 6, 1917, the very day we declared war, that four flimsy airplanes flew across San Antonio from Camp Travis to land at Kelly Field. The field was named for Lt. George E. M. Kelly, who became the first military pilot to lose his life when his Curtiss biplane crashed in 1911. The landing of the four planes on the historic day six years later was the first group flight to land at the future base. Almost exactly a month later, on May 7, 1917, the field was officially established as a military center when the Third Aero Squadron arrived with 53 recruits. Their few training planes were housed in makeshift tent hangars.

### A Startling Contrast

The contrast with today is staggering, as demonstrated to me first hand by Maj. Gen. Frank E. Rouse, Kelly's commander, when I visited San Antonio last week. Kelly AFB now includes 700 buildings, scattered over some 4000 acres. A drive around the outside edge of the installation would be a 19-mile ride.

Among the major buildings at the base is a miracle of construction—the largest hangar ever built without a pillar or a post. It measures 2,000 feet long by 300 feet wide and could cover 12 football fields side by side. What it frequently does contain are 14 B52 heavy jet bombers undergoing repair at the same time. These are the big boys used in our bombing of Vietnam.

Altogether, at the base, there are over 7 million square feet of indoor warehouse and storage facilities, with an additional 3 million square feet of outside storage space. In the base, right now, is approximately \$2 1/2 billion in materiel, including almost 300,000 stock items used for repair of two-thirds of all the varied planes and engines of our Air Force.

Kelly AFB originally was a training center for fliers. Charles A. Lindbergh is a graduate, as are virtually all top officers in the Air Force, including the current Air Force Chief of Staff, Gen. John P. McConnell, and his predecessor, Gen. Curtis E. LeMay. Gen. Rouse is himself an alumnus.

During World War II, in 1943, Kelly's training activities were dispersed to other fields and the Texas base began transformation into its present status as the world's largest air logistics depot. It so served throughout the balance of the big war, the Korean conflict, the Russian blockade of West Berlin and the Cuban crisis.

Now the base is performing the same service of support and supply for our men battling the communists in Vietnam. From its runways priority cargoes are lifted almost directly to Saigon. Urgently needed materiel is moving via jet transport 11,000 miles in less than 24 hours, with only two fast refueling stops en route. No beehive is busier than the sprawling complexity at Kelly.



James Hoffa stands in front of the courthouse in Chattanooga, Tenn., which will be his temporary home until his hearing on a motion for a new trial is held Thursday. The Teamsters Union president was taken to Tennessee from the federal prison at Lewisburg, Pa., in a car.

## Viet

(Continued from Page 1.)

tions in the mountains and valleys stretching to the nearby Laotian border and northward to the DMZ.

But while attention focused on the northern provinces, Viet Cong units struck Saturday in a series of attacks in the Mekong Delta south of Saigon and in War Zone C, to the northwest, inflicting moderate to heavy casualties on Allied troops and inflicting a heavy toll on civilians.

In other action:  
• Another Viet Cong force of unknown size hit the village of Tra Con, 66 miles southwest of Saigon, penetrated barbed wire barricades surrounding the village office and shot up two platoons of popular force

## Action Line

(Continued from Page 1.)

**ACTION:** Navy recruiter Bennie Jones says boats can be hoisted and loaded onto a ship, but a ship cannot be hoisted and loaded onto a boat. And submarines are called boats, although they aren't.

Why are throwaway glass bottles not reusable?  
**BOBBY R.**  
**ACTION:** A bottle shop superintendent at one local brewery says returnable bottles have 7.5 ounces of glass in them, while throwaway bottles contain but 6.5 ounces of glass. This makes the throwaway bottle much more fragile than the returnable bottle, and when they are run through the bottling machine they are more likely to break when used more than once. If they break in the machine, they slow down production.

We sympathize with the gentleman who wrote about the destruction of his garbage cans, for ours have had terrible treatment for quite a number of years. However, about nine months ago my sister and I bought two new cans and have used them constantly ever since. There is not a dent in them, nor in the covers. Both have been carefully emptied and put in safe places with the covers on. The men who handle them have been very careful and are to be complimented for such good work.

**ACTION:** Your compliments are passed on to Celestino Orosco, Rudolfo Sanchez, Jesse Muniz, Pablo Perez Jr. and Willie B. Goode.

I was given a baby when she was just three hours old. She was born at the home of the woman who gave her to me. The little girl is now five years old and will be starting school in September. I enrolled her in kindergarten with our last name for her. Her real mother has signed her over to us with our lawyer. But because of financial problems, we have not been able to adopt her legally. But now I do not know if I can enroll her in grade school without a birth certificate.—**NAME WITHHELD BY ACTION LINE.**

**ACTION:** Your school district (Harlandale) will allow you to enroll the child with only her baptismal certificate on the understanding you will get a birth certificate as soon as possible. You should have the certificate before school starts in September. Millard Pierson, registrar of vital statistics at the San Antonio Metropolitan Health District, says to see your attorney again with a view toward adoption of the child and getting a brand new birth certificate showing you as her parents.

I have heard that Teddy Roosevelt organized his Rough Riders here in San Antonio. Is this true?  
—**MARY NEDLER.**

**ACTION:** Yes. A monument honoring Teddy Roosevelt is on the grounds of the State Highway Department maintenance warehouse at 2300 Roosevelt. It is almost enclosed in shrubbery beneath a majestic Spanish oak (see photo). It says "In memory of



Classified Want Ads—CA6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

13-A

# Golden State's Politics Seldom Boring With Such People!

By RUTH MONTGOMERY  
The Light's Washington Bureau

WASHINGTON — Politics make strange bedfellows, and in California they're seldom boring. The whacky, wonderful Golden State breeds mavericks of every conceivable hue — and sooner or later seems to elect all of them.

Although Democratic voters in our largest state outnumber Republicans three-to-one, their three highest office-holders are a conservative GOP governor

Ronald Reagan, who used to be a liberal Democrat; a middle-of-the-road GOP senator, George Murphy; and a liberal GOP senator, Thomas Kuchel, who now says he's quite conservative.

To add to the puzzlement, the Los Angeles mayor is a self-composed maverick who, when recently asked if he would support Richard M. Nixon for president if Robert F. Kennedy became the Democratic nominee, quickly retorted: "I can't think

of anyone I wouldn't support against Bobby."

Mayor Sam Yorty, a former Democratic congressman, ebbs and flows in politics with the deep rhythm of the sea. He has won seven and lost seven contests in the last three decades, and his own voting record is equally fickle.

In 1960, Lyndon Baines Johnson failed to get the Democratic presidential nomination, the irrepresible Yorty supported Nixon against John F. Kennedy.

## Whacky Scene

In 1964 he went all-the-way with LBJ, but in '66 he swung again and supported Reagan against Pat Brown for the governorship. He is now toying with the idea of running for the Senate next year, but confides he probably won't if Kuchel gets the GOP nomination. Not that he loves Kuchel more, but that he likes losing less.

Amusing, articulate Yorty

took one look at the big wins scored by Murphy and Reagan as a result of their TV projection in old movies, and launched his own TV program opposite Ed Sullivan and Walt Disney — no mean competition.

The other evening, by invitation, he slipped in the back door of the White House to see his old friend LBJ. Just before doing so he said that he planned

to tell the President "for the third time" that he opposes his conduct of the war in Vietnam.

"I told him two years ago that we should bomb Haiphong harbor," he said. "We'll do it one of these days, but by waiting until North Vietnam has built its defense it'll be very costly. The same is true of our bombing raids on enemy supply lines. We should have done that two years ago, as I told him then. If we're going to conduct a war, we ought to go in and to win."

A one-time crusading liberal who lost his charm for liberals by serving on the House Un-American Activities Committee, Yorty warns against our current complacency about the Soviet Union.

"When Russian Communists seem least dangerous," he says, "they are the most dangerous. We should not beg Hanoi to come to the conference table, either. This is interpreted as a sign of weakness, that only makes them fight harder."

The mayor has his problems with a sprawling metropolis that acquires a thousand new citizens each week, most of them jobless southerners without financial resources.

Yorty blames TV coverage of southern race riots for the explosion in Watts, which bears little resemblance to a big-city ghetto. He blames Kennedy for "getting us into Vietnam" by evading a solution for Laos. And he blames Johnson for dragging out the conflict.

**Barker's**  
COUPON GOOD MAY 7, ONLY  
Men's - Ladies' **20%**  
WATCHES  
Benrus • Gruen Off Our Regular  
Walham • Elgin Discount Prices  
Limit 3 with this Coupon

**Barker's**  
COUPON GOOD MAY 7, ONLY  
For Mother's Day  
Famous Elmer's  
Gift Boxed **1<sup>99</sup>**  
CANDY  
Value 3.00  
Limit 3 with this Coupon

**Barker's**  
COUPON GOOD MAY 7, ONLY  
Better Homes and  
Gardens New **3<sup>77</sup>**  
COOK BOOK  
Value 4.95  
Limit 3 with this Coupon

**Barker's**  
COUPON GOOD MAY 7, ONLY  
JERGEN'S **79<sup>c</sup>**  
ALL PURPOSE  
CREAM  
Value 1.59  
Limit 3 with this Coupon

**Barker's**  
COUPON GOOD MAY 7, ONLY  
GILLETTE  
TECHMATIC **1<sup>69</sup>**  
RAZOR  
Value 2.95  
Limit 3 with this Coupon

**Barker's**  
COUPON GOOD MAY 7, ONLY  
**ALCOHOL**

NORTH • SOUTH  
EAST • WEST

**BARKER'S**  
DISCOUNT PRICES ARE BEST

**PRICES GOOD SUNDAY ONLY!**  
(TODAY)

**Barker's**  
FULL SIZE DISCOUNT DEPT. STORE  
315 S. SANTA ROSA  
OPEN WEEKDAYS 10:00-9:00 SUN. 12:00-7:00

**MOTHER WILL LOVE THESE**

**MOM-ENTOUS GIFTS**

**AT LOW, LOW BARKER PRICES!**

NEW EASY INSTANT CREDIT PLAN • ALL MAJOR CREDIT CARDS HONORED  
WHERE PRICES ARE BORN NOT RAISED • FREE PARKING

Large Selection of Ladies' **DRESSES**  
SPRING & SUMMER  
STYLES AND FABRICS THAT MOM LOVES!

**HALF SLIPS**  
Choose Cotton or Nylon **1<sup>97</sup>**  
VAL. 3.00

**DUSTERS** **BABY DOLL**

**WE SALUTE KELLY FIELD ON THEIR 50<sup>TH</sup> ANNIVERSARY**

**Barker's**  
COUPON GOOD MAY 7, ONLY  
Men's Famous Brands **5.**  
SAMPLE SHOES  
Value 9.99 and 14.99  
Limit 3 with this Coupon

**Barker's**  
COUPON GOOD MAY 7, ONLY  
**DIAPER BAGS** **1<sup>47</sup>**  
Pastel Colors with Shoulder Strap  
Value 2.99  
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**Barker's**  
COUPON GOOD MAY 7, ONLY  
**COLGATE MATTRESS** **6<sup>99</sup>**  
For Baby Crib  
Value 9.99  
Limit 3 with this Coupon

**Barker's**  
COUPON GOOD MAY 7, ONLY

**KAZOR**  
Value 2.95  
Limit 3 with this Coupon

**ALCOHOL**  
PINT  
Value 29¢  
Limit 3 with this Coupon

**STATIONERY**  
FOR MOTHER  
KEEPSAKE  
Value 1.89  
Limit 3 with this Coupon

**PUREX**  
1 Gallon  
Value 79¢  
Limit 3 with this Coupon

**HANDKERCHIEFS**  
Men's White  
Values 15¢ if perfect  
Limit 1 doz. with this Coupon

**SUITS**  
Men's Summerweight  
Sizes 36-42  
Reg. and Continentals  
Value 34.90  
Limit 3 with this Coupon

**WESTERN SHIRTS**  
Boys' All Cotton  
Sanforized  
Sizes 8-16—Value 2.59  
Limit 3 with this Coupon

**PAJAMAS**  
Boys' 6-14  
Ass't Colors  
Value 1.99  
Limit 3 with this Coupon

**FLATS**  
Ladies'  
Value 3.94  
Limit 3 with this Coupon

## DRESSES

STYLES AND FABRICS THAT MOM LOVES!  
★  
REG. & HALF SIZES

VAL. TO 14.95

# 5<sup>87</sup> UP

**The PERFECT Gift for MOTHER!**

**PARENTS RING**  
Set With 8 Stones  
Additional Stones ..... 2.18  
24 Hour Delivery  
Value Without Comparison

100% Cotton Ladies' Value 5.99

**DUSTERS or MU MUS**  
Solids & Prints **3<sup>87</sup>**

**BABY DOLL PAJAMAS**  
Cotton or Nylon Val. to 3.00 **1<sup>97</sup>**

PERFECT GIFT FOR MOTHER

**LADIES' SUITS**  
Sleeve or Sleeveless 2-PC. Navy, Black and Pastels **4<sup>99</sup>**

**GOWNS**  
Large Selection Cotton or Nylon **1<sup>97</sup>**  
VALUES TO 3.00

**FULL SLIPS**  
Cotton or Nylon VAL. 3.00 **1<sup>97</sup>**

COMP. AT 6.99

**MATTRESS**  
For Baby Cribs  
Value 9.99  
Limit 2 with this Coupon

**45" Arnel Jersey**  
Vivid Printed Patterns  
First Quality Value 1.29  
With This Coupon **79<sup>c</sup> YD.**

**Cannon Blankets**  
72x90, 100% Acetate Satin  
Value 4.00  
With This Coupon **1<sup>97</sup>**

Thermostat Controlled UL Approved

**Automatic 4-15 Cup COFFEE PERK**  
One Year Guarantee **5<sup>97</sup>**  
VAL. 12.95

Magnetic Lid Holder

**ELECTRIC CAN OPENER**  
Opens Any Size Can **3<sup>88</sup>**  
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2-SPEED AUTOMATIC BLENDER **9<sup>88</sup>**  
VAL. 19.95

VAN WYCK

**ELECTRIC PORTABLE MIXER**  
One Year Replacement Guarantee **7<sup>97</sup>**  
12.95 VAL.

ROTO-BROIL CORONET ELECTRIC BROILER  
Value 9.95 **3<sup>88</sup>**

SILVER PLATED

**5 PC. TEA and COFFEE SET**  
Perfect Gift For Mother  
• Sugar • Coffee  
• Tea • Creamer  
• 34" x 14" Tray  
VAL. 79.95 **39<sup>88</sup>**

**3-PC. GARDEN TOOL SET**  
All steel cultivator, fork and trowel. For all your gardening needs. Buy and save! **44<sup>c</sup>**

**STEEL HOSE HANGERS**  
Ribbed heavy gauge steel for years of service. Lift off its fasteners for off season storage. **36<sup>c</sup>**

**FINE HOSE NOZZLE**  
Polished cast brass. Heavily knurled barrel adjusts instantly from spray to full stream flow. Leakproof. **38<sup>c</sup>**

**3/8" 5' PLASTIC GARDEN HOSE**  
2-ply plastic. Rugged rib construction. Durable, pliable, free flowing. Buy now at this low price! **77<sup>c</sup>**

### LAST MINUTE SPECIALS WHILE THEY LAST!

**Famous 19" Color TV** **299.**  
With Stand... Val. 419.00  
While 4 Last

**RCA Whirlpool Air Conditioners** **99<sup>95</sup>**  
5000 BTU • Val. 159.95  
While 5 Last

**General Electric Air Conditioners** **99<sup>95</sup>**  
5000 BTU • Val. 159.95  
While 3 Last

**General Electric Air Conditioners** **74<sup>88</sup>**  
4000 BTU • Val. 109.95  
While 3 Last

**Chrysler Air Conditioners** **119.**  
6000 BTU • Val. 189.95  
2 Only

**General Electric Portable TV** **78<sup>99</sup>**  
15" • 125 Sq. In. Val. 129.95  
While 6 Last

**Symphonic Console** **69<sup>50</sup>**  
Value 109.95

**Portable Window Fan** **12<sup>99</sup>**  
With Exhaust • 24x42 Val. 19.95  
Famous Brand

**Giant Portable Window Fan** **15<sup>99</sup>**  
24x46 • With Exhaust Val. 29.95  
Famous Brand

# 3,000 Bite at Chance To Fish CPSB Lake

Several thousand San Antonians Saturday thumbed their noses at City Public Service Board "no trespassing" signs at Lake Braunig and went fishin' anyway.

The signs were posted by the CPSB to discourage people from entering the lake area because the board says the water is contaminated.

About 3,000 people defied the ban at the invitation of State Rep. Jake Johnson, who is leading a fight to open the area for public recreation.

### JOHNSON AT LAKE

Johnson was on hand to greet them, and even caught a bass on his own.

Brisk traffic leading to the lake along Corpus Christi Road was described by old time residents of the area as the busiest they'd seen in years.

People carrying various types of fishing gear and picnic lunches straddled the fence to get to the lake shore, and some twisted the barbed strands to make holes and crawled through.

People lined both banks of the lake while some waded hip-deep in the water and a few fished from boats.

One angler proudly displayed a six pound bass and remarked it was the finest fishing trip he'd ever had. Two men, fishing from a boat, estimated they caught more than 30 pounds of fish.

Johnson said he was "mighty happy" about the mass turnout.

"Just look at those people enjoying themselves. There's proof that they need a place like this near the city where they can

get out and enjoy themselves fishing."

He said the fish-in was a way of calling public notice to the area, and of calling the CPSB's attention to public demand.

### NO GUARDS

In contrast to Tuesday's fish-in when 300 people defied security guards to reach the lake, there were no guards patrolling the area Saturday.

State health officials have said that the lake's fish may be safe to eat, but they have cautioned against contacting the water.

A "No trespassing" sign facing Corpus Christi Road warns people of the dangers from water sking, boating and swimming.

Johnson said he will meet next week with city officials regarding newly passed legislation that permits city governments to police lakes owned by cities, even though the lakes may be located outside their boundaries.

Johnson said he believes the legislation gives San Antonio authority to pass ordinances regulating the use of Braunig Lake.



FISHING POLES stretched the banks of Lake Braunig Saturday as San Antonio area residents flocked to the bass-filled lake defying CPSB warnings. The weekend fishermen swarmed past "no trespassing" signs.

# Fake Oswald Photo Charged

NEW ORLEANS (UPI)—Dist. Atty. Jim Garrison Saturday challenged the Central Intelligence Agency to produce a picture of Lee Harvey Oswald which he says the CIA suppressed from the Warren Commission.

Garrison, who is conducting his own investigation of the 1963 assassination of President John F. Kennedy, was quoted by the New Orleans State-Item as saying the CIA gave the Warren Commission "a fake photograph."

The newspaper, in a copyrighted story, said Friday that Garrison was trying to show that Oswald had definite connections with the CIA while he was in New Orleans in 1963 and that Oswald may have been carrying on anti-Communist CIA

work while he was outwardly demonstrating for "Fair Play for Cuba."

Garrison was quoted Saturday as saying the CIA was requested to give the commission a picture it took of Oswald and a Cuban companion leaving the Cuban embassy at Mexico City in 1963. Instead, the CIA produced a picture of a balding, middle-aged man "who obviously was neither Lee Oswald nor his companion," Garrison was quoted as saying.

"It is perfectly obvious that the reason the true picture of Oswald and his companion was withheld and a fake picture was substituted, was because one or both of these men were working for agencies of the United States government here in the summer of 1963," Garrison was quoted as saying.

The picture Garrison referred to is Exhibit 237 in Volume XVI of the Warren Report and is identified only as "an unidentified man."

According to the New Orleans States-Item, Garrison's investigation is centered on a downtown New Orleans building which was listed as an address for Lee Harvey Oswald.



## Laredo Rites For Woman, 36

LAREDO — Funeral rites for Mrs. Victoria F. Ramos, 36, were held Friday, at Saint Agnes Catholic Church. Rev. Father Antonio Martinez, pastor

AIR Alber cial N

LT. O HUGH aged,

MOSCO captiv- Ranoi angry of the Nor Saturday reported The d



Classified Want Ads—CA 6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

15-A



**AIR FORCE PILOT** Lt. Col. Gordon Albert Larson (R) is shown in an official North Vietnamese photograph taken at a press conference in Hanoi. Larson was captured after bailing out of his crippled plane over North Vietnam.



**LT. COL. JAMES LINDBERGH HUGHES** (R), his head heavily bandaged, is shown at a press conference in Hanoi. Hughes and two other pilots were shown to reporters at the International Club.

## U.S. Pilots Captured

MOSCOW (UPI)—U.S. pilots captured after parachuting over Hanoi were paraded before angry crowds in the streets of the North Vietnamese capital Saturday, the Tass news agency reported Saturday.

The dispatch from Hanoi said

### Pro-U.S. March Halted

STOCKHOLM (UPI)—Pro-American demonstrators tried to march on the pacifist "war crimes" tribunal Saturday but were turned back by police. Some of them battled leftist

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**NEW EXTENDED CREDIT PLAN NOW AT LA FERIA**

Revolving Budget Account—No Money Down—Open New Accounts and make payments at either store—Low weekly, Semi-Monthly or Monthly Payments. Charge for 30 Days—No Interests! No Service Charge!

**La FERIA's DOLLAR ANNEX**

3 pc. Swirl **\$1**  
**CHIP 'N' DIP SET**  
Granada gold.  
3-pc. Set

IN OUR SELF-SERVICE \$1 ANNEX DOWNTOWN ONLY  
**Boxed BEVERAGE GLASS SETS**  
10-11½ oz. honey comb gold or 8-14 oz. honey comb gold. Your choice  
Set of 8 or 10 for **\$1**

IN OUR SELF-SERVICE \$1 ANNEX DOWNTOWN ONLY  
**7-pc. Iced Tea PITCHER & TUMBLER SET**  
Honey comb gold pattern. 4-11½ oz. tumblers, 1-47 oz. iced tea pitcher.  
7 Pc. Boxed Set for **\$1**

IN OUR SELF-SERVICE \$1 ANNEX DOWNTOWN ONLY  
**Ladies' Acetate TRICOT HALF SLIPS**  
5 1/2 & 3 M-L-3X-3X. Pastel colors & black lace trims. Some irreg.  
3 for **\$1**

IN OUR SELF-SERVICE \$1 ANNEX DOWNTOWN ONLY  
**Gift Boxed CANDY JAR & COVER**  
High quality. Crystal glass. Color.

OUR MOST POPULAR EVENT—REPEATED BY POPULAR DEMAND!

# DOLLAR DAY SALE

SUNDAY SOUTHSIDE—MONDAY BOTH STORES

**SOUTHSIDE OPEN TODAY**  
**SUNDAY 12 NOON 'TIL 6 P.M.**

Buy Now For Mother's Day May 14th and SAVE!

**PARK FREE**

While Shopping La FERIA Downtown In Lot At Rear Of Store Southside Unlimited Storeside Parking

\$1.99 value. Our Reg. \$1.49 Cannon Irregular Novelty Screen Print  
**BEACH TOWELS**  
Full 36" x 40" size. "Wrap-around" size with plenty to spare. New colorful prints. (LIMIT 2, PLEASE) Ea.  
**\$1**  
SUNDAY SOUTHSIDE MONDAY BOTH STORES

**Fitted SHEETS**  
Bleached 100% Cotton. Full or Twin size. 140 threads per square inch.  
**\$1**  
SUNDAY SOUTHSIDE MONDAY BOTH STORES

1st quality **PILLOW CASES**  
Bleached, 100% Cotton. 42"x36" size, 140 thread per square inch.  
4 for **\$1**  
SUNDAY SOUTHSIDE MONDAY BOTH STORES

Full or twin size **MATTRESS COVERS**  
Plastic  
\$1.00 ea. value  
2 for **\$1**  
SUNDAY SOUTHSIDE MONDAY BOTH STORES

Reg. 35c Big Ball Coats & Clark's Knit Cro-sheen or Mercerized **CROCHET THREAD**  
All popular colors  
5 for **\$1**  
SUNDAY SOUTHSIDE MONDAY BOTH STORES

Famous Mill's R.O.M.'s **BATH TOWELS**  
20"x40" size. White only. Good quality. 49c ea. value if perfect (LIMIT 5, PLEASE).  
5 for **\$1**  
SUNDAY SOUTHSIDE MONDAY BOTH STORES

**SHOWER CURTAIN & WINDOW CURTAIN ENSEMBLE**  
72"x72" shower curtain. 36"x54" window curtain & tie backs. Pastel colors. Set  
**\$1**  
SUNDAY SOUTHSIDE MONDAY BOTH STORES

Ladies' Seamless Nylon **HOSIERY**  
New fun tone shades. Famous Mill's unbranded first quality and some slight irregularities. Each individually poly bagged. Reg. 39c value.  
4 pr. for **\$1**  
SUNDAY SOUTHSIDE MONDAY BOTH STORES

Better quality Cotton flannel Back vinyl **TABLE CLOTHS**  
52"x52" and 52"x70" size. New kitchen & finette prints or textured solids. \$1.69 value if 1st quality. Ea.  
**\$1**  
SUNDAY SOUTHSIDE MONDAY BOTH STORES





# 3 000 Rite at Chance

MOTHER'S DAY IS SUNDAY, MAY 14



TREAT MOTHER

TREAT MOTHER  
LIKE A  
GRECIAN GODDESS  
WITH PURITAN

*Forever Young*

- ALPHA Jacket ensemble goes everywhere with its slim line, no waist dress. Happy blending of acetate and nylon bonded with acetate. In pink. Sizes 10-20 and 12½-24½, \$20.
- BETA The return of the belted look... on a sheath embroidered with floral happenings. Linen-like rayon is crisp and wanted. In blue. Sizes 10-20 and 12-24½, \$16.
- GAMMA Overblouse two-piece dress of giant polka dotted print acetate and nylon. In yellow or turquoise. Sizes 10-20 and 12½-22½, \$16.
- DELTA Suitdress of cotton lace lined in acetate. White or blue. Sizes 10-20 and 12½-24½, \$20.
- THETA Tucked like a Corinthian column, slandering sheath of acetate and nylon with a string belt. In blue. 10-20 and 12½-24½, \$16.
- ETA The tent... a treat of colorful printed graceful acetate jersey... free, easy and flowing. In blue. Sizes 10-20 and 12½-22½, \$14.



Place Mother on a pedestal. Choose any of these Puritan Forever Young's for just plain cooling, for fashion, for comfort for Mother's Day and all summer. She'll love them, so much in fact, buy her two. She'll love you, too!

Please use convenient coupon below to order.

style	color	2nd choice	size	price
ALPHA				
BETA				
GAMMA				
DELTA				
ETA				
THETA				

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address \_\_\_\_\_  
city \_\_\_\_\_ state \_\_\_\_\_ zip \_\_\_\_\_

**MARGO'S VOGUE**

NORTH STAR HOUSTON AT MAVARRO WONDERLAND

MODERATE PRICE DRESSES, MISS MARGO SHOP

In 1950 McConnell was assigned to England to command the 3rd Air Force, and at the same time was commander of the 7th Air Division of the Strategic Air Command (SAC). McConnell was promoted to four-star rank in 1962 when he assumed his present position.

Major General, USAF  
Commander  
*James E. McConnell*

call for help was quick. Soon the Viet Cong off. The group ambushed area and chased overhead allied planes were in the Viet Cong off. The group would have been wiped out if able.

# Kelly's 50th Anniversary

**SUNDAY LIGHT**  
SAN ANTONIO TEXAS  
SUNDAY, MAY 7, 1967

# Part II - The Present

**K**  
Special II





Depicted here is flight of Delta Darts over giant SAAMA hangar at Kelly. Planes around hangar are B52s.

# Massive Military Complex Houses \$10.5 Billion Asset

## Kelly in Action

Air logistics remains the primary mission of Kelly AFB as the base marks its golden anniversary of continuous service to the nation.

Kelly, the first military installation that the Army constructed in Texas for use specifically as an air base, is the home base of the San Antonio Air Materiel Area, one of the five hard-core logistic centers of the Air Force Logistic Command.

The mission's two-word title makes it seem like a simple operation, but SAAMA, under the direction of Maj. Gen. Frank E. Rouse, is the largest industrial organization in the Southwest and San Antonio's most valuable economic asset.

Comparing SAAMA to a huge industry, Gen. Rouse, commander, would be president, and Brig. Gen. Leo P. Geary, deputy commander, would be executive vice president in charge of operations.

The 12 members of Rouse's staff, called directors and staff officers, would occupy positions equivalent to operational vice presidents and general managers.

Worldwide assets of SAAMA are currently valued at \$10.5 billion and there is approximately \$2.5 billion in materiel in base warehouses.

Col. Farley E. Peebles, Kelly AFB base commander, is another key figure in the organization. As head of the 2851st Air Base Group, which serves the base in much the same way a city government serves a municipality, Peebles would occupy the position of city manager.

Rouse, a 1935 graduate of the Advanced Flying School at Kelly who returned as SAAMA commander in 1963, commands a work force of over

30,000 military and civilian personnel with an annual payroll of \$225 million.

The general has a responsibility that includes worldwide logistics management of 17 aircraft and systems, all the Air Force's Intercontinental Ballistic Missile re-entry vehicles, 63 per cent of the Air Force's airborne propulsion units and 280,000 stock items.

As commander of SAAMA, Rouse also exercises jurisdiction over a depot-level maintenance facility which overhauls B52 bombers, turboprops and other aerospace equipment.

In monetary terms, the commander manages an industrial facility with assets of \$1.6 billion, including inventory, equipment, land, buildings and runways, \$345.8 million annual operating expense for payroll, rental and supplies and has a procurement responsibility for \$560.2 million worth of materiel and services annually in support of the Air Force at Kelly AFB proper.

### Primary Mission

SAAMA's primary mission is to logistically manage assigned weapons systems, engines and stock items on a worldwide basis and to insure constant readiness and quick delivery on short notice.

The 12 staff members keep Rouse in almost direct touch with Kelly, which can be compared to a city of 30,000 with more than 780 buildings, 1,300 acres of surfaced areas such as streets, driveways, airfield runways and parking lots, 380 military family housing units and 351 miles of overhead, underground and airfield electrical distribution lines.

Peebles' 2851st Air Base Group provides security and law enforcement,

fire protection and rescue, mail and message delivery, printing and reproduction and photograph and visual communications for the community.

Management of the commissary and food services, libraries, welfare and safety programs also are a responsibility of the Air Base Group.

The 2851st is also responsible for planning and engineering new facilities, disaster preparedness programs and transportation services. Some 1,300 vehicles cover 19,000 miles daily in transporting cargo and personnel in support of the SAAMA mission.

Maintenance of 51 miles of fences, 24 miles of railroad, 187 miles of gas and water mains, 136 miles of sanitary, storm and industrial waste lines and 6 miles of steam lines are other duties of the 2851st as are the care and supervision of billeting for airmen assigned and attached to the base.

Also part of the operation are military training, custodial services, pest control, refuse collection and disposal.

Religious services, educational programs and medical services also come under the responsibility of the 2851st. Air Base Group must also provide

maintenance for the more than 1,200 assigned, tenant and transient aircraft, including civilian aircraft under contract to the Air Force.

Directorates of Supply and Transportation, Procurement and Production, Aerospace Fuels, Special Weapons, Materiel Management and Maintenance are charged with responsibilities within their areas.

The Supply and Transportation Directorate has charge of depot-level operations such as receipt, storage, issue and shipment of materiel. The directorate's obligations also include quality control, packaging, inventory, redistribution, marketing and transportation.

Major trucking companies, three major railroads and LOGAIR air freight carriers serve the directorate.

The directorate is housed in 87 buildings which provide more than six million square feet of covered storage space. An additional 4.5 million square feet of improved open storage space is available.

SAAMA's supply operation stores approximately 380,000 items with a monetary value of \$1 billion, issues or receives 330,000 items monthly and fur-

nishes about three million gallons of fuel for some 4,000 aircraft. The air terminal processes 5,000 tons of cargo monthly.

The Directorate of Procurement and Production, made up of four divisions and two offices, is the sole procuring authority for SAAMA.

Worldwide procurement of aeronautical parts, accessories, training aids, equipment, overhaul, maintenance, modification, in-service engineering and technical data is the responsibility of the Central Procurement Division.

Supplies, services and construction needed for base and logistic support activities are procured by the Base Procurement Division.

The Management Services Division provides planning, programing, management analysis and administrative services to all directorate elements. The division also develops budget and financial plan requirements and implements and issues procurement policies and procedures.

### Operations Support

Centralized technical support services, operational management controls and clerical assistance are provided by the Operations Support Division.

Also a part of the directorate are the Small Business Office and the Contractor Relations Office as well as the Procurement Committee, whose chief duty is to review all procurement actions.

The Directorate of Aerospace Fuels is a \$1 billion a year operation in itself.

It offers worldwide support to the Air Force and the National Aeronautics and Space Administration (NASA) by providing petroleum, liquid propel-

lants, chemicals, gases, aviators' breathing oxygen and liquid nitrogen tanks.

Similar support goes to select foreign government organizations, commercial contractors, other U.S. government agencies and U.S. military departments by specific agreements.

Fuels management of the fuels operation exceeds the \$1 billion figure annually.

Management for nuclear ordnance, including re-entry systems delivered by intercontinental missiles, is provided by the Directorate of Special Weapons. Aviation Depot squadrons, the 3096th at Travis AFB, Calif., and the 3097th at Westover AFB, Mass., are under the technical jurisdiction of the directorate.

Speed and efficiency are the key words in the operation of the Directorate of Materiel Management, which must meet the constant demand for resolving technical problems and getting the right supplies in the right amount to the right place at the right time.

The directorate personnel, which numbers 4,000, manage 15 Air Force aircraft, 22 types of jet, turbo and piston engines and 282,400 line items.

Materiel Management personnel works on more than 39,000 engines worth \$4.3 billion. These figures represent 63 per cent of the Air Force engines and nearly 68 per cent of the Air Force engine dollars inventory.

Control of an array of aerospace accessories and group equipment used to support aircraft, missiles, fuel cores for atomic reactors and radiation de-

(Continued on Page 2.)

<b>Kelly In Action</b>	
<b>The Inside Story</b>	
Reins of Command.....	Page 12
Maintenance Nerve Center.....	Page 31
Protecting U. S. Secrets.....	Page 37

(Continued on Page 2.)

by providing petroleum, liquid prop-

Protecting U. S. Secrets

1965, commands a work force of over  
Peebles, 2851st Air Base Group pro-

European Command  
appointed vice chief of  
Air Force in August  
in February 1965. In  
his present position.

Part II—Kelly Special

Sunday, May 7, 1967

THE SAN ANTONIO LIGHT

Classified Want Ads—CA 6-1231



**CONTINUED GROWTH** — Giant maintenance hangar at Kelly Air Force Base houses the same mission—as the tents that were strung up in a makeshift patch 50 years ago.

# Base Comparable to a Big City

## ...and It Is

Kelly AFB may be compared to a city of 30,000 people with more than 700 buildings, 1,300 acres of surfaced areas, such as streets, driveways, airfield runways and parking lots; 800 military family housing units, and 351 miles of overhead, underground and airfield electrical distribution lines.

These are only some of the facilities and services maintained and provided by the 2851st ABG, which serves Kelly in much the same way a city government serves a municipality. The group is headed by Col.

Farley E. Peebles, base commander.

The Group's mission is to exercise command jurisdiction over Kelly AFB and assigned and attached subordinate units. It is organized to provide facilities and services necessary to support Headquarters, SAAMA, and other Department of Defense activities located on Kelly AFB.

Some of the other facilities and services under the management of the Group are security

and law enforcement, fire protection and rescue, mail and message delivery, printing and reproduction, photography and visual communications.

Additional duties are the management of the commissary and food services, libraries, both recreational and technical; base recreational, moral and welfare programs, among them youth activities and hobby shops, and base flying, nuclear, explosive and ground safety programs.

The 2851st also is responsible for planning and engineering new facilities, the disaster preparedness programs, transportation services in which 1,300 automotive vehicles cover 19,900 miles daily transporting cargo and personnel in support of SAAMA's mission.

Other duties are the maintenance of 51 miles of fences, 21 miles of railroad, 187 miles of gas and water mains, 136 miles of sanitary, storm and industrial waste lines, six miles of steam lines and the care and supervision of billeting for airmen assigned and attached.

Also a part of the base group operation is providing military training, instrument refresher training, aircraft systems ground schooling and survival training; custodial services, insect and rodent control, refuse collection and disposal; religious services, educational programs and medical services.

Among other responsibilities is the maintenance of more than 1,200 assigned, tenant and transient aircraft, including civilian aircraft under contract to the Air Force.

## Col. Peebles Chief at Base

Col. Farley E. Peebles is base commander, Kelly Air Force Base.

A native San Antonian, Peebles graduated from Brackenridge High School. He received his Bachelor of Science degree in 1946 from Southwest Texas Teachers College and, in 1954, received his Master's degree from the University of Texas.

He began his military career Nov. 14, 1940, serving with the Texas National Guard, and in 1942 received his pilot wings following graduation from Moore Field, Texas. He is currently rated as a Command Pilot.

Peebles served four tours of duty overseas, including the Japan and Asiatic theater from early 1945 to 1946; the Japan and Korean theater from 1948 to 1951, and in England from 1955 to 1958 and again in 1963.

He flew 34 combat missions for 83 combat hours in the Korean theater of operations. Service schools attended include the Academic Instructor Course, Personnel Management Course, U. S. Army Command and General Staff College, Ballistic Missile Orientation Course and Titan Supervisors and Planners Course.

Prior to coming to Kelly in December, 1963, Peebles was base commander of the Royal Air Force Station, Croughton, England.

From July, 1961, to July, 1963, Peebles served as assistant professor, air science and tactics, at the University of Texas.



**COL. FARLEY PEEBLES**  
Base commander.

## Col. Gaines Base Deputy

Col. George Gaines Jr. is deputy base commander of Kelly AFB.

He was born Sept. 26, 1923 in Sulphur, Okla. He received his bachelor of science degree from Jackson College, Honolulu, Hawaii.

Gaines entered the Army Air Corps as a private in Feb. 1942, reported for active duty as an aviation cadet at Kelly Field in March, 1942, and completed Flight School in February, 1943.

He was assigned to DCS-P, Air Force Headquarters, from 1959 to 1963, and from 1963 to 1966 was assigned to the Office of the Air Attache, Stockholm, Sweden. He reported to Kelly AFB Nov. 26, 1966.

Among his medals and decorations are: The Distinguished Flying Cross; Air Medal with two Oak Leaf Clusters; Joint Services Commendation Medal; Purple Heart; American Campaign Medal; National Defense Medal with one Bronze Service Star; World War II Victory Medal; Air Force Reserve Medal; Air Force Longevity Service Award Ribbon with three Bronze Oak Leaf Clusters, United Nations Service Medal.

Also the Japanese Occupation Medal, Republic of Korea Presidential Unit Citation Emblem, Korean Military Distinguished Service Medal (Order of Military Merit), Chungmu with Silver Star) and Distinguished Unit Badge.



**GAINES**

## ...So She Chose Kelly AFB

Mrs. Margaret D. Blankenship, Materiel Services Division, Materiel Management, is one of the employees who came to Kelly in August 1966 because of the phase out of Mobile Air Materiel Area, Ala.

Whether she is in Alabama or Texas Mrs. Blankenship takes pride in doing a good job for the Air Force.



**Blankenship**

For the past 18 years she has worked with engineering data and continues to do this work as a clerk in the Engineering Services Branch. Mrs. Blankenship explained that engineering data is used for cataloging, interchangeability emergency, manufacturing, competi-

# New Kelly Mission--A Navy

(Continued from Page 1.)

tection equipment is another responsibility of the directorate.

Newest responsibilities include the Air Force's seagoing fleet, including the 85-foot MRIB missile range clearance and retrieving boat, and management of a wide variety of precision instruments involving a boat 71,000 items.

The Directorate of Maintenance is by far the largest unit in SAAMA.

A third of the 30,000 Kelly employees, representing 242 skills and an annual payroll of \$68.2 million, work in the directorate spread over 400 acres and occupying 82 buildings with a combined area of 3,414,997 square feet of floor space.

Repair, modification, maintenance and restoration of



## They Made It Possible

The mammoth task of directing San Antonio's salute to Kelly AFB on its 50th birthday began almost a year ago. Walter N. Corrigan is chairman of the Kelly AFB Golden Anniversary Commission.

The steering committee is composed of James M. Gaines, Harry Jersig, Dr. James W. Laurie, Howard R. Murphy, Ellis Shaprio, Forrest M. Smith and Albert Steves III.

Committee chairmen include Ralph Brite, Francis Roser, Jack Gordon, Aubrey Kline, Charles Kilpatrick, Bill Bellamy, Starr Kealhofer, Alfred Negley, Dan Quill, Bob Roth, Holland McCombs, Orval Slater, Martin Goland, Barry Trask, Mrs. William H. Spice.

Also, Mrs. Marlon Burke, Mrs. Peggy Vincent, Mrs. Donald Hendrie, Ed Chevot, A. M. Bledenhorn Jr., Houston Harter, Ed Sullivan, Howard Murphy and Jack H. Foster.

Development, direction, administration and control of all personnel programs, both civilian and military, is the mission of the personnel office. The civilian branch is responsible for administration and records, employment and placement, classification and standards, career development and training and personnel management. The military division is in charge of career control, quality control, personal affairs and administration.

The Plans and Management Office is the adviser on matters pertaining to the SAAMA mission and accomplishments as well as on planning of future missions.

Among the other duties are mission briefing for newly

in 1963.

A third of the 30,000 Kelly employees, representing 242 skills and an annual payroll of \$68.2 million, work in the directorate spread over 400 acres and occupying 82 buildings with a combined area of 3,414,997 square feet of floor space.

Repair, modification, maintenance and restoration of aircraft and equipment are among the chief responsibilities of the directorate for the area it serves. Technical assistance is also provided.

In addition to Texas, Louisiana, Mississippi, Tennessee and Alabama, the unit also serves Mexico and Central and South America.

The directorate has management responsibility of 93 federal stock classes covering 3,800 items for 229,000 units in support of the various aircraft engines, a control which requires 2.6 million standard hours of labor at a total operating cost of \$147 million.

A unique feature of the Directorate of Maintenance is Building 375, the largest hangar in the world. The huge building

Shapiro, Forrest M. Smith and Albert Steves III.

Committee chairmen include Ralph Brite, Francis Roser, Jack Gordon, Aubrey Kline, Charles Kilpatrick, Bill Bellamy, Starr Kealhofer, Alfred Negley, Dan Quill, Bob Roth, Holland McCombs, Orval Slater, Martin Goland, Barry Trask, Mrs. William H. Spice.

Also, Mrs. Marion Burke, Mrs. Peggy Vincent, Mrs. Donald Hendrie, Ed Chevoit, A. M. Bledenharn Jr., Houston Harie, Ed Sullivan, Howard Murphy and Jack H. Foster.

has a million square feet of floor space, the equivalent of 12 football fields, and can accommodate 16 B52 Stratofortresses at one time.

The Comptroller's Office, divided into four divisions, holds the purse strings for SAAMA.

The base's \$225 million annual payroll is handled by the accounting and finance office's 430 highly skilled accountants, technicians and processing clerks. The office manages the \$3 billion in current and prior-years funds allotted to SAAMA by Congress.

A budget officer is responsible for the supervision of the development and justification of budgets. The officer also devel-

ops, revises and monitors the execution of the annual financial plan and has charge of the receipt and distribution of budget authorizations and appropriated funds. He also reviews the use of funds for legislative credibility.

The other two divisions, Data Service and Management Analysis, work closely with each other. A skilled staff of professional system analysts and programmers design and program systems to be processed by electronic computers for data service and the management analysis office screens and processes information for data which may be used by top management in making decisions.

tion. The Plans and Management Office is the adviser on matters pertaining to the SAAMA mission and accomplishments as well as on planning of future missions.

Among his other duties are mission briefing for newly assigned officers and visiting dignitaries and operation of the SAAMA Command Post, including development and administration of the AMA war, contingency and emergency plans.

The Staff Judge Advocate's Office serves as the legal adviser for the SAAMA command, his staff and other groups and organizations within the geographical jurisdiction of SAAMA.

Legal assistance for military personnel and their dependents, investigation and processing of claims for and against the government under AFM 112-1, examination of procurement contracts for legal sufficiency and administration of matters pertaining to patents and royalties are among other responsibilities of the office.

The mission of the Office of Information is to increase the degree of understanding and knowledge SAAMA and Kelly AFB personnel and the public have of the Air Force mission as carried out nationally and in the San Antonio area.

The efforts of the office to carry out its mission are divided into four categories, internal information, public information, community relations and historical activities.

## Refueling Flight Test Success

In the early part of the year, a flight test of the F106B prototype air refueling modification was conducted at Kelly AFB.

Capt. Sam Armstrong, Holloman AFB test pilot, successfully completed transfer of a full load of fuel from a KC135 tanker to satisfy the flight test requirements of the SAAMA installed system. Maj. Bob Kye flew the rear seat of the F106B, and Capt. Bill Fairley flew the F102 chase plane provided by the 149th Fighter Group, Texas Air National Guard.

Kye and Fairley are members of the 149th Fighter Group and are civilian aerospace engineers assigned to Service Engineering Division, Materiel Management, SAAMA, as flight manual managers for the F102 and F106 respectively.

The inflight refueling system design has been under the direction of the Mechanical and Fluids System section with E. R. Flores as project engineer.

The engineering activities included prototype modification of one F106A and one F106B at San Antonio Air Materiel Area from September through November 1966.

Prior to coming to Kelly in December, 1963, Peebles was base commander of the Royal Air Force Station, Croughton, England.

From July, 1951, to July, 1953, Peebles served as assistant professor, air science and tactics, at the University of Texas.

Among his medals and decorations are: The Bronze Star Medal, Air Medal, Army Com-

United Nations Service Medal. Also the Japanese Occupation Medal, Republic of Korea Presidential Unit Citation Emblem, Korean Military Distinguished Service Medal (Order of Military Merit, Chungmu with Silver Star) and Distinguished Unit Badge.

He and his wife, Dorothy, make their home at 112 Robins Drive, Kelly Air Force Base, Colo.

Service Award Ribbon with four Oak Leaf Clusters; European-African Middle East Campaign Medal; and Marksmanship with Expert Award.

Gaines, his wife, Lila, and daughter, Susan Margaret, live at 132 Mather Dr., Kelly AFB. He has one son, George P., who is attending the Air Force Academy, Colorado Springs, Colo.

For the past 10 years has worked with engineering data and continues to do this work as a clerk in the Engineering Services Branch. Mrs. Blankenship explained that engineering data is used for cataloging, interchangeability, emergency, manufacturing, competitive procurement, engineering evaluation and other requirements for which the use of engineering drawings are needed.

**WE SALUTE**



**50th ANNIVERSARY  
KELLY AIR FORCE BASE**

We are pleased that we can be a part of the Air Force community, serving more than 24,000 military accounts in all parts of the world. And we take special pleasure in honoring Kelly Air Force Base—the world's largest Air Force logistics installation, and our "home base"—on its 50th anniversary. Our congratulations to the officers and men, and to the civilian personnel, who have contributed to its outstanding growth and achievement.



MEMBER FEDERAL DEPOSIT INSURANCE CORP.



**THE BANK THAT SERVES AND PROTECTS MILITARY PERSONNEL**

**“you’ve  
come  
a long  
way  
KELLY  
”**

We salute Kelly Air Force Base and its 30,000 personnel. The man whose name has hung on Kelly's gates these 50 years, Lt. George E. M. Kelly—the first commander, Col. Charles E. Layman... Major General Rouse, the commanders between... and the thousands of aviators you have trained... may each be justifiably proud of his contribution to the advancement of our national defense effort.


We at Spartan are proud, too... of our many years of association with Kelly, and our role in the drama of America's aviation.

SPARTAN AIRCRAFT COMPANY / AVIATION SERVICE DIVISION / INTERNATIONAL AIRPORT / TULSA, OKLAHOMA

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Milvaco aircraft truck valve, needed for conditions, aluminum body, flow nozzle with mesh screen, as pressure drop. H in handle to fatigue and in...

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**MILWAUKEE**  
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in 1957... returned to SAC headquarters... the 3rd Air Force... Major General, USAF... Commander

call for help was quick... the Viet Cong... Major General, USAF... Commander

Classified Want Ads—CA6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part II— 3

# Equipment Safeguards The Cryptologic Story

The Air Force Cryptologic Depot, a subordinate unit of the Air Force Security Service, Kelly AFB, provides depot service to safeguard aerospace communications equipment throughout the world.

Depot personnel supervise and control procurement, receipt, storage, issue, distribution, disposition, management and accountability of all communications security material in the Air Force inventory, and administer the USAF communications security equipment budget and material requirements programs.

Depot managers are responsible for the design, fabrication, testing, evaluating and limited production of special equipment required to meet Security Service's immediate operational requirements. At the Depot applied electronic engineering, laboratory and field testing is performed to provide technical consulting services and assistance in electrical communications security to Security Service units around the world.



WALTER SPENCE, 719 Koplow, produces equipment components to be used in fabricating antenna. He is employed by Air Force Security Service.



GEORGE McKEEN, 6218 S. New Braunfels; West, Lytle; Lynn Stephan, 593 Senisa; nest Miller (rear), 530 Schmeltzer, compile P. E. Jameson, 434 E. Congress; Mrs. Ann Marion Grear, 3919 Gayle, (L-R), and Er- Air Force Cryptologic Depot stock lists.

### SPARE PARTS

A USAF inventory manager for cryptologic equipment and spare parts, Depot personnel daily oversee supply account FX 7030 which has an average inventory value of over \$12 million and includes all equipment and components having a cryptologic application. Supply and maintenance policies and procedures for support of all cryptologic systems, equipments and devices within the USAF are formulated at the Depot, which maintains a maintenance facility for Air Force cryptologic equipment.

Functioning as USAF catalog agent for Federal cryptologic equipment supply classes, Depot catalogers participate in all phases of the Federal Cataloging Program and compile descriptive information and supply management data for publication in the Department of Defense and USAF stock lists used worldwide.

agencies throughout the world. At the depot an in-service maintenance program for cryptologic systems, equipment and components from development to pre-production testing, in-service life and disposal is accomplished and direct technical consulting service to field level cryptologic equipment maintenance, installation and management activities provided. Proposed equipment modifications are evaluated and rejection or adoption justified.

### EQUIPMENT PROBLEMS

A maintenance data collection system for cryptologic equipment is directed from the depot to identify equipment problems Air Force-wide. Product improvement actions designed to increase reliability, reduce failures, regulate inspection requirements, evaluate spare parts requirements and maintain configuration of equipment are initiated and supported.

## WE PROUDLY SALUTE KELLY AIR FORCE BASE ON ITS 50th ANNIVERSARY!



# Sommers

Rexall DRUG STORES

Kelly—helping maintain our nation's defense for 50 years, will continue to play an integral part in keeping our nation strong.

For 55 years Sommers Drug Stores Company has concerned itself with the health of our community.

We are proud of the service we provide to the thousands of families of Kelly Air Force Base.



pot Catalogers participate in all phases of the Federal Cataloging Program and compile descriptive information and supply management data for publication in the Department of Defense and USAF stock lists used worldwide.

Responsible for developing factors and computing the follow-up spare parts requirements to support cryptologic equipment, Depot personnel procure, manage and distribute needed parts to USAF, Department of Defense and other Government

Air Force-wide. Product improvement actions designed to increase reliability, reduce failures, regulate inspection requirements, evaluate spare parts requirements and maintain configuration of equipment are initiated and supported.

As the sole Air Force organization for storage, accountability and maintenance of Air Force cryptologic items, the Air Force Cryptologic Depot is prepared to provide fast support to cryptologic equipment, supplies and spare parts from Kel-




cerned itself with the health of our community. We are proud of the service we provide to the thousands of families of Kelly Air Force Base.

**MILVACO**  
IS PROUD TO  
**SALUTE**  
KELLY AIR FORCE BASE  
AND PERSONNEL  
**50th ANNIVERSARY**

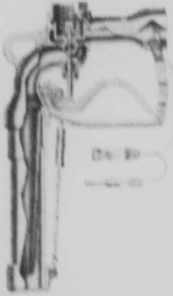


Milvaco is proud too, that its products help the people of this mammoth base maintain their outstanding operational efficiency. Dependably, reliably and quickly fueling Fighter Interceptors, Tactical Fighters, Hustler Bombers, Trainers and Transports for world wide support of the USAF.

**TWO OF THE DEPENDABLE MILVACO VALVES USED AT KELLY AIR FORCE BASE**



This is a Milvaco engineered overwing refueling valve. It is rugged, balanced for easy handling, has a fast acting nozzle and a cushioned shut off. Delivers up to 250 gallons per minute at 35 psi.



Milvaco aircraft bulk plant tank truck valve. Dependably engineered for the job and the conditions. Has brass tube, aluminum body, large capacity full flow nozzle with either 60 or 100 mesh screen, as desired. Very low pressure drop. Hold open notches in handle to reduce operator fatigue and increase operational efficiency.

Again, Milvaco, reliable manufacturer of dependable petroleum valves, is proud to salute the personnel of Kelly Air Force Base on this, the Golden Anniversary of the base.

**MILWAUKEE VALVE COMPANY, INC.**  
2375 S. Burrell St., Milwaukee, Wis. 53207

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This Charge Account Insurance Plan will pay, in full, the current account of the Charge Customer and/or spouse, in case of death. Present Sommers Charge Customers are now covered. New customers will be covered on the date their account is opened. Current accounts are those from the customer's last monthly billing date. Past due accounts are not covered.

**Open your Sommers Charge Account NOW!**

- **ANYTIME**  
Get drug store needs when ready cash is not available—say "charge it." Take advantage of Sommers weekly specials by "Charging it."
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Records of drug and Rx purchases for income tax and insurance purposes . . . ask your Sommers pharmacists. You have convenience of check cashing in our stores with credit card identification.
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and more convenient way to shop—say "charge it." Convenience on Prescription delivery, just by saying "Charge It!"

**SOMMERS CHARGE ACCOUNT APPLICATION  
CLIP AND MAIL TODAY**

If you do not already enjoy a Sommers Charge Account, fill out and mail this application to SOMMERS DRUG STORES, 3130 E. Houston St., San Antonio, Texas.

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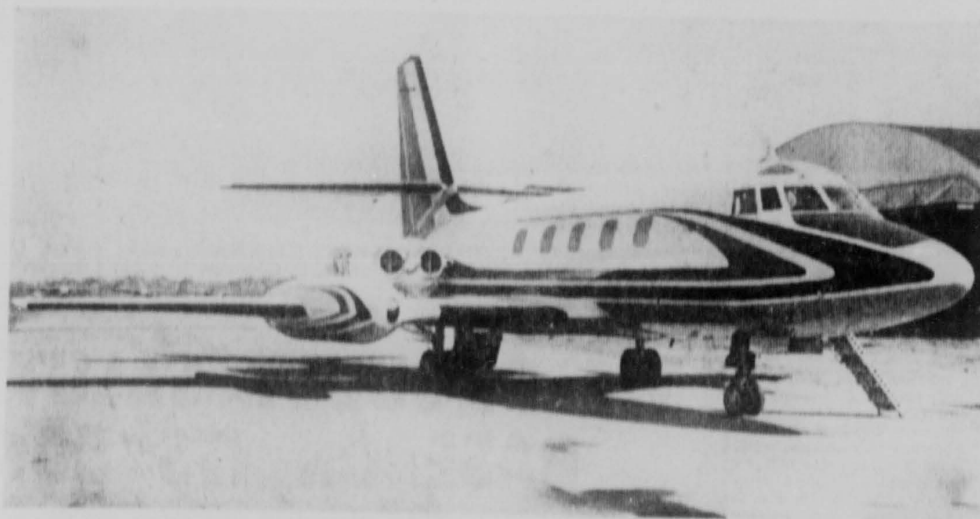
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| 2. 238 Wonderland Center . . . . . PE 5-9105             | 18. 7543 Lackland Plaza . . . . . OR 4-8414                  |
| 3. Main & E. Locust . . . . . CA 6-1374                  | 20. 1419 Nogalitos St. . . . . CA 6-1348                     |
| 5. Houston & North Alamo Sts. . . . . CA 7-9183          | 24. 3026 Nogalitos St. . . . . LE 4-6131                     |
| 6. McCreless Shopping City . . . . . LE 3-5122           | 25. 6031 S. Flores St. . . . . WA 2-6387                     |
| 7. 1810 So. W. W. White Rd. . . . . ED 3-4191            | 26. 1002 Donaldson Ave. . . . . PE 3-8147                    |
| 9. 934 Pat Booker Rd.—Universal City . . . . . OL 8-6262 | 28. 6470 N. New Braunfels . . . . . TA 6-2391                |
| 10. 6930 San Pedro . . . . . TA 4-1467                   | 29. 1021 Rittiman Rd. . . . . TA 6-2371                      |
| 12. New Braunfels & Grayson . . . . . CA 6-6219          | 30. 2017 Goliad Rd. . . . . ED 3-4020                        |
| 14. Nix Professional Bldg. . . . . CA 7-1256             | 37. CLINIC PHARMACY<br>339 E. Hildebrand . . . . . TA 4-7297 |
| 15. 1849 Fredericksburg Rd. . . . . PE 6-3123            | 38. 200 East Court—Seguin, Texas . . . . . FR 9-1666         |
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# FIRESTONE Salutes KELLY A.F.B.

## *On It's 50th Anniversary*

### ON THE RUNWAY...

The sensational progress made in aircraft production in the last 50 years has sparked corresponding advancements in aircraft tire development. In order to meet the demands of jet-age air travel, Firestone developed jet-age tires engineered to permit increased take-off speeds and constructed to insure maximum safety. Firestone's Sky Champion aircraft tires are in use today on all kinds and sizes of aircraft giving more landings per tire than ever before as a result of unyielding, persevering tire research and development. Firestone is proud to be associated with the aircraft industry and joins in congratulating Kelly Air Force Base on its 50th anniversary.



### ON THE RACEWAY...

Firestone has long been recognized as the unquestioned leader in racing tires. Year after year the big races have been won on Firestone... at Indianapolis, Daytona, Sebring, Phoenix, Riverside, Atlanta, Darlington, Trenton, Milwaukee etc. This year Firestone is shooting for its 44th consecutive victory.



RACEWAY...

Firestone has long been recognized as the unquestioned leader in racing tires. Year after year the big races have been won on Firestone . . . at Indianapolis, Daytona, Sebring, Phoenix, Riverside, Atlanta, Darlington, Trenton, Milwaukee etc. This year Firestone is shooting for its 44th consecutive victory in the Indianapolis 500 on Memorial Day. Race drivers—whose very lives depend on tire performance—choose Firestone because they know from experience that Firestone tires are unequalled for safety, wear and dependability. That's why "More Races Are Won On Firestone Tires Than Any Other Kind."




ON THE HIGHWAY...

Millions of passenger cars, trucks and buses the world over ride on famous-for-quality Firestone tires. There is a Firestone tire for every road, load and type of service, including off-the-highway farm and industrial equipment. The modern, high-speed highways of today have created ever-increasing demands on tires. Unequalled experience in the development of racing tires has enabled Firestone to meet and exceed these demands for high performance in passenger car tires. For example, the sensational new Firestone Wide Oval tire—built wide like a race tire—provides better traction, faster stopping and easier handling than conventional tires. The Wide Oval is a product of Firestone's never-ending efforts to make you safer on the highway.



SKY CHAMPION WIDE OVAL—FIRESTONE®

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Signed to England to continue his assignment as chief of the 2nd Air Force, and at the SAC of the Air Force in August 1961. He was promoted to 1964, and in February 1965 he was promoted to 1962 when he assumed his present position. The 7th Air Division of the named commander of SAC's 2nd Major General, USAF. Commanding Officer.

call for help was quick. The overhead allied planes were in the ambushed area and chased the Viet Cong off. The 2nd Air Force would have been wiped out if the radios had not been available.

Classified Want Ads—CA 6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part II— 5

# Maintenance Sheds in Viet Keep Their Cool

## Air Conditioned

The Air Force recently determined that there existed an immediate need for 20-ton air conditioners in the Republic of Vietnam to cool, dry and clean the air for pre-fabricated portable shelters. The shelters are to be used as temporary enclosures for the repair of delicate and sensitive aircraft instruments. Col. D. G. Welch, chief of the Service Engineering Division in Materiel Management, said, "In order to provide effective logistics support in a timely manner the task which required extensive engineering studies was established on a crash basis and was accomplished within two weeks." **UNIQUE SHELTERS** Materiel Management engineers, technicians and draftsmen accepted the complex and challenging assignment. Hugo R. Richer, supervisor of the engineering team said, "A high degree of technical judgment was required to establish environmental conditions identical to the Southeast Asia climatic conditions and professional engineering knowledge to solve a variety of sophisticated engineering design problems associated with the transfer of heat into these unique shelters."

The engineers prepared a complete set of engineering drawings that were later used in the competitive procurement of the air conditioning units. Problems anticipated in the field had to be predicted to accomplish the Air Force Mission Objectives. Engineers had to establish and provide the electrical power requirements necessary to drive the air conditioners and all other related equipment used in the shelters. They established project completion schedules so that all the equipment requirements arrived concurrently with the newly designed air conditioners at the Southeast Asia sites. **AIR CONDITIONERS** Upon completion of the engineering drawings and procurement specification, the project engineer coordinated the requirements with Air Force supply personnel. Service Engineering personnel continued to exercise and manage all the contractual mechanical engineering aspects of the task necessary to meet all the field ap-

plications. A conference with industrial manufacturers of air conditioning effort to conform with the AMA's engineering design. The SAAMA engineering drawings first model was made in record time, only 45 days after the award of the bid. The contract called for 310 units at a total cost of \$1,950,000.

## Parts Unit Honors Employee

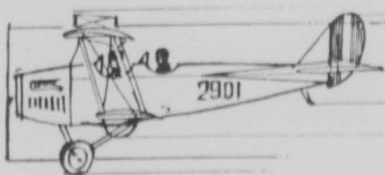
Antonio (Tony) Delgado has been named employee of the month by personnel in the Reciprocating Engine Item Management Division, Materiel Management at San Antonio Air Materiel Area, Kelly AFB. Delgado was recognized for his work in reducing the number of reciprocating engine ANORS (anticipated not operationally ready for supply) requisitions.



MRS. MARY S. PREVATT and Edward F. Perez discuss management of engine components.

## Dedication Their Byword

Day in and day out inventory managers at SAAMA are on the job in materiel management carrying out a huge volume of business for the Air Force. What they do and how well they perform their many tasks in support of Air Force aircraft, engines, accessories and aerospace ground equipment has a far reaching effect upon the worldwide Air Force mission. All have one goal: To supply the Air Force customer with the right place at the right time. Each is dedicated to the management of his items. **MANAGERS** Among the many who are assigned to materiel management are Mrs. Mary S. Prevatt, Edward F. Perez, Joe Davis, Donald De Cotis and Miss Lorene Billimek. Mrs. Mary S. Prevatt and Edward Perez are inventory managers in the reciprocating engine item management division, materiel management. The



ward F. Perez, Joe Davis, Donald De Cotis and Miss Lorene Billmeyer.

Mrs. Mary S. Prevatt and Edward Perez are inventory managers in the reciprocating engine items management division materiel management. The pair manages items which are vital to the support of South Vietnam. They take this part of their job seriously and make it their business to insure that support for South Vietnam takes precedence over everything else.

"My job offers me many challenges and keeps me busy," said Mrs. Prevatt, who manages two classes with 58 different stock items valued at more than \$2 million.

Included in the two classes are engine electrical system components, used on aerospace ground equipment, and non-aircraft engine fuel system components. These items support gas turbine, packette, solar and industrial engines (generators).

Among them are starters, fuel pumps, generators, control assemblies and others.

**DIRECT SUPPORT**

This equipment is used in direct support of first-line aircraft such as F4C, F100 series, KC135, B52, B58 and C130, plus some missiles.

Mrs. Prevatt said her items are normally supported through repair and modification, however, South Vietnam has placed an additional need for the items. Thus, she spends the majority of her time making sure the items reach their destination in South Vietnam.

Perez is designated as a high-value inventory manager. This means the items he manages are of high monetary value and that he buys as few spares as possible for support.

He has management responsibility for 44 different items valued at more than \$3.5 million. Most of them are used to support F111 and F4C aircraft.

The F111 is a new aircraft and is presently in the test program. The F4C is operating in Southeast Asia.

Perez explained the items which are supporting the F4C are considered critical to the aircraft and get top priority. One of these is a fuel transfer hydraulic pump which transfers fuel from one tank to another.

"If this pump is not working properly or is not available, then the aircraft would be grounded. It is my job to see that this pump and all other items I manage are kept serviceable and that field activities get the materiel they need when it is needed. Support of the fleet is my primary objective, and this is extremely important in the support of South Vietnam."

**FILE CLERK**

Mrs. Prevatt started her civil service career as a file clerk, GS-1, and has eight years experience as an inventory manager. She came to Kelly from Mobile Air Materiel Area in Aug. 1963.

Perez has 13 years' experience in the inventory management field. Before he became an inventory manager, he worked with engine accessories.

Every day Joe Davis, inven-

made arrangements to borrow one from Seymour Johnson AFB. He then coordinated with activities concerned, and the stand arrived at Saigon seven days later.

Another time Davis had a request from the Pacific Theater for seven M37 test stands. He coordinated with Tactical Air Command to release the test stands, which were then airlifted to their destination. Thus, Davis was able to satisfy the urgent requirement on time.

The T56 test stand weighs 24,000 pounds and costs \$120,000 each. It is used to support turbo propeller aircraft and is peculiar to the C130 aircraft.

**TAIWAN BASE**

When Davis had an urgent requirement for one stand at King Kuan Air Base in Taiwan, he obtained one from Forbes AFB, and got it to its destination in four days.

Recently, Davis finished a 57-page M37 test stand manual computation in eight days. It is a detailed study of requirements for each base in the Air Force inventory and gives disposition of every requirement to the minutest details.

Davis feels that if he falls down on the job, the whole pipeline suffers. Thus, his management goal is to get the test stands to the customers on time.

"Never underestimate the power of a battery," said Donald De Cotis. And he should know. As an inventory manager in the electronics and aircraft accessories division, materiel management, De Cotis manages 50 different types of storage bat-

teries and cells (about 150,000 units) valued at \$4 million.

Among the batteries De Cotis manages are three kinds: Lead acid, nickel cadmium and silver zinc. Each plays an important role for the Air Force throughout the world. De Cotis also manages a primary missile type battery.

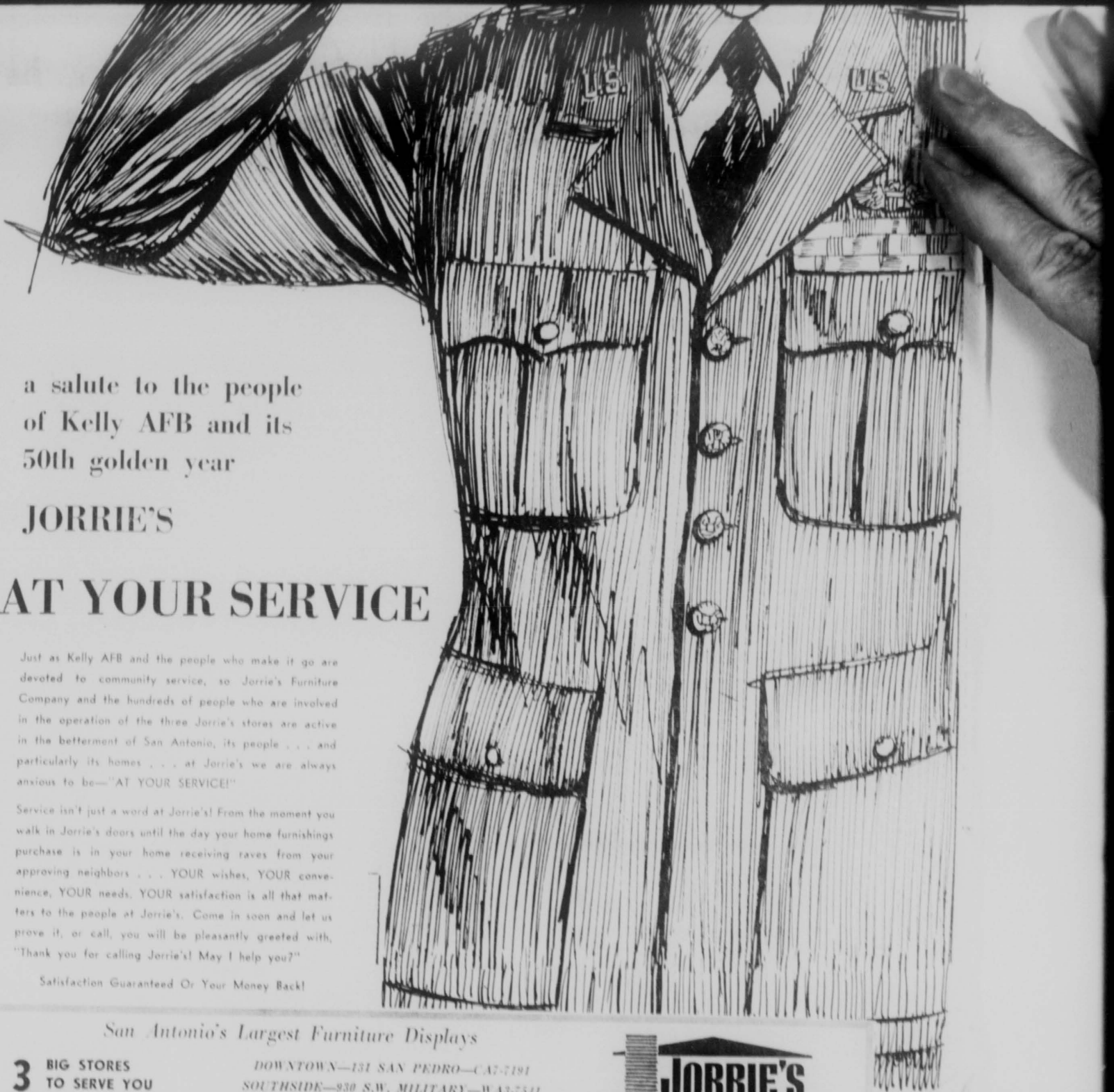
In carrying out his job, De Cotis keeps close track of requirements for the batteries he manages to be sure they are available when needed. They are used on every type of Air Force equipment that requires a battery.

**ALL COMMANDS**

De Cotis accomplishes support through redistribution of world-wide assets. He uses a high priority system to get the batteries where they are needed. He is primarily concerned with the role these batteries play in support of Southeast Asia. Thus, he is in constant contact with customer relations people in materiel management to be sure the batteries are serviceable and that his customers are supplied.

De Cotis pointed out that additional aircraft flying hours have increased the use of batteries. This, in turn, leads to a higher mortality of cells and higher wear-out factor.

Besides Southeast Asia, De Cotis' batteries support all major commands throughout the world, the Military Assistance Program (MAP) and the Military Assistance Sales Program. Likewise, he supports overhaul and production contractors when required.



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of Kelly AFB and its  
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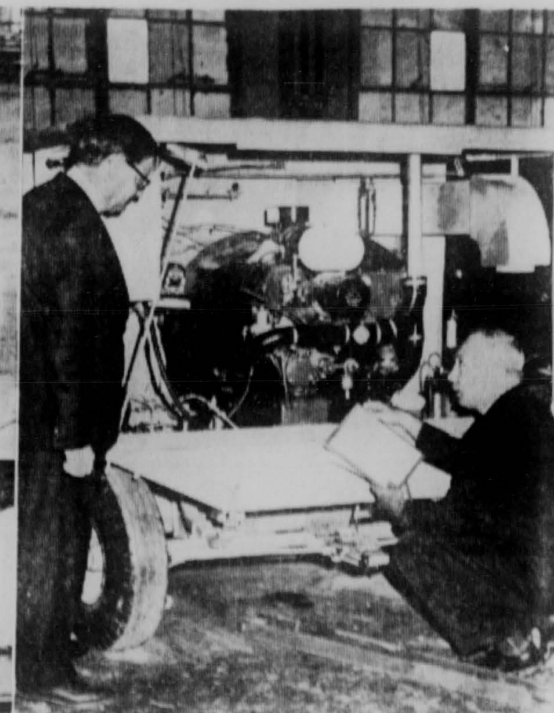
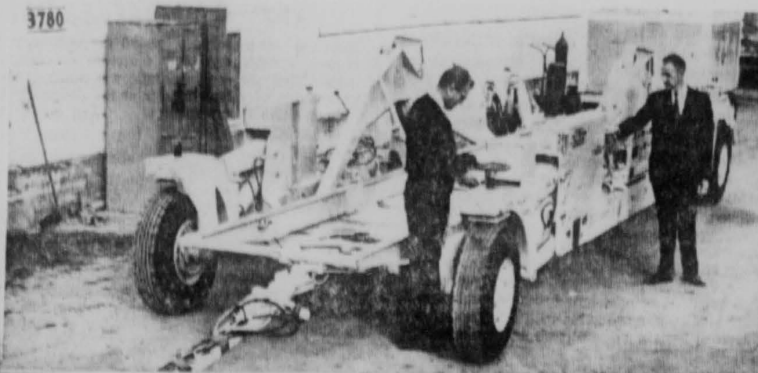
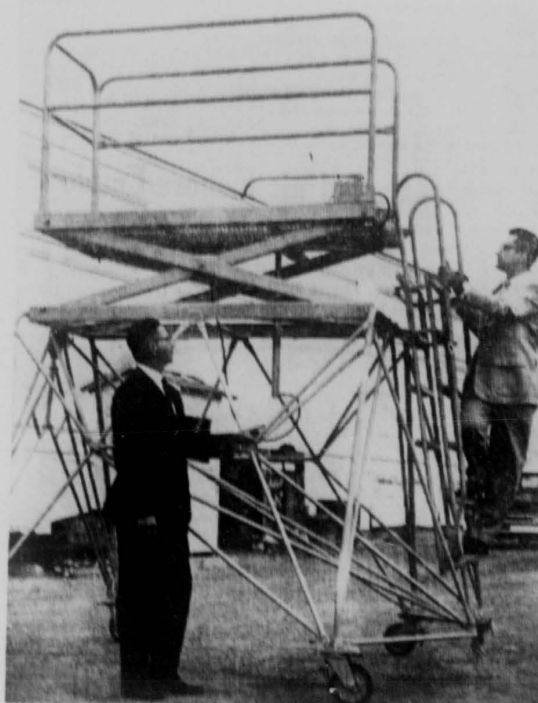
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# AGE Proud of the Progress It Made in Five Short Years



T. C. BARNETT (far left) and W. L. Salsman inspect adjustable stand used for work around aircraft at Kelly AFB. At center (top), John E. Parr

(L) and William C. Kitchens check Aerospace Ground Equipment (AGE) used to transport B58 aircraft pod, while (bottom) Bill F. Walters (L),

James H. Shank (C) and William C. Sisson check equipment used to start jet aircraft engines. At right, a mobile air conditioning unit is on the as-

sembly line for repairs, B. B. Saxon (L) and Donald K. Howard discuss the work being done by SAAMA personnel at Kelly Air Force Base.



"All of us are proud of the progress we have made during the past five years. It has not been easy and there have been many problems to solve, but the future looks bright and I am confident we shall readily meet the challenges that will come our way."

Thus, Warren B. West, deputy chief of the Aerospace Ground Equipment (AGE) Item Management Division in Materiel Management, spoke to division employees as he commended them recently during the fifth anniversary observance.

The birth of AGE dates back to the Wright brothers when they launched their flying machine with an improvised catapult. Since then, AGE has become a way of life and has taken on a vital role in the Air Force. There are thousands of AGE items used throughout the world in support of airborne vehicles and missiles.

Among important items are munitions handling equipment, such as bomb trailers, hydraulic bomb lifts, and racks. Others are runway arresting barriers, air conditioning, electronics shops and various pieces of test equipment.

Of the thousands of requests received, 91 per cent are supplied within 90 days. For the past five months procurement in the amount of \$39 million has been initiated for SEA support.

### IN SEA AREA

To help provide faster support, AGE personnel were instrumental in setting up two specialized repair activities in the SEA area. One specializes in the repair of components of liquid oxygen generating equipment, and the other repairs runway barrier systems.

There is a constant need for liquid oxygen to meet the current SEA operations to maintain continuous generation of oxygen.

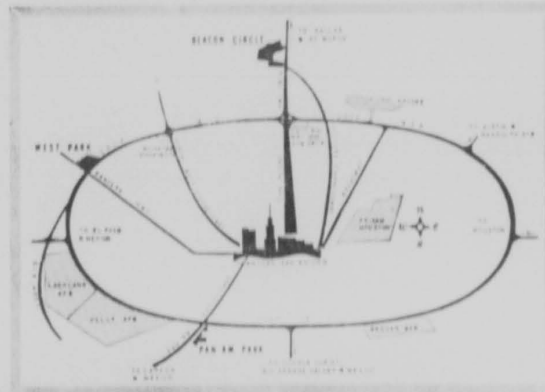
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to the flight drivers when they launched their flying machine with an improvised catapult. Since then, AGE has become a way of life and has taken on a vital role in the Air Force. There are thousands of AGE items used throughout the world in support of airborne vehicles and missiles.

**SET UP IN 1961**  
The division was set up in December 1961 when 187 employees came to Kelly AFB from Mobile Air Materiel Area, Brookley AFB, Ala. They brought with them worldwide management responsibility for 70,000 AGE items, which represented 20 different federal supply classes.

In 1963, an additional workload and 50 employees came to join the division when the 2709th Air Force Vehicle Control Group at Memphis, Tenn., phased out. Today there are nearly 77,000 items valued at more than one-half billion dollars managed in the division, which is manned by 368 expert inventory managers, technicians and other skilled personnel.

SAAMA management involves some of the most exotic AGE in the Air Force inventory. Items range from a price of several hundred to three quarters of a million dollars each.

Among these are various types of refrigeration and air conditioning and test stand equipment which support such high performance aircraft as the B58, B52, F102, F106 and F111. Also included are gas generating equipment, aircraft launching and landing equipment, munition handling equipment, signals and alarms and many others.

During the past five years, AGE personnel have focused attention upon meeting the demand and supply to the customer, providing technical improvements and modification to equipment and meeting schedules for repair of equipment at specialized repair activities or contractor facilities.

**CUSTOMER SUPPORT**  
In meeting the customer's needs for Air Force AGE, the division has made significant progress. One of the most important tasks is to keep the back order rate down. Likewise, the fill rate must be high. These two rates are the gauge which tell management whether the customer is being furnished the support he requires.

In early 1962, the AGE back order rate was about 14 per cent. It has been reduced to 3.90, which is well below the rate set by the Air Force Logistics Command. The fill rate has improved from 51 per cent to nearly 90 per cent. Another important factor is the reduction of excess AGE. In 1960, the excess equipment inventory was \$69 million. Since then it has been reduced to \$44 million.

AGE plays a vital role in Southeast Asia (SEA), and personnel have remained flexible to meet the demands for AGE support in the combat area. About 41 per cent of SAAMA AGE support has been diverted to SEA, with about 80 per cent of the requirements being unpro-

repair activities in the area. One specializes in the repair of components of liquid oxygen generating equipment, and the other repairs runway barrier systems.

There is a constant need for liquid oxygen to meet the current SEA operations to maintain continuous operation of oxygen generating equipment. Runway barriers are essential to the SEA mission and must be operational at all times.

These facilities are extremely important to the SEA mission, since they are located in the area of operation which cuts down on the time formerly required and makes support much more effective.

Attuned to the Air Force "Think AGE" program, personnel made their mark for SAAMA. Many major AGE accomplishments can be singled out during the past five years. Always, the theme has been to do the best job at the lowest cost.

In keeping with this philosophy, complete study was made of lubricants and oils to assure maximum benefits to the Air Force in this area. At the conclusion of the study, 15 different oils and greases were consolidated into one new oil and grease and four were replaced with improved products. All technical data on lubricants and greases were purged, and brought about a cost avoidance of \$59,999.

**AGE INSPECTION**  
Another important achievement was reduction of AGE inspection requirements. Two worldwide conferences were held at SAAMA, with representatives from major commands attending. At that time, decks of work cards being used required 4,469 inspection checks. Changes to procedures reduced inspection checks to 330. In turn, workloads imposed on the using commands were reduced about 80 per cent.

The ingenuity of AGE personnel was further demonstrated when they pooled their technical knowledge to provide trailers for movement of bombs over rough terrain from storage sites to combat aircraft operating in Pacific theaters. A new trailer would not be available until a much later date. To meet urgent requirements, AGE personnel found 200 excess engine trailers, which they converted to do the job at a cost avoidance of \$299,000.

When several 25 tons per day liquid oxygen-nitrogen (LOX) generating plants became excess, a study was made to determine if any of the excess LOX plants could be used. Three 20-ton plants were being used on Johnston Island.

Because of their age, the plants required constant overhaul. It was decided one 25-ton excess LOX plant could be used instead of three 20-ton plants.

It is anticipated that the replacement of the 20-ton plants with the 25-ton plant will produce a \$1,378-7700 saving over a three-year period.





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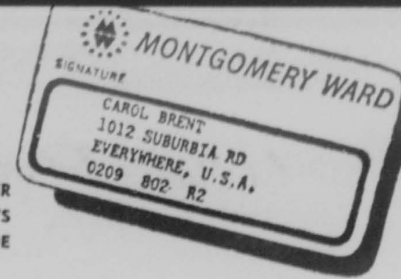
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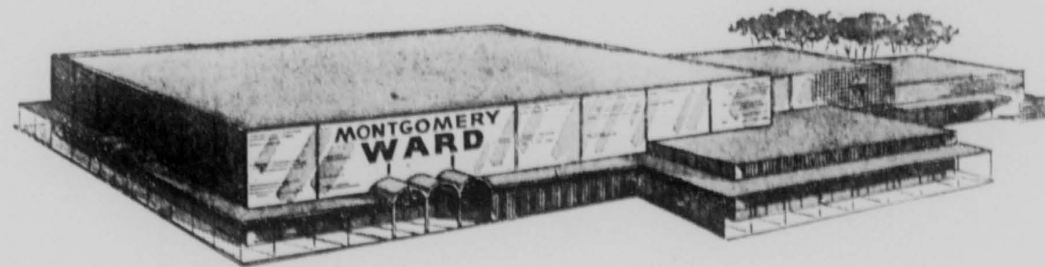


# Growing with San Antonio



A modern city of skyscrapers built on a blazing page of American history . . . the "Cradle of Texas Liberty", where the names of Bowie, Travis and David Crockett still echo with the cry of the Alamo. Here, historic sites of the Spanish Governor's Palace and Spanish missions such as San Jose de Aguayo, "Queen of Missions" . . . and a street where gondolas wait to take you to La Villita, a quaint piece of long-ago surrounded by a hustling, bustling city. Here, against this colorful background, the city that has long been the center of a vast cattle

and oil empire now has become a modern metropolis on-the-move, with a list of major military installations unrivaled by any city in the nation. Add to that almost 1,000 diversified manufacturing, electronics and research enterprises! Here, too, reflecting the good American way of life . . . fine homes, schools, universities and colleges . . . churches of many denominations, a symphony orchestra, theaters and museums . . . and now, 2 Great Montgomery Ward stores and 2 neighborhood stores to serve the people of San Antonio!



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THE STRUCTURE (foreground) is the new Kelly Comptroller Bldg. in the completion stages. The two-story structure will provide 60,000 square feet of modern office space for the 550 comptroller personnel of SAAMA at Kelly AFB.

# Comptroller Housed in 3 Buildings

Facilities currently being used space for electronic data processing equipment (EDPE) and administrative space. Additional space involving approximately 19,538 square feet in 15 other buildings throughout Kelly is occupied on a tenant basis by the comptroller. Electronic data processing equipment space totaling approximately 20,000 square feet is located in buildings 323 and 1621 with small increments located in buildings 323 and 1500. The majority of the assigned

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COL. THOMAS PEDDY SAAMA Comptroller.



BENJAMIN COCKRELL JR. Deputy comptroller.

## Mrs. Black Won Her Point

It took Mrs. Margaret Black more than a year to finally win her point, but she did not give up. As a result, the Air Force was prevented from spending \$802,503.

The cost avoidance is part of the Air Force logistics command's "gold rush" cost reduction program.

Carrying out her job as an inventory manager for more than 30 different airborne items, Mrs. Black found that she had 3,657 excess generators formerly used on aircraft being phased out of the Air Force inventory.

Confronted with the task of disposing of these serviceable generators, Mrs. Black took management action to determine whether they could be used elsewhere.

After much research, she found that the generators could be used on an engine managed by another air materiel area. The engine supported aerospace ground equipment such as air conditioners, hydraulic test stands, pressurized cabin testers and other equipment.

Using a realistic approach, Mrs. Black thought it would be worthwhile to find out whether they could use her generators. She had serviceable items and the AMA was buying a similar

### The Answer Machine

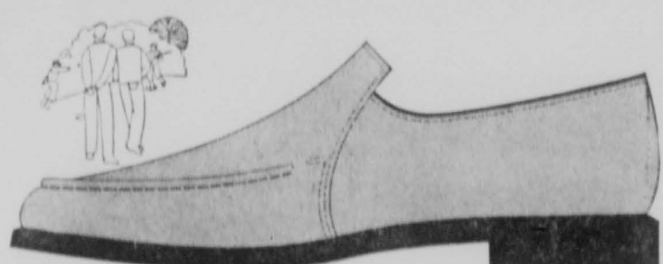
Automatic data equipment enables Materiel Management personnel to answer requests within two hours.

As part of the SAAMA Priority Distribution System, the equipment provides quick reaction to questions from other bases on shipment of Air Force parts and reports status of parts to be shipped. In emergencies, the system allows management to begin processing immediately.

The priority Distribution System operates 16 hours a day, seven days a week.

generator under a different Federal stock list number.

It took a great deal of time and much perseverance on the part of Mrs. Black to convince the prime engine AMA that her excess generators would do the job and thus prevent new procurement, but she finally scored her point and all of the items were accepted.



### A casual to take seriously.

Consider this Hush Puppies® casual for a moment. Its name is Hans. It's a basic slip-on; the kind of shoe that goes almost anywhere—with almost anything. Wear it to barbecues and little league games. Wear it working or loafing. In Breathin' Brushed Pigskin® that brushes like new in seconds. Slip into a pair. The good life gets even better.



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Anita M. Air Force Anniversary

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A currently developing project to provide Comptroller with additional administrative and computer space and at the same time permit centralization of the wide spread operation will materialize by December of this year. Contractors are nearing completion of a new administration building located in a centralized area. The building presently occupied for administrative purposes will be converted into a computer center permitting centralization of the computer operations. When all projects are completed, 95 per cent of Comptroller's operation will be located in a complex of three buildings with a perimeter of approximately 300 yards.

moment. The name is Hush. It's a basic emphasis; the kind of shoe that goes almost anywhere—with almost anything. Wear it to barbecues and little league games. Wear it working or loafing. In Breathin' Brushed Pigskin\* that brushes like new in seconds. Slip into a pair. The good life gets even better.

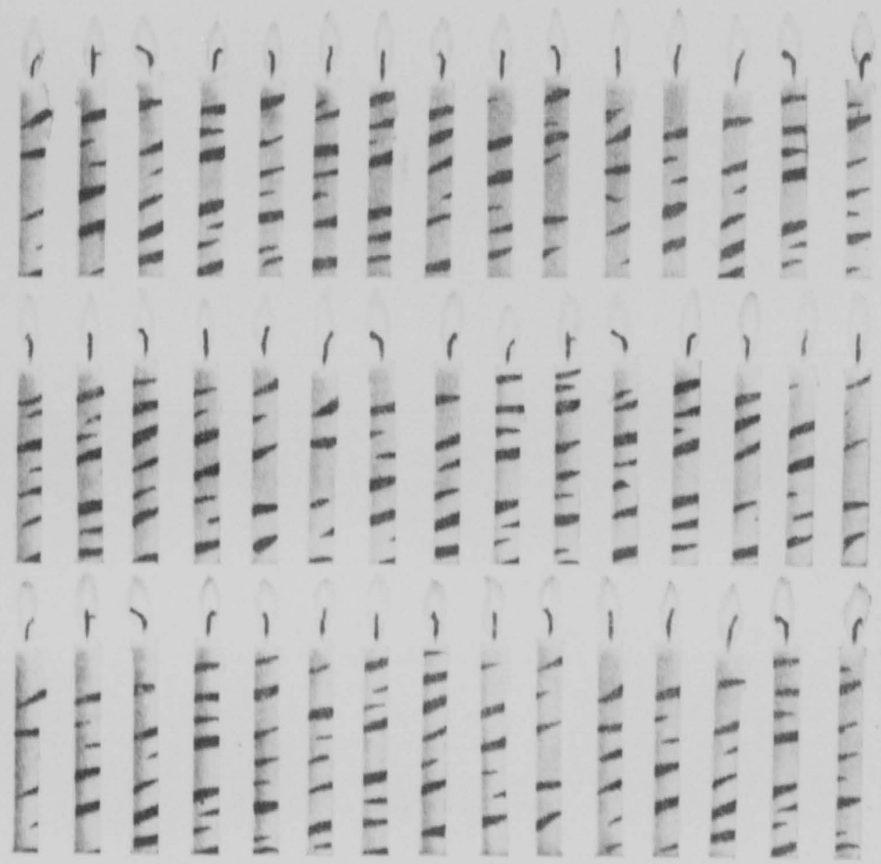


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27.3 million. It even brighter with \$50 million being the next two years.

JLT E... When the Air Force began to use jet engines and bombers was thought the engine would be to build and maintain an engine shop. If it were to be thrown away. Inexpensive steel alloys were wide.

However, the Air Force found that the features experienced engines (about 1,000 degrees Fahrenheit) soon these steels. The Air Force did. However materials could so that the jet engine no longer an expense.

It was soon after the Air Force was a large inventory of new materials were both strong and in that some sort of he made on the. Thus, the jet engine program began.

ENGINE... Claypool was selected for his technical expertise in engines gained while working for Curtiss-Wright. His experience in development and production of jet engine parts.

Richter was selected for his mechanical background enable him to determine the technical engineering feasibility of repair and coating of engine parts.

Before the advent of the nickel braze repair standard method of engine parts was welding. While this was sufficient for large ducts, it soon became apparent that some of the parts could not be welded. These parts were either too small for a welding torch or the heating and cooling occurs during welding and cracked the nickel braze repair. By using this process of jet engine parts have been saved.

PROTECTIVE... Protective coatings applied in a similar manner. Castings are spray vapor-deposited on the part and then heated from 200 to 300 degrees Fahrenheit. The nickel braze repair is partially dissolved by the surface. These coatings reduce burning, surface thermal fatigue of the part.

The nickel braze repair program is used to repair parts of low alloy jet engines TF33, T33, T34, etc. All of these engines are presently being used in Vietnam. The reliability of the nickel braze repair has been proven again and

The 3rd Air Force, and an...  
same time was commander of Base, Neb., and in 1957 he was in chief...  
the 7th Air Division of the named commander of SAC's 2nd...  
Strategic Air Command (SAC), Air Force, with headquarters at four-star rank in 1962 when he assumed his present position.

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Commander  
*Monte...*

call for help was...  
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the ambushed area and chased...  
the Viet Cong off. The group...  
would have been wiped out if...  
the radios had not been avail-  
able.

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Kelly Special—Part II— 9



Anita Marsh reigns at Kelly Air Force Base as Miss 50th Anniversary.

### Unique Team Saves U.S. Millions

First Lt. A. Bruce Richter and Mike Claypool are the Kelly Air Force Base monitors for a fascinating project concerning the rehabilitation of used jet engine parts and the ground support equipment associated with these jet engines.

The project is called SAAMA "protective coating program" and involves protective coatings, nickel braze repair procedures, and other new repair techniques.

Richter and Claypool have formed a team that has saved Uncle Sam many millions of dollars within the last three years. In 1964, the first savings on this program were posted at \$300,000. Since then, the savings mushroomed into a total of \$57.3 million. The future looks even brighter with a forecast of \$80 million being projected for the next two years.

#### JET ENGINES

When the Air Force first began to use jet engines for their fighter and bomber aircraft, it was thought that the jet engine would be an expensive

**OUR BEST TO**

**KELLY AIR FORCE BASE ON THEIR**

**50<sup>th</sup> ANNIVERSARY**

**The strength of the nation depends heavily on our neighbors at Kelly Air Force Base, as does the growth of**

even brighter with a forecast of \$50 million being projected for the next two years.

**JET ENGINES**

When the Air Force first began to use jet engines for their fighter and bomber aircraft, it was thought that the jet engine would be so inexpensive to build and maintain that once an engine showed wear and tear, it could be removed and thrown away. For this reason, inexpensive steel and aluminum alloys were widely used.

However, the Air Force soon found that the higher temperatures experienced in the jet engines (about 2000 degrees Fahrenheit) soon deteriorated these steels. The obvious thing to do was to use better material, and that is just what the Air Force did. However, the better materials cost much more, so that the jet engines were no longer an expendable item.

It was soon apparent that, if the Air Force was to maintain a large inventory of jet engines, new materials would have to be both strong and inexpensive, and that some sort of repair must be made on the used parts. Thus, the jet engine repair program began.

**ENGINE PARTS**

Claypool was selected because of his technical experience with engines gained while working for Curtiss-Wright and because of his experience in the procurement and production control of jet engine parts at Kelly.

Richter was selected because his mechanical engineering background enabled him to determine the technical and engineering feasibility of all new repair and coating systems examined.

Before the advent of the nickel braze repair program, the standard method of repair of jet engine parts was by heli-arc welding. While this method was sufficient for large cases and ducts, it soon became apparent that some of the smaller parts could not be welded. These parts were either too small to get the welding torch into or the local heating and cooling that always occurs during welding distorted and cracked the parts. The nickel braze repair method solved both of these problems. By using this process, thousands of jet engine parts weldable have been saved.

**PROTECTIVE COAT**

Protective coatings are applied in a similar manner. The castings are sprayed, dipped, or vapor-deposited on the parts and then heated from 800 to 2000 degrees Fahrenheit so that they are partially diffused into the part surface. These coatings reduce burning, surface wear, and thermal fatigue of the parts.

The nickel braze repair and coating program is now being used to repair parts on the following jet engines: J57, J75, TF30, T53, T54, and J60.

All of these engines are presently being used by aircraft operating in Vietnam and the reliability of the repaired and coated parts in them is being proven again and again.

The strength of the nation depends heavily on our neighbors at Kelly Air Force Base, as does the growth of San Antonio. We extend to you our sincere congratulations, on your glorious past, and wish you continued success for the future.



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# 'Project Fast Pack' Developed to Solve Packaging Problems

"Project Fast Pack" is a streamlined United States Air Force procedure developed in Texas for packing small items. After an extensive study, technicians at the San Antonio Air Materiel Area expanded and developed a concept in packaging and very hard to handle. To alleviate problems involved, "Project Fast Pack" was developed. Under this system, items were organized into groups by physical characteristics and degree of protection required. These groups are called "family groups." Standardization cartons were then developed for each "family group." Researchers found that 90 per

cent of the parts could be protected adequately by cellulose padding. The new padding forms are designed for multiple use. Materials are less expensive than those used in the past. An assembly line technique is employed to put these packs together. The first station positions the cushioning, production loading occurs at the second station and package stenciling is done at the last station. If a part requires inner foil bags or double cartons, a fourth station can be set up on the conveyor.

After this project was used for two months, it was found that almost 500 items could be packaged in 32 standard containers. Previously, the same number of items required 262 different containers. Because "Project Fast Pack" requires a standardization of cartons and less expensive padding, it is expected to save over \$12,000 annually.

In 1965, "Fast Pack" became a movie in the making. Lights, camera, action — were familiar words at Kelly AFB as the supply and transportation directorate teamed up with Kelly's photographic service and began filming the improved packaging program. The film won first place in the Industrial Management Society's 1965 film competition.

A copy of SAAMA's completed film on "Project Fast Pack" was sent to the Air Force Logistics Command headquarters in 1965 for viewing by interested personnel. The Army, Navy and Air Force have taken a keen interest in "Project Fast Pack." James A. Armacost, supply's



**THE FIRST-PLACE** Industrial Management Society 1965 Ralph H. Landes Methods Improvement Competition (Group III) Trophy is presented by Maj. Gen. Frank E. Rouse (L), SAAMA commander, to Col. V. M. Gillum, supply and transportation director. Gillum received it for his deputy director, James A. Armacost, directly responsible for the SAAMA movie on "Project Fast Pack," and for Julius Moreno, SAAMA "Fast Pack" monitor.

deputy director, said, "Word of the film got around fast." Its packaging administration has been shown at two world-wide Navy seminars on packaging and warehousing. The Army Joint Military Packaging Pack" technique. Armacost said, "Since implementation of the 'Fast Pack' program, the number of items grouped has doubled and the original savings have tripled." "Project Fast Pack" is another step toward achieving the objectives set forth in the SAAMA packaging improvement program.

## 63 Pct. of Total Kelly Responsible for the Jets

The Jet Engine Item Management division, reflects the importance of Kelly Air Force Base to the Air Force mission. This division has worldwide management responsibility for 63 per cent of the jet engines owned by the Air Force. This represents a dollar value of \$3.6 billion and requires, during FY66, \$160.9 million to support spare parts procurement and overhaul and modification of engines and components.

Col. Louis Garrett chief of the division, in discussing the role his organization plays in sup-

professionals. They need only to be told to do the job, not how. Keeping a fighter aircraft operationally ready requires scheduling and managing production of engines and spare parts overhaul and modification programs.



### CONGRATULATIONS TO KELLY AIR FORCE BASE



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where he s...  
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50th Anniversary

THIS IS YOUR OPPORTUNITY OF THE YEAR  
TO REALLY SAVE ON A NEW DODGE!  
O. R. MITCHELL

# DODGE

1130 BROADWAY • CA7-2281  
• OPEN EVENINGS •



management responsibility for 63 per cent of the jet engines owned by the Air Force. This represents a dollar value of \$3.6 billion and requires, during FY66, \$169.9 million to support spare parts procurement and overhaul and modification of engines and components.

Cd. Louis Garrett chief of the division, in discussing the role his organization plays in support of a worldwide deployed United States air power, said: "The task of matching the nation's productive resources to the skills and courage of our fighting men is the art of logistics, and logistics is our business."

Garrett pointed out the division's primary job is to insure timely logistic support of certain jet engines which are used in many Air Force aircraft. To carry out this important task, division personnel are pro-



JOE DAVIS (L), who manages the M37 suppressors for SAAMA, confers with and T56 engine test stands and noise supervisor John Yeglic.

m, India, for m eritorious service in providing logistics support to the organization during the war three years. Presentation of the plaque was made by John Bernardoni, division As the defense a erty officer, Mrs. vides logistics supp attaches throughout The citation, signed Robert C. Rawl, tache, India, read: period 1963-1966, M Frazier, San Antonio serial Area, has herself by performing us service in VC131A aircraft, and its associated New Delhi, India. "For three years, and desperate pers office of the air att Delhi have sent rou and panic requests support and technical to Mrs. Frazier.

## Congratulations

★ KELLY AIR FORCE BASE ★

on a half Century of  
**PROGRESS**

Looking forward to serving you in the future!

Supplying the Aircraft Industry with . . .

- Jet Engine Parts
- Reciprocating Engine Parts
- Aircraft Assemblies
- Screw Machine Products
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### Quality Products Mfg. Co.

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Alvin G. Padilla, Jr. Pres. Harold R. Thomas, Vice-Pres.



## In 1926 . . .

When Kelly AFB Was  
9 Years Old . . .




We were born in 1926.

That was the year when "Moonlight and Roses" was the most popular hit.

The best selling book was "An American Tragedy". Joe Turnesa won the Texas Open Golf title with a score of 284.

The most popular movie of the year was "The Big Parade" with John Gilbert.

John W. Tobin was re-elected Mayor of San Antonio.



In 1926, our pledge was to provide the San Antonio man with the finest clothing—suits, shirts, shoes and accessory items—at the most reasonable cost.

Today, 41 years later, we still maintain this high standard of integrity and we enjoy a spotless reputation.

We probably helped outfit your father and your grandfather. May we help you?

## David Mills, Inc.

155 E. Houston St. Next to Texas Theatre

The Only Clothing Store on Houston Street Exclusively for Men and Boys

M  
San Antonio's

KEL

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Traditionally, si  
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the 3rd Air Force, who at... same time was commander of Base, Neb., and in 1957 he was in chief... the 7th Air Division of the named commander of SAC's 2nd... Strategic Air Command (SAC), Air Force, with headquarters at four-star rank in 1962 when he assumed his present position.

Major General, USAF  
Commander  
Hank E. Jones

Call for help was... overhead allied planes were in... the ambushed area and chased... the Viet Cong off. The group... would have been wiped out if... the radios had not been avail-  
able.

Classified Want Ads—CA 4-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part II—11

# Col. Allen Directs Procurement

Col. Stanley E. Allen, director of SAAMA procurement and production, became head of the Southwest's biggest buying agency in mid-1963. A native of Oilton, Okla., Allen came to SAAMA from Wright-Patterson AFB, Ohio, where he served two years as chief of the Procurement and Inspection Division in the Office of the Inspector General for the Air Force Logistics Command. The genial procurement Chief literally grew up in USAF purchasing, as a young contracting officer and later as chief of the Central Procurement Division at Warner-Robins Air Materiel Area. The stint as procurement IG chief rounded out his experience in USAF procurement and production.

Allen finds such talk flamboyant. He'd settle for the phrase, "procurement professional." Since Allen took over the SAAMA procurement helm the organization has taken an engineering program, small business program, labor surplus contract placement program, procurement materiel management liaison and other aspects of military purchasing. Too, he's been the strongest advocate of getting out where the hardware is being built or repaired. "Procurement professional" is an informal title Allen wears well and modestly.

Allen, who holds a B.S. degree in business administration from the University of Indiana, lives on the base with his wife and four children. His job as director of the big data products division, Materiel Management, has received a plaque and citation from the office of air attache, New Delhi, India, for meritorious service in providing logistics support to the organization during the past three years. Presentation of the plaque...

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COL. S. E. ALLEN Procurement Chief.

# Procurement Deputy a Veteran

Edwin D. Williams, native of Abilene, Tex., has been deputy director of the SAAMA procurement and production organization since early 1964. Prior to his association with SAAMA Williams was acting director of procurement administration headquarters, Southern Air Procurement District, Fort Worth, concerned with programs as the B47, B36, B58,



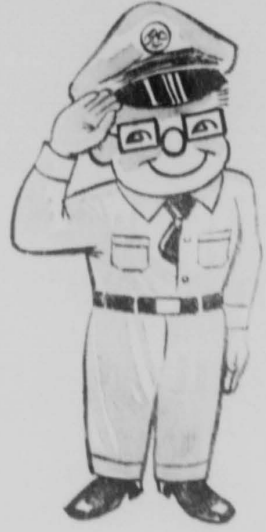
Williams

After serving in the Army in World War II, Williams began his USAF career as a negotiator following mass terminations which occurred from May 1945 to August 1945, particularly those involving the B24 and B32 bomber programs at Convair at Fort Worth. The settlement of the B32 termination involved more than 1,200 aircraft and was the largest single contract termination in Air Force history. Williams continued at Convair at Fort Worth as the Air Force Contracting Officer during the development and production stages of the B36 which was wholly produced at the Fort Worth division. Subsequent to the production of the B36, Williams was involved in the contract administration aspects of the Atlas ICBM missile, some 1,000 F102 fighter aircraft, and subsequent production of some 360 F106 aircraft. His responsibilities also covered the production of RO4360 J57 jet piston engines and of J57 jet engines by the Ford Motor Co. in Chicago. During this same time period he was also involved in the contract-

administration aspects of the B58 bomber and also rocket boosters being developed at McGregor, Tex., the development and production of the first JATO units, as well as rocket boosters in the 130,000-pound thrust class (the latter used in the zero launch capability of the F100 fighter). Williams' quiet good humor, complete "unflappability" and broad experience in the aeronautical field have been a major factor in building a procurement organization with an Air Force-wide reputation, Col. Stanley E. Allen, procurement director, said.

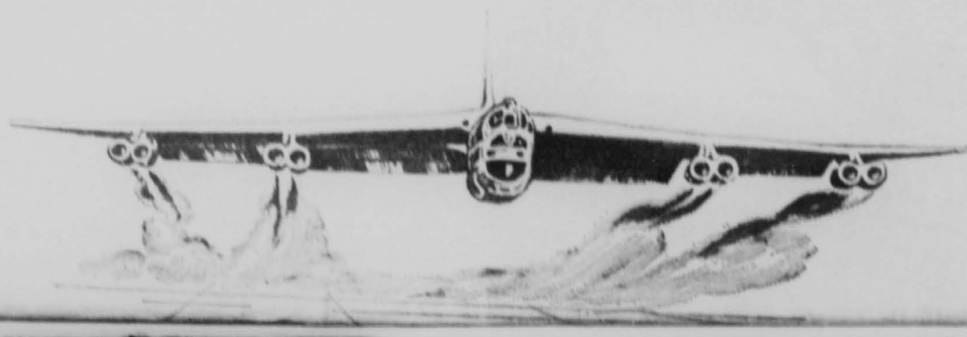
# Brisk Chute Business

The parachute and component parts business in the last six months of 1966 was brisk because of increased demands in Southeast Asia (SEA). Materiel Management's Aircraft & Equipment System Support Division, under Col. Cletus Wray, was involved in workloading, production and technical problems, inventories, and other matters pertaining to manufacture, repair, cannibalization, and modification of parts for more than 90,000 items. These are used in direct support of such operational aircraft as the B52, B47, F4, F100, F102, F104, and F106.



# Handy Andy Salutes Kelly Air Force Base on Their Golden Anniversary...

YESTERDAY, TODAY, TOMORROW







Mrs. Frazier

As the defense attaché property officer, Mrs. Frazier provides logistics support to 19 air attachés throughout the world.

The citation, signed by Col. Robert C. Rawl, U.S. air attaché, India, read: "During the period 1963-1966, Mr. Mary L. Frazier, San Antonio Air Material Area, has distinguished herself by performing meritorious service in support of VC131A aircraft, number 315115, and its associated personnel in New Delhi, India."

"For three years, the forlorn and desperate personnel of the office of the air attaché in New Delhi have sent routine, urgent and panic requests for supply support and technical assistance to Mrs. Frazier."

VC131A, number 315115, to be ready for its assigned mission.

"During the past six months, no less than 150 requests have been dispatched from that isolated, monsoon and dust blighted, last stop on the supply line, India. Without exception, these requests have been honored and with no questions, debate, or forensic cable swapping. In each case, the required parts arrived in good condition and the primary mission of the U.S. Air Attache, India was conducted on schedule."

A native San Antonio, Mrs. Frazier graduated from Brackenridge High School and the Milam Secretarial College.

She has worked at Kelly since March 13, 1957. She started her civil service career as a typist and through promotions attained the position of supply specialist in the customer support and relations organization.

In carrying out support for everything from yard equipment to complete aircraft engines or furnishings for a complete family household.

# Today . . . 1967

Over the years our stores, like the planes at Kelly, have changed and improved in order to serve today's needs. We, as the men at Kelly, are constantly seeking new methods and innovations that will bring to the people of San Antonio all of the advantages of modern technology and design.



Supermarket of today . . .

Yes, KELLY AIR FORCE BASE, Handy-Andy salutes you on your 50th Anniversary. It's a good, good feeling to be an integral part of this community . . . and, with you, we look forward eagerly to many years of continued growth and progress for the dynamic South Texas area.

# HANDY-ANDY

Supermarkets

Celebrating 40 Years Of Progress

# MCNEEL'S

San Antonio's Distinguished Jewelers Since 1908

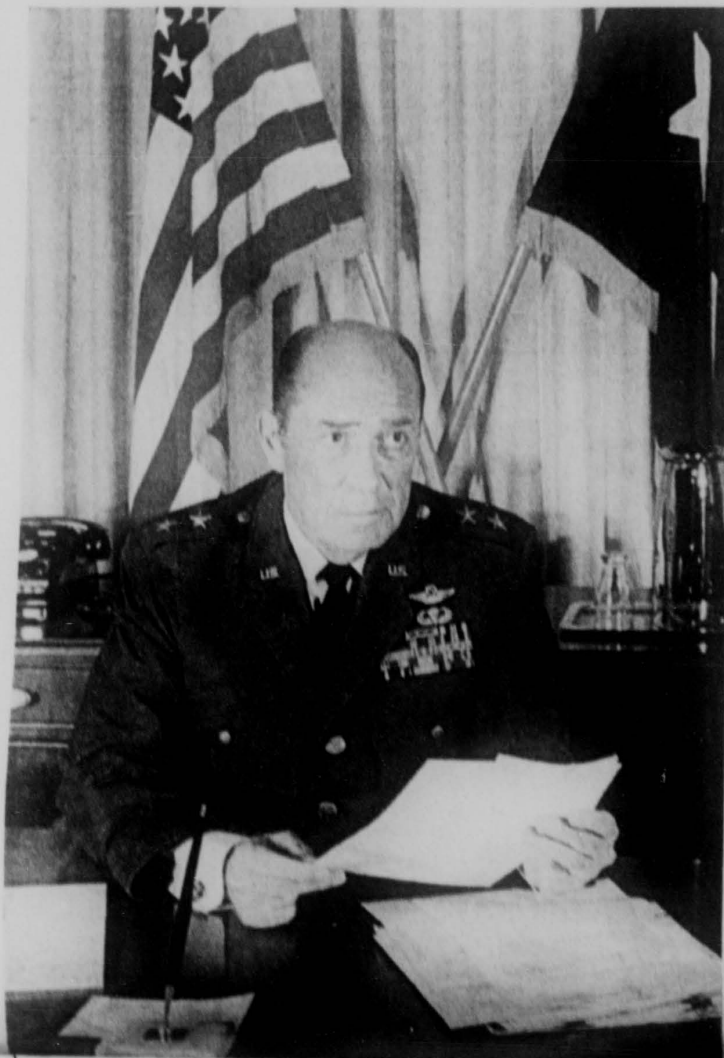
Salutes  
KELLY FIELD  
on their  
50<sup>th</sup>  
Anniversary!

*The Finest Comes From McNeel's!*  
Traditionally, since 1908 . . . McNeel's has been dedicated to providing the highest quality in precious jewelry, gifts, superb service and fairest prices. Today, and in years to come, McNeel's will continue to uphold the qualities on which the firm was founded in 1908. Integrity . . . dependability . . . confidence . . . value!

# MCNEEL'S

Jewelers  
223 E. HOUSTON  
SAN ANTONIO, TEXAS

# Gen. Rouse Directs Gigantic Installation



Commander of the San Antonio Air Materiel Area, based at Kelly AFB, is Maj. Gen. Frank E. Rouse, a veteran of 33 years in the Air Force.

SAAMA, one of five permanent logistic centers of the Air Force Logistics Command, is one of the largest industrial organizations in the Southwest and San Antonio's most valuable economic asset.

Rouse directs a work force of 30,000 military and civilian personnel and manages an industrial facility with assets of \$1.6 billion, operating expenses of \$345.8 million and has procurement responsibility for \$560.2 million worth of materiel and services annually at Kelly.

#### BROAD RESPONSIBILITY

But the veteran officer's responsibility does not stop with the boundaries of the sprawling, 4,000-acre base.

The general is also charged with worldwide logistics management of 17 aircraft and systems, all of the Air Force's intercontinental Ballistic Missiles re-entry vehicles, 63 per cent of the Air Force's air-borne propulsion units and 280,000 stock items.

Assets of SAAMA's worldwide operation are valued at \$10.5 billion and materiel stored at base warehouses is worth an additional \$2.5 billion for a net worth of \$13 billion.

Rouse, a native of Pullman, Wash., became the SAAMA commander in July, 1965.

The assignment marked a return to San Antonio for the general. He graduated from the Air Corps Primary Flying School at Randolph in October, 1934, and the Air Corps Advanced Flying School at Kelly in February, 1935, and then served in various capacities — including commander of the First Training Group — during a stay from March, 1938, to January, 1943, at Randolph.

#### WASHINGTON GRAD

Rouse is a Washington State University graduate, Class of '32, and was commissioned a second lieutenant in the Infantry



BRIG. GEN. LEO PAUL GEARY is deputy commander of San Antonio Air Materiel Area at Kelly.

## Gen. Geary Deputy Chief

A former World War II B24 bomber pilot and veteran of 26 years in the Air Force holds the key position of deputy commander of the San Antonio Air Materiel Area based at Kelly AFB.

Brig. Gen. Leo Paul Geary took over the No. 2 job at SAAMA in July, 1966, after a 12-year assignment in several key positions at Air Force Headquarters in the Pentagon.

The 49-year-old native of Boston, Mass., rejoined a former boss, Maj. Gen. Frank E. Rouse, SAAMA commander, with his assignment as staff supervisor. Both were stationed at the U.S. embassy in Athens, Greece, in 1950.

As deputy commander for one of the largest industrial organizations in the southwest and San Antonio's most valuable economic asset, Geary is responsible for the day-to-day operation of the base.

Geary is a graduate of the United States Military Academy at West Point, N.Y., and served as a staff sergeant in the Infantry during World War II.

## S. A. Native Executive Aide to Rouse

One of the top spots on the staff of the commander of the San Antonio Air Materiel Area based at Kelly AFB is occupied by a native San Antonian.

Ben M. Griffith is the executive assistant to Maj. Gen. Frank E. Rouse, commander of one of the largest industrial organizations in the Southwest.

A veteran of more than 26 years in federal service, Griffith is one of the highest ranking civilians in SAAMA and has occupied his present position since 1955.

He is a graduate of Brackenridge High School and Draughon's Business College and also attended San Antonio College, Trinity University and the University of Texas.

Griffith entered federal service in 1941 at Kelly and has been associated with the base most of the time since then.

He was in the military service from December, 1942, to June, 1946, and again from May 1951, to February, 1952. He was assigned to Esler Field, Sub Depot, from May to December, 1942.

Griffith joined the federal service as a clerk-typist and advanced up through the ranks to control officer for the commander's office from April, 1955, to September, 1955, then he was promoted to his present position.



BEN M. GRIFFITH Executive assistant.

The 47-year-old executive assistant, currently serving as president of the Alamo chapter of the Air Force Association, has been awarded the meritorious civil service award, highest award a civilian employe can get from a major Air Force Command, twice, in 1954 and 1963.

Married, he resides at 2903 Belvoir with his wife and a daughter.

## Kelly Group Adopts Own Mascot

Texas A&M has "Reveille III," Texas has "Bevo", Trinity has "Leroy", and Bldg. 3030 at Kelly has "Tom".

Tom is a yellow tomcat who has adopted the personnel of materiel management. Nobody knows where Tom came from. He first showed up about six months ago—skinny, ugly, and

## New Vacuum Furnace

Addition of a new vacuum furnace has increased the nickel brazing capability of the Directorate of Maintenance by more than 200 per cent, according to Col. E. B. Mauck, director.

The new equipment, used to repair jet engine parts damaged by oxidation or thermal fatigue, will enable Maintenance personnel to repair parts up to four feet in di-



COMMANDER of San Antonio Air Materiel Area, with headquarters at Kelly Air Force Base, is Maj. Gen. Frank Terrier. (Staff Photo—H.)

## Commodity Control Point Set Up

With the escalation of logistics support requirements in the Pacific Theater and Southeast Asia, the SAAMA commodity control point was established.

The function of this organization in material management is to provide rapid and positive support to overseas Air Force bases for items which must be obtained through local manufacture or local purchase from commercial sources.

These are the workers behind the men on the front lines, the workers that replace worn out equipment, or perhaps put the gun in the hands of our fighting men.

Often times a personal note expressing the thanks of an organization is received in the CCP unit. In the latter part of 1965, an emergency request for 30 two-way marine radios was processed through the CCP Unit for an organization in the combat area of Vietnam.

Several telephone calls were generated to the SAAMA CCP unit from the organization requesting rapid and positive supply action. The material was procured in record time and picked up by personnel from Tan Son Nhut AB, Saigon, Vietnam.

A few weeks later, Charles Dozier received a personal letter from Sgt. Haynes D. Hart, Tan Son Nhut AB, Saigon, Vietnam, in which he referred to an incident that occurred just after the radios had been received and installed in their patrol vehicles and boats. Two were installed in their jeep and on a routine patrol mission outside Cat Lei heading back to Saigon, they were ambushed, caught in cross fire, and pinned down by Viet Cong. The driver of the jeep managed to crawl to the jeep and radioed for air support. The response to the call for help was quick. Soon overhead allied planes were in the ambushed area and chased the Viet Cong off. The group would have been wiped out if the radios had not been available.



## Prepared for Attack

Civil Defense supplies stored at the San Antonio Air Force Station, located at Fort Sam Houston, are used for the 233 shelter locations in the City of San Antonio as a precaution against a possible atomic attack.

"Survival supplies in the amount of 1 1/2 million have been issued out of Kelly's San Antonio AF Station stock since 1963," said Edgar Knodel, Supply specialist SAAFS.

Martin M. Eser, Civil Defense and Disaster Relief coordinator for the city of San Antonio, stated the 1 1/2 million supplies would be sufficient emergency survival for 244,322 people for 14 days. He said, "The supplies occupy 1/2 million cubic feet of storage space throughout the shelter sites in San Antonio."

The shelter supplies include carbohydrates, crackers, cans of water with plastic liners, sanitation kits and medical kits. Items are constantly spot checked for leakage to insure potable water stored in public fallout shelters will be safe for use in emergency.

including commander of the First Training Group — during a stay from March, 1938, to January, 1943, at Randolph.

**WASHINGTON GRAD**  
Rouse is a Washington State University graduate, Class of '32, and was commissioned a second lieutenant in the Infantry Reserve in 1933. He got his commission as an Air Corps second lieutenant at Selfridge Field, Mich., in February, 1936, after his flight training stints at Randolph and Kelly.

Prior to his SAAMA assignment, the general was director, J-4 (Logistics) at the U.S. European Command Headquarters at Camp des Loges, France. He had previous overseas assignments in Belgium, Greece and India.

Rouse has attended the Command and General Staff School, Air Command and Staff School, Air War College and National War College and has served in Washington, D.C., as well as numerous bases throughout the continental United States.

The general is a qualified parachutist and has over 5,500 flying hours in various types of aircraft.

**MANY MEDALS**  
His decorations include the Distinguished Flying Cross, Air Medal, Legion of Merit with three oak leaf clusters and the Air Force Outstanding Unit Award as well as foreign award from China, the Special Breast Order of Pao Ting, and Greece, Royal Order of Phoenix, and many others.

Rouse married the former Winifred Mayme Ramsey and the couple has three children, Winifred Ramsey (Mrs. Philip Dean Simpson), Frank E. Jr. and Genevieve Nana (Mrs. Jerome Thorpe Daley).

E. Rouse, SAAMA commander, with his assignment as staff supervisor. Both were stationed at the U.S. embassy in Athens, Greece, in 1950.

As deputy commander for one of the largest industrial organizations in the southwest and San Antonio's most valuable economic asset, Geary holds a position equivalent to that of vice president in charge of operations for a large corporation.

**LAST DUTY**

The one-star general's assignment prior to coming to Kelly was as assistant for reconnaissance in the Office of the Deputy Chief of Staff, Research and Development, and program director for the SR71 and YF12A weapons system.

Geary's one previous San Antonio assignment was flight commander in the training of Royal Hellenic (Greek) Air

Force in December, 1941, at Craig AFB, Ala., after graduating from the advanced flying school.

**IN ITALY**  
He saw service as a B24 bomber pilot with the 44th group based in Italy from February to August, 1945, after undergoing further flight training with bombardment squadron in El Paso and Topeka, Kans.

Geary has had assignment in numerous U.S. bases in addition to the overseas stints in Italy and Greece.

The general's decorations and service awards include the Air Medal, the Legion of Merit with one Oak Leaf Cluster and many others.

The new deputy commander is married to the former Celia Anderson and has two daughters, Mrs. William Hunchan and Judith.

Texas has "Leroy", Trinity has "Leroy", and Bldg. 3030 at Kelly has "Tom".

Tom is a yellow tomcat who has adopted the personnel of materiel management. Nobody knows where Tom came from. He first showed up about six months ago—skinny, ugly, and mean-tempered.

The first few days he would crouch under the bushes and hunch his back and "phfitt" if anyone came near him. Soon he became a familiar fixture on the steps of Bldg. 3030.

Personnel started bringing him food and drink, and although he still wouldn't let anyone touch him, they felt they were making some progress. Slowly, Tom began to accept their friendly overtures as well as their food.

Everyone in Bldg. 3030 knows Tom by now, and at one time or another all have come into

contact with him. What is so remarkable about Tom is that he has set himself on a time schedule that is absolutely amazing. Every morning he is sitting on the steps waiting to greet the earliest arrival. He patiently awaits his breakfast, knowing someone will provide it.

The new equipment, used to repair jet engine parts damaged by oxidation or thermal fatigue, will enable Maintenance personnel to repair parts up to four feet in diameter. The operation previously was limited to repair of elements no larger than 26 inches.

## Trained at Kelly

# McConnell Is AF Chief of Staff

Air Force Chief of Staff Gen. John Paul McConnell serves the United States in a dual capacity.

Besides being responsible to the Secretary of the Air Force for managing this country's vast human and material USAF resources, he is a member of the Joint Chiefs of Staff.

McConnell, 59, is a native of Booneville, Ark., where he graduated magna cum laude from Henderson Brown College. He began his military career in 1932 when he graduated from West Point Military Academy.

During his last year at the academy McConnell was the first captain of the corps of cadets. He received flying training at Randolph and Kelly Fields, where he won his wings in 1939.

McConnell was a fighter pilot during his early years in the Army Air Corps, and served in key Air Force positions in both Asia and Europe.

In 1943 he was appointed chief of staff of the China-Burma-India Air Force Training Command at Karachi, India, where he spent the rest of World War II.

In 1944 while serving as senior air staff officer, Air Command Southeast Asia, and deputy commander of the 3rd Tactical Air Force, McConnell participated in combat operations against the Japanese in Burma. In 1946 he was named senior air adviser to the Chinese government, and at the same time he was commander of the Air Division, Nanking Headquarters Command.

McConnell returned to Air Force headquarters in Washington in 1947 and became chief of the Reserve and National Guard Division. The next year he was chief of the Air Force's Civilian Components Group.

In 1950 McConnell was assigned to England to command the 3rd Air Force, and at the same time was commander of the 7th Air Division of the Strategic Air Command (SAC).



Gen. John Paul McConnell, Air Force Chief of staff.

That assignment was followed by a four-year tour of duty as director of plans at headquarters of SAC at Offutt Air Force Base, Neb., and in 1957 he was named commander of SAC's 2nd Air Force, with headquarters at

Barksdale Air Force Base, La. [was assigned to Europe as deputy commander in chief of returned to SAC headquarters to become its vice commander in chief.

Four years later McConnell was appointed vice chief of staff of the Air Force in August 1964, and in February 1965 he was promoted to four-star rank in 1962 when he assumed his present position.

*Frank E. Rouse*  
FRANK E. ROUSE  
Major General, USAF  
Commander



MRS. H. T. JACKSON, president, Kelly AFB NCO Wives' Club, pins corsage of red roses on Mrs. Farley E. Peebles, advisor for the group. Mrs. Bobby Elliott, vice president, is at right.

### Community Work

## Kelly AFB Wives Stay Active

Within the physical and structural confines of Kelly AFB there exists a quite active ladies organization. Though it has many social outlets, its chief purposes are making mobile a new community, and supporting welfare projects.

The budget for this organization includes approximately \$2,000 a year for welfare work and its individual members spend many hours a month doing volunteer duty for Air Force and club projects.

And yet the members take time to keep up with a heavy sports and activity calendar. They sponsor golf and bowling

tournaments, as well as weekly play-offs, hold sewing and art classes, maintain a garden club, and keep the good old game of Mah-jongg, as well as bridge, going on "Games day" once a week.

**NEW OFFICERS**  
The organization? It is the Kelly AFB Officers' Wives' Club.

Mrs. Frank E. Rouse, wife of the SAAMA commander and honorary president of the Officers' Wives' Club, said selection of the club's new officers on April 11 was especially important, as these ladies will have key roles in Kelly AFB's Golden Anniversary celebration.

All members of the Officers' Wives' Club — 500 strong — will be lending assistance in various ways. On May 7 — Open House at Kelly AFB — the ladies will serve as hostesses in the VIP Lounge in the big maintenance hangar on base. They will also cooperate in the operation of a booth where Golden Anniversary souvenirs will be sold.

One of the purposes of the wives' club is to promote social activities, such as welcoming newcomers to the base. They help vagabond Air Force wives feel at home in a new community by helping them become acquainted at informal

coffee and by making new friends and seeing old ones at well-programmed monthly luncheons.

A highly successful thrift shop sponsored by the wives' club is operated and staffed by club members with all profits going into a welfare fund.

**KELLY NEIGHBORHOOD**  
Welfare projects include, among others, contributions to the Good Samaritan Community Center in the Kelly AFB neighborhood, the San Antonio Symphony Association, Mission Road School for Exceptional Children, Air Force Village Foundation, after flowers on alternate months for Base Chapels One and Two, the San Antonio Heart Fund and the American Cancer Society.

Once a month the ladies of the OWC sponsor a party in one of the wards at Wilford Hall USAF Hospital, Lackland AFB. Games, prizes and refreshments are supplied by various organizations at Kelly. These ladies also provide stereo records for Wilford Hall, and, at Christmas time, furnish gifts for patients remaining in the hospital over the holidays.

This year the Officers' Wives' Club donation to the Good Samaritan Center was used to encourage the youth who help out with the younger children at the center. This policy has been followed in order to help these



MRS. FRANK E. ROUSE, wife of Maj. Gen. Rouse, SAAMA commander, cuts anniversary cake commemorating ninth birthday of Kelly AFB Family Services program. Left to right are Mrs. Leo P. Geary, wife of Brig. Gen. Geary, deputy commander of SAAMA; Mrs. Louis E. Coira, wife of Maj. Gen. Coira, commander, USAF Security Service; Mrs. Rouse, and Mrs. Roy Huff, Family Services.

## Panhellenic at Kelly

Now is its second year, the Kelly Panhellenic Committee — made up of Kelly AFB military wives who are members of national college sororities — is the realization of a dream.

Years ago, Mrs. Frank E. Rouse, wife of the SAAMA commander, began to see that the graduating daughters of military dependents need some creative assistance in obtaining recommendations for a college sorority.

**MANY MOVES**  
Service daughters face disadvantages as a result of many

### Sorority Help

cap if a girl is not known in her civilian community.

With the support and guidance of the San Antonio Panhellenic Association, a Kelly Panhellenic came into being. A Military Panhellenic Committee has now been organized also, made up of representatives from all the military bases in San Antonio.

Under Mrs. Rouse's guidance, the Kelly Panhellenic Commit-

tee the daughters are supplied with information concerning college rush, and it gives sorority alumnae a chance to get acquainted with the graduating seniors.

**SORORITY RUSH**  
It is not the purpose of panhellenic committee members to indoctrinate graduating daughters with the idea of joining a sorority, they only wish to help and assist those who are already interested in joining. They want to make sure that a military daughter who would like to "rush" a sorority does not fail to make it for lack of a recommendation from her hometown alumna association.



OFFICERS of the Kelly AFB Officers' Wives' Club include (L-R) Phyllis Holbert, president; Julie Hamilton and Lois Cargle, vice presidents; Erla Bishop, recording secretary; Gloria Richter, corresponding secretary; Betty Munson, treasurer, and Lu Sanford, assistant treasurer.

realization of a dream.  
Years ago, Mrs. Frank E. Rouse, wife of the SAAMA commander, began to see that the graduating daughters of military dependents needed some creative assistance in obtaining recommendations for a college sorority.

**MANY MOVES**

Service daughters face disadvantages as a result of many moves through a school career. Since no college girl can pledge a sorority without a recommendation from her hometown alumni association, it can be a hand-

icap if a girl is not known in her civilian community.  
With the support and guidance of the San Antonio Panhellenic Association, a Kelly Panhellenic came into being. A Military Panhellenic Committee has now been organized also, made up of representatives from all the military bases in San Antonio.

Under Mrs. Rouse's guidance, the Kelly Panhellenic Committee plans get-together parties for Kelly military dependent daughters who are going to college and interested in becoming sorority members. In this way,

**SORORITY RUSH**  
It is not the purpose of panhellenic committee members to indoctrinate graduating daughters with the idea of joining a sorority, they only wish to help and assist those who are already interested in joining. They want to make sure that a military daughter who would like to "rush" a sorority does not fail to make it for lack of a recommendation from her hometown alumna association.  
Mrs. Fred Barnes, as the Officers' Wives' Club chairman, represents Kelly on the San Antonio Military Panhellenic Committee.

also provide stereo records for Wilford Hall, and, at Christmas time, furnish gifts for patients remaining in the hospital over the holidays.

This year the Officers' Wives' Club donation to the Good Samaritan Center was used to encourage the youth who help out with the younger children at the center. This policy has been followed in order to help these young people feel more deserving of the financial help.

**EDUCATIONAL FILMS**

These ladies furnish balloons for "brave" youngsters visiting the base's dispensary, as well as providing paintings for the walls of the dependent's clinic. They also furnish the base nursery with toys and other equipment, including educational films.

From tots to teens, the Officers' Wives' Club makes available for the Youth Center, certain items of support, including tables, chairs, books, puzzles, and blocks. At Christmastime this year, college students home for the holidays were given a party by OWC members.

A way in which OWC members help the Air Force's own is by providing an annual scholarship for some deserving son or daughter, graduating from high school and wishing to continue with higher education.

One of the most important projects the wives undertake is their volunteer work, including Family Services with its CHAP (Children Have A potential) program for handicapped children, the Red Cross, the Youth center, Wilford Hall U.S.A.F. Hospital at Lackland AFB, the Thrift Shop, and other base and civic activities.

**BOWLING LEAGUES**

In addition to their welfare and volunteer projects, these active Ladies have bowling leagues which meet on Mondays, sewing circles on Thursdays, golf playoffs on Wednesdays, games day on Tuesdays, art club meetings on Fridays and garden club the first Thursday in each month.

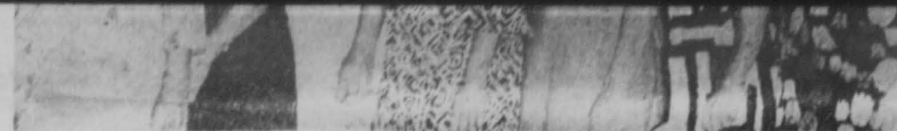
Theirs is truly a formidable schedule.

**Laud  
Mechanic**

Johnnie H. Winters, 320 Canavan Street, a fire and crash truck mechanic for the vehicle maintenance branch, was the recipient of a letter of appreciation recently for his dedication to duty and excellence of performance in maintaining fire fight equipment on Kelly AFB.

Winters has kept these huge vehicles rolling for several years, and is considered one of Kelly's most able technicians.

On many occasions he has been called out on weekends or late at night to perform emergency repairs on these vehicles, and has always obliged with a big Texas smile.



OFFICERS of the Kelly AFB Officers' Wives' Club include (L-R) Phyllis Holbert, president; Julie Bishop, recording secretary; Gloria Richter, corresponding secretary; Betty Munson, treasurer, and Hamilton and Lois Cargle, vice presidents; Erla Lu Sanford, assistant treasurer.



**Air power  
vs.  
Sea power**

**In this corner:**  
The Glycine Skindiver. Self-winding. Calendar. 100% Water-proof\* to 750 feet. Seventeen jewels. Stainless steel. Shock resistant. Revolving bezel shows elapsed time of dive. Vacuum sealed (moisture, condensation, corrosion and dust are locked out).

**In this corner:**  
The Glycine Airman. Self-winding. Calendar. 24 hour dial and action. Seventeen jewels. Stainless steel. Shock resistant. Waterproof\*. Hack feature allows setting to exact second. 24 hour locking bezel converts time to G. M. T.  
\*As long as case, crown and crystal are intact.

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# Personnel Office Divided Into Two Main Units

The San Antonio Air Materiel Area's personnel office today bears little resemblance to the organization from which it had its beginning more than 30 years ago.

During the middle 1930s, the entire headquarters complement of the field was handled by this group.

### GROWS IN SIZE

From this beginning, the personnel office grew in importance and size, especially after the merger of the two fields.

Today, the personnel office consists of two main units: the civilian and military divisions.

## Military, Civilian

The office, directly under the SAAMA commander, is responsible for the development, direction, administration and control of civilian and military personnel programs for all base personnel.

The military division also has five branches, including career control, quality control, personnel affairs, control and administration.

The civilian division has five branches which provide personnel services to the civilian population on the sprawling base. They include administration and records, employment and placement, classification and standards, career development and training and personnel management.

The civilian personnel office was established as a complete entity during the middle 1940s, when the civilian operation grew in size and complexity after the merger of Kelly and Duncan Fields.

During this time, not only were all of the civilian personnel functions included in that

office but those of payroll as well.

### PRIME CONCERN

One of the prime concerns at any time is pay.

To facilitate the payment of 24,000 civilians during World War II, a special pay wagon was constructed and pulled by tug to designated spots throughout the base where employees lined up to receive their paychecks.

With the advent of World War II, military personnel functions also grew in complexity.

Today, the operation of the personnel office still has the same goal as it had 30 years ago—to service the mission of the base and the work force.

# Reliability:

# Key Word at Kelly Field for 50 Years!

RELIABLE: THE KEY WORD FOR AIRCRAFT ENGINE OVERHAUL AT

## Latoszewski Has Top Post

Col. Edwin J. Latoszewski, Chief, Personnel Office, was born in Jackson, Mich., on Nov. 12, 1914. In 1939 he graduated from the U.S. Military Academy with a bachelor degree in military science and engineering.

After graduation he was commissioned a second lieutenant in the Army Air Corps and received his pilot training at Randolph and Kelly Fields in 1940. In 1948 he received his MBA in personnel management at Ohio State University.

Latoszewski's assignments during his military career have been varied and interesting. In 1944-1945 he served on Gen. MacArthur's plans staff in Southwest Pacific Area Headquarters. In 1948 to 1950 he was assigned as assistant S-3 for air on the staff of the commandant, U.S. Military Academy at West Point, N. Y. From 1950 to 1952 he was assigned to headquarters, Far East Air Forces in Japan as assistant deputy for personnel and later as Director of personnel planning. During this tour he also spent three months in Korea in 1951 as a staff officer on the United Nations Command armistice negotiations team headed by Admiral C. T. Joy. From 1957 to 1960 he served on the faculty of the Air War College at Maxwell AFB; during the final year of that tour he was vice commandant of the college. From 1960



COL. LATOSZEWSKI Chief, personnel office.

office that hires, services and performs personnel functions for over 24,000 civilian employees and 1,400 military personnel.

He is the Kelly project officer for the annual Savings Bond campaign, the AF Village Foundation, and is the command advisor for the Kelly Management Club.

## 'Mrs. AGE' Is Selected

Mrs. Nellie M. Cowan has been named "Mrs. AGE" by

## Personnel Deputy Is J. Ellis

John S. Ellis, civilian personnel officer at Kelly, has literally spent most of his life in government work.

Born in Budapest, Hungary, his home the first 10 years of his life, Ellis grew up in Cleveland, where he graduated from high school.

He obtained two degrees from Ohio State University, and studied at Wayne University and the University of Texas.

### BOARD EXAMINER

After school, Ellis served as an examiner on the board of U.S. Civil Service Examiners, Wright AFB, Ohio. Thereafter, he served in the War Department AAF Central Procurement District, Detroit.

A three-year tour of military service in Army Air Corps briefly interrupted his Civil Service career. However, he returned to Civil Service after the military service and worked in the USAAF Contact Audit Division, Dayton, Ohio.

### TRANSFER TO KELLY

In 1948, he transferred from Ohio to Kelly AFB, and served as assistant civilian personnel officer. He has been chief officer since 1950.

Ellis has served as a member of the part-time faculty at Trinity and St. Mary's Univer-



Ellis



LT. JAMES J. GRANGER, operational support branch chief of Kelly's supply and transportation directorate, adds another squadron patch to the ever-increasing collection maintained by personnel in the individual equipment section. Flight crew members from all over the country using this facility are requested to "donate" their squadron patch, if one is not displayed.

## Whitney Is a Veteran

Anyone who takes accounting to be a dull business should spend a few days in the commercial services branch of the San Antonio Air Materiel Area accounting & finance division at Kelly AFB which is headed by William H. Whitney, a veteran of over 26 years service at Kelly.

The variety of fiscal transactions are staggering in volume.

Charged with the dual responsibility of accounting for purchase of supplies, services and

equipment for Air Force-wide use, as well as local use at Kelly, commercial services accountants each morning face a new and challenging deluge of fiscal documents.

Some 75,000 transactions must be processed into the accounts each month and, to cope with this work load, a staff of nearly 200 accounting clerks, technicians, analyst, and supervisory personnel are kept busy working at top capacity throughout the year.

CONGRATULATIONS TO KELLY ON THEIR 50th ANNIVERSARY

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JetStar	DC-9, DC-3, DC-6	F27, F227
Gulfstream	Convair	Beechcraft
Gulfstream II	340, 440, 600, 640	Cessna
Sabreliner	Boeing	Aero Commander
	727, 737	Bell Helicopter

sons. planning. During this station, and is the command ad-  
tour he also spent three months in the Kelly Management  
in Korea in 1951 as a staff officer for the Kelly Management  
Club.

**'Mrs. AGE'  
Is Selected**

Mrs. Nellie M. Cowan has been named "Mrs. AGE" by personnel in the aerospace ground equipment item management division in materiel management, Kelly Air Force Base.

Warren B. West, division deputy chief, said Mrs. Cowan won the honor in recognition of her work which has contributed significantly in the division's logistics support of aerospace ground equipment in Southeast Asia.

An inventory management specialist, Mrs. Cowan began her civil service career at Kelly in 1941 as a welding instructor.

In 1943 she became a hydraulic and fuel systems inspector, a position she held until she resigned in 1946.

She returned to Kelly in 1951 as a file supervisor in the maintenance publications unit and assumed her present position in 1962.

transferred to Civil Service after his military service and worked in the USAAF Contract Audit Division, Dayton, Ohio.

**TRANSFER TO KELLY**

In 1948, he transferred from Ohio to Kelly AFB, and served as assistant civilian personnel officer. He has been chief officer since 1956.

Ellis has served as a member of the part-time faculty at Trinity and St. Mary's Universities, and has spoken to various civic and education organizations in the city.

**Base Employee  
Of Month Named**

Mrs. Lee E. Alford, 6911 Biscayne, Kelly AFB Materiel Management supply clerk, was recently named "Employee of the Month" of the F102-106 System Support Management division.

Mrs. Alford assisted Air National Guard personnel at Ellington AFB, Houston, by preventing F102 Delta Dart aircraft from being grounded for a month for lack of parts. She also keeps daily contact with personnel at 16 bases concerning needs of fighter-interceptor aircraft.

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STACY-ADAMS**

and many more—



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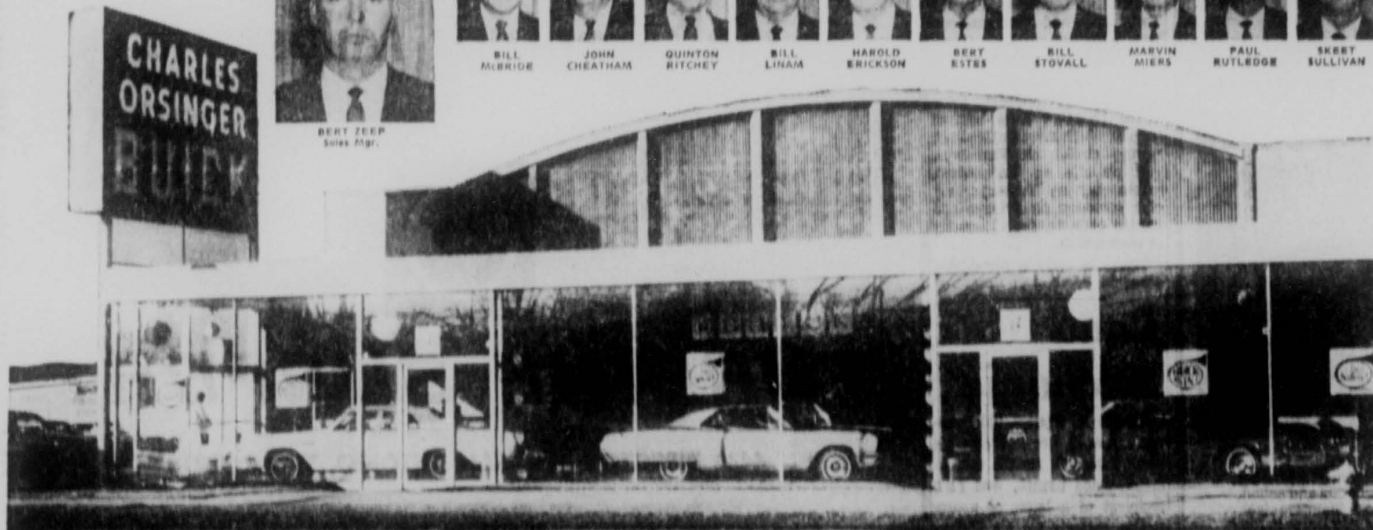
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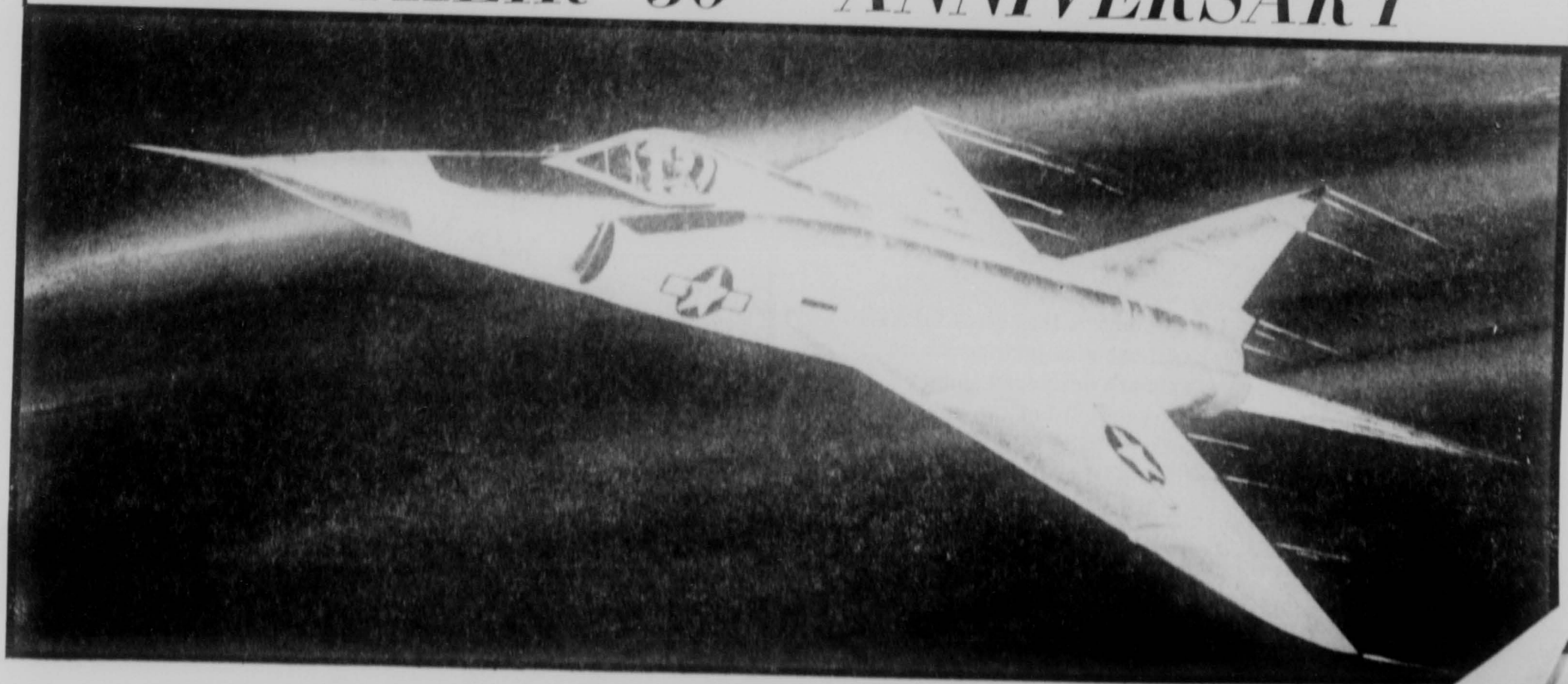
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KELLY AIR FORCE BASE  
*ON THEIR 50<sup>th</sup> ANNIVERSARY*

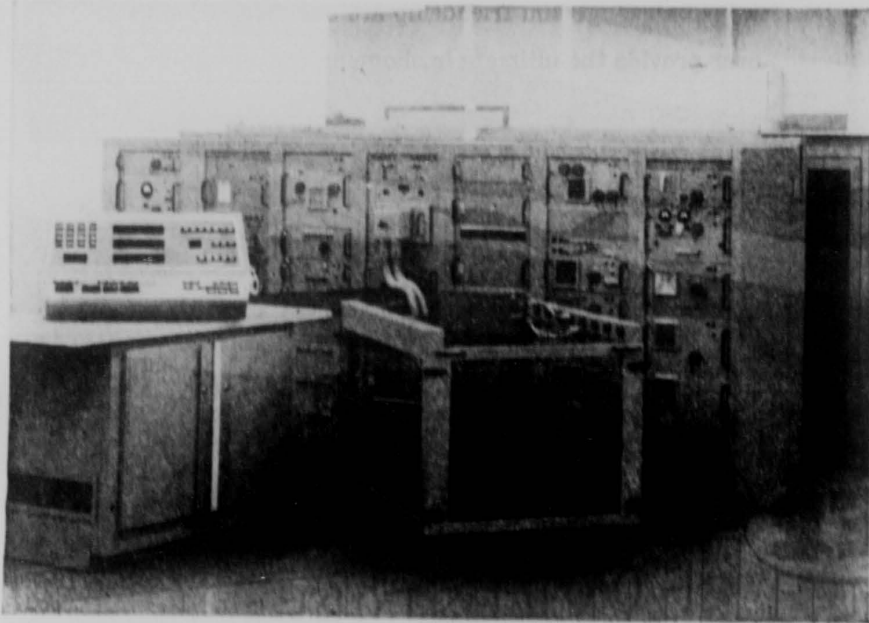


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# GPATS

GENERAL PURPOSE AUTOMATIC TEST SYSTEM

An advanced concept for operational readiness conceived by the Air Force Logistics Command and a tribute to the foresight of the men of SAAMA. Presently programmed for depot support of the F-111, F-4, and RF-4 avionics systems. Under consideration for the C-5A, C-141, AGM-69A, A-7D and advanced versions of the F-111 and F-4.



The concept of GPATS flexibility... Many of the same functions are needed in all systems testing—GPATS is in reality a storehouse of all the necessary functions (Building Blocks) to test a wide range of systems. The key to GPATS is its programmer/controller/computer and its ability to select automatically the appropriate Building Blocks and utilize the appropriate functions in a specific testing configuration.

## Dallas Airmotive

### Now, Canned Aircraft Engines

DALLAS—Almost everything comes in a can these days — including aircraft engines.

Kelly Air Force Base receives replacement engines in cans from Dallas Airmotive, Inc., Dallas. The engines are preserved with dry desiccants and their own engine oil. They are ready for immediate use on receipt and have a storage life about as long as canned dresses, one of the newest fashion crazes.

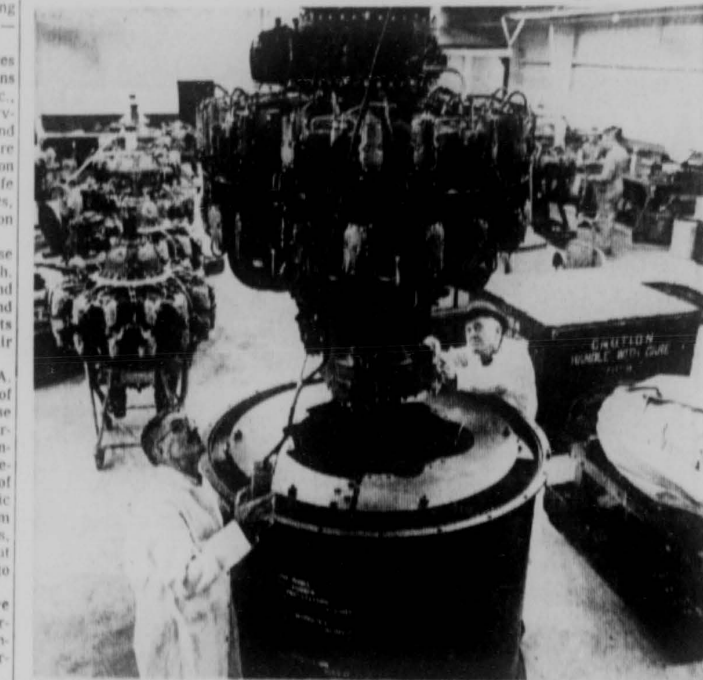
The can opener in the case of aircraft engines is a wrench. Bolts hold a flanged top and bottom together in a water and air tight seal. Kelly transports canned engines to U. S. Air Force bases over the world.

Former Lt. Col. Donald A. Goldammer was deputy chief of supply at Kelly Air Force Base in 1941-46. He recalls that during World War II Kelly's canned engines en route for replacement were fished out of both the Atlantic and Pacific oceans. The ships carrying them had been sunk. But the cans, lashed to the deck, were cut free, retrieved and sent on to their destination.

Goldammer now is executive vice president of Dallas Airmotive, the nation's largest independent aircraft engine overhaul firm.

The firm receives hundreds of Air Force engines from Kelly each year, reworks and rebuilds them to like-new specifications. Dallas Airmotive has had Air Force contracts since 1951. The firm currently overhauls Pratt & Whitney R1830, R2800 and J60 pure-jet engines. The R1830 powers the C47, R2800 and T29, C123 and C131; and the J60 the T39 and C140. The firm also overhauls engines for other government agencies, 17 airlines and 550 corporate and private aircraft operators.

About 22 to 30 days are re-



AN AIR FORCE R2800 engine is inserted into can at Dallas Airmotive, Inc., Dallas. This canned engine will be routed to Kelly AFB where it will be shipped to support U.S. air defenses around the globe.

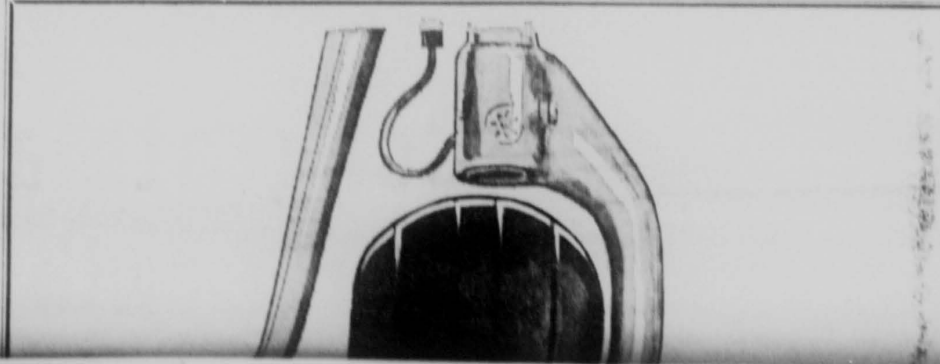
quired to inspect, overhaul and test an engine. More than half of this time is spent in inspecting and testing.

The worn engines are received via rail, air and water at Kelly Air Force Base and trucked to Dallas Airmotive. Engines are first disassembled and cleaned. After cleaning, more than 4,000 steel, aluminum and magnesium parts are inspected for cracks and flaws.

Some parts are reworked; others are replaced with new ones. In five overhauls, about all that remains of the original engine is the serial number plate. Each engine is then custom assembled. Assembly inspectors have assigned areas. Every phase is double-checked—once by the man on the line, again by the inspector — to insure reliability.

Then all engines are taken to one of seven electronic cells for a test under simulated flight conditions. When the engine leaves the test cell, it has proven performance characteristics.

Finally each engine is once more visually inspected, canned and trucked to Kelly for shipment to any spot in the world where U. S. air defenses are flying round the clock.



M



COL. E. Director of Maintenance

Wo  
Is a

The focal point to be repaired industrial complex of Maintenance AFB, is the Workload Required for the Maintenance

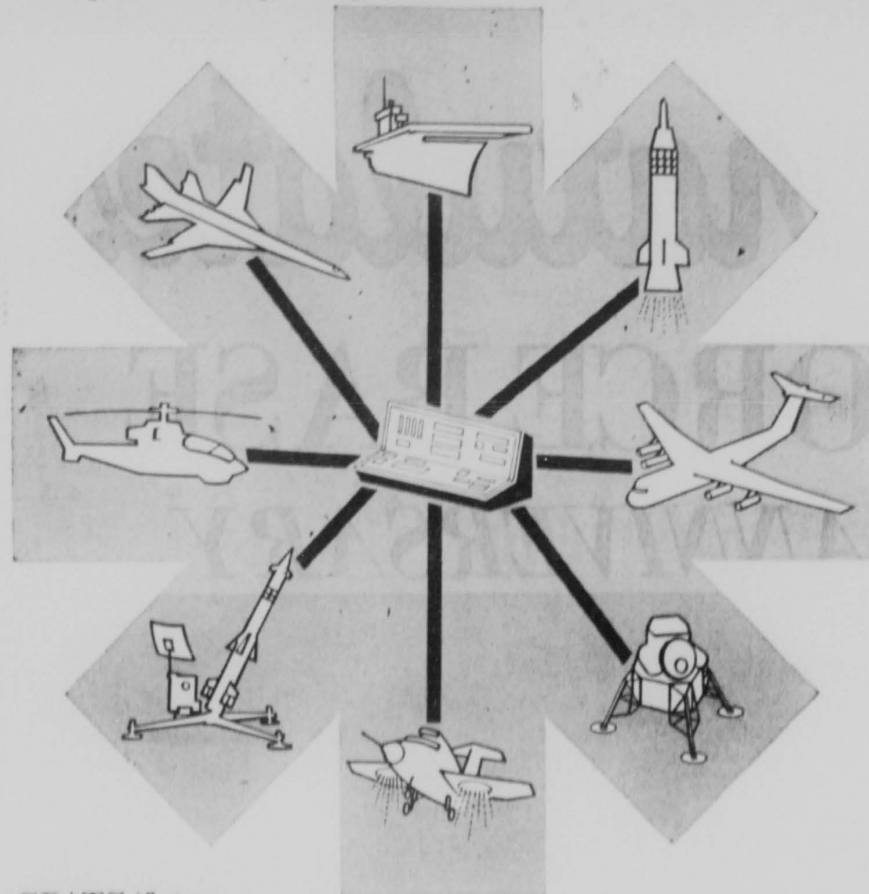
son. This organization director is assure engines and spare for repair scope of available personnel skills, many variables, tenism, admint training, attrition probabilities are

REPAIR

Workloading, vast maintenance complex, means adequate quantities to effectively sources. In use is not an exact a continual pro occurrences. The Defense provide assure that we plished within facilities are the concurrent with requirements.

The birth of repair facility, aircraft underg is now conste methods. Inter parts was unc ment was larg the mechanic's manufacture or se rely on his

GPATS is in reality a storehouse of all the necessary functions (Building Blocks) to test a wide range of systems. The key to GPATS is its programmer/controller/computer and its ability to select automatically the appropriate Building Blocks and utilize the appropriate functions in a specific testing configuration.



**GPATS/future...**

The same modular Building Block concept that gives GPATS its flexibility to test all current systems also guarantees its future applications. As new systems are developed some additional building blocks may be required; but the building block concept enables GPATS to keep pace with advancing system technology by minimum technical evolution of the building blocks. GPATS can be utilized in any maintenance environment where avionic systems require testing.

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**EMERSON ELECTRIC** /electronics and space division  
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For years the Air Force has used reliable Goodyear Tires for tough service all over the world in peace and in war. Today, we at Goodyear proudly salute Kelly AFB for its contribution to America and to San Antonio. Thank you.

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V...  
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 (Nacogdoches)

# Mauck Is Maintenance Chief



COL. E. B. MAUCK  
Director of maintenance.

Col. E. B. Mauck, director of maintenance at the San Antonio Air Materiel Area, Kelly Air Force Base, was born on Oct. 16, 1919, at Corydon, Ind., where he graduated from the Corydon High School, and continued to Canterbury College to receive a Bachelor of Science degree in commerce and social science in 1940.

With over 26 years of military service, Mauck began his service career as an aviation cadet pilot in 1941 and after receiving his wings was commissioned in 1942. He is now a Command Pilot.

During World War II he served in the European Theater of Operations where he flew 50 missions over Southern Europe in a B24 bomber. In 1949, and again in 1952, Mauck served

tours of duty in Europe. In 1950 he attended the Air Force Staff College in Virginia and in 1955, the Air Force Staff College at Maxwell AFB, Ala.

He was then assigned to the 2712th Maintenance Squadron at the Tachikawa Air Base in Japan where he served as deputy commander and deputy of maintenance-engineering until 1959.

Mauck has served as chief of tactical operations at Walker AFB, Roswell, N. M.; chief of the industrial engineering division, Wright-Patterson AFB, Dayton, Ohio, and chief of aerospace systems branch at the Air Force Logistics Command, Wright-Patterson AFB.

**CIVIL ENGINEER**

In 1963, Mauck was assigned to Kelly where he served as civil engineer and in 1964 he was assigned to his present position.

As director of maintenance, he is head of a complex organization vested with the responsibility for the overhaul, maintenance and modification of today's vital aircraft, aircraft engines and a large variety of Air Force equipment.

with the inspector general's of bombers, and the T34 and T56 turbo-prop aircraft engines which power the C133 Cargomaster and the C130 Hercules aircraft respectively.

In addition to aircraft and engines, there are a multitude of aircraft and engine components and various electrical and electronic parts, including airborne radio and radar systems.

**400 ACRES**

Mauck's span of control spreads over 400 acres of land on which are situated 82 buildings that form what is considered the largest industrial complex of its type.

With a work force of more than 11,000 skilled personnel, Mauck's job is equivalent to that of running a small city the size of Freeport.

In addition, Mauck has the added responsibility of supplying world-wide Air Force units with vitally needed equipment and aircraft in support of the Southeast Asia effort.

Among his military decorations are the Distinguished Flying Cross, Air Medal with four oak leaf clusters, the Presidential Unit Citation and the Air Force Commendation Medal.

# Workloading Is a Projection

The focal point for all items to be repaired in the huge industrial complex in the Directorate of Maintenance at Kelly AFB, is the Workload and Personnel Requirements Section of the Maintenance Control Division.

This organization assists the director in assuring that aircraft engines and spare parts accepted for repair are within the scope of available facilities and personnel skills. In doing so, many variables, such as absenteeism, administrative tasks, training, attrition, and hiring probabilities are considered.

**REPAIR COMPLEX**

Workloading, in terms of a vast maintenance repair complex, means maintaining an adequate quantity of vital work to effectively utilize all resources. In itself, workloading is not an exacting science, but a continual projection of future occurrences. The Department of Defense provides guidance to assure that workloads accomplished within depot repair facilities are the most vital and concurrent with national defense requirements.

The birth of this depot as a repair facility, saw the earlier aircraft undergo repair in what is now considered antiquated methods. Interchangeability of parts was uncommon; replacement was largely dependent on the mechanic's ability to either manufacture the required part, or rely on his ingenuity to find a suitable substitute.

problems were insignificant compared to the present highly complex supply and demand concepts.

Implementation of the Maintenance Engineering Management System in 1955 permitted the application of manhour and dollar costs to production and labor expenditures. Today, the establishment of labor standards on items being repaired, has become the basic tool of the workload manager.

The labor standard permits the workload manager to more accurately project total manhours to personnel equivalents. Adjusting personnel resources to satisfy continual changing priority needs of the many customers served by this depot has become a complicated process.

**RESOLVING ROUTINE**

Customers are defined as any organization outside the Directorate of Maintenance that may request assistance. These may include other Air Force organizations, the Army, the Navy or the National Aeronautics and Space Administration. Also included are foreign countries.

Under the Military Assistance Program, these customers may seek support in resolving routine, highly specialized or even unusual maintenance problems.

Personnel in the Workload and Personnel Requirements Section are largely responsible for the successful operation of this maintenance complex, and assuring that all customers are provided adequate and timely

# Plastic the Answer

Plastics are being used in manufacturing items to solve industrial problems.

Various plastics, such as epoxy, polyester, vinyl and nylon are used in the fabrication processes, according to Lester R. Collins, Maintenance Manufacture and Repair Branch chief.

Molds, jigs, templates, containers, protectors, masks, bench tops, mockups and models are typical of items manufactured by Maintenance Wood, Glass and Plastic Section personnel.

Use of the items serves to improve methods, save time and material, prevent handling damage and eliminates or lowers health or technical problems, Collins explained.

Engineering, Quality Laboratory and Shops Division personnel are making joint studies of plastics. Possible use may follow in engine repair and plating shops, Collins said.

# Frizzell Deputy Chief



J. W. FRIZZELL  
Deputy director

James W. Frizzell, deputy director of maintenance, was born on June 11, 1920, at Goldthwaite, Tex. where he graduated from high school in 1937.

Frizzell began his civil service career at Duncan Field in 1941, and later moved to the Esler sub depot at Alexandria, La. where he advanced in the technical skills, and was promoted to the position of sheet-metal shop foreman in December 1942.

In July 1943, he enlisted in the Air Corps where he served in the European theater of operations during World War II until 1946.

He then resumed his civil service career at Kelly, where he served in key technical positions. In 1952, he was assigned as area maintenance inspector with the inspector general's office.

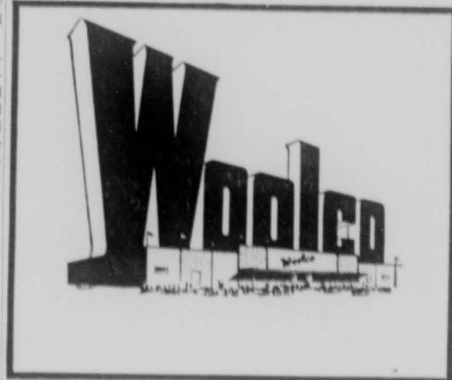
Later, he served as chief of the maintenance inspection division in the office of the inspector general, deputy for quality, and deputy director for field services in the directorate of maintenance, and assistant to the director of the logistics support management directorate. In November 1961, he was assigned to his present position as deputy

tude of consultative and advisory functions regarding the technical and managerial aspects of this field.

Management of this gigantic organization involves the efficient operation of the five major divisions, and their respective branches into which the directorate of maintenance is organized, and which add up to a multitude of interacting operations not found in many of the largest industrial organizations of its type in the world.

Its 11,000 employees are engaged in the maintenance, repair and modification of aircraft, aircraft engines and accessories, engine fuel and electrical systems, airframe spares, and electrical and electronic components, including airborne radio and radar.

Frizzell, who received his executive training at Texas A&M, and studied quality control procedures at the University of Michigan, was awarded the meritorious civilian service award in 1959, 1962 and 1965, and the federal service award in 1963. These awards are presented to civil service employees in recognition of outstanding maintenance engineering, and as leadership, devotion to duty, and such is involved in a multi-



# Congratulations Kelly we salute your growth through the first 50 years

... provides guidance to other Air Force organizations, the Army, the Navy or the National Aeronautics and Space Administration. Also included are foreign countries.

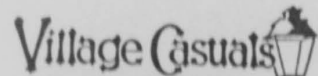
Under the Military Assistance Program, these customers may seek support in resolving routine, highly specialized or even unusual maintenance problems.

Personnel in the Workload and Personnel Requirements Section are largely responsible for the successful operation of this maintenance complex, and assure that all customers are provided adequate and timely support.

**CONGRATULATIONS TO KELLY ON THEIR 50th ANNIVERSARY...**



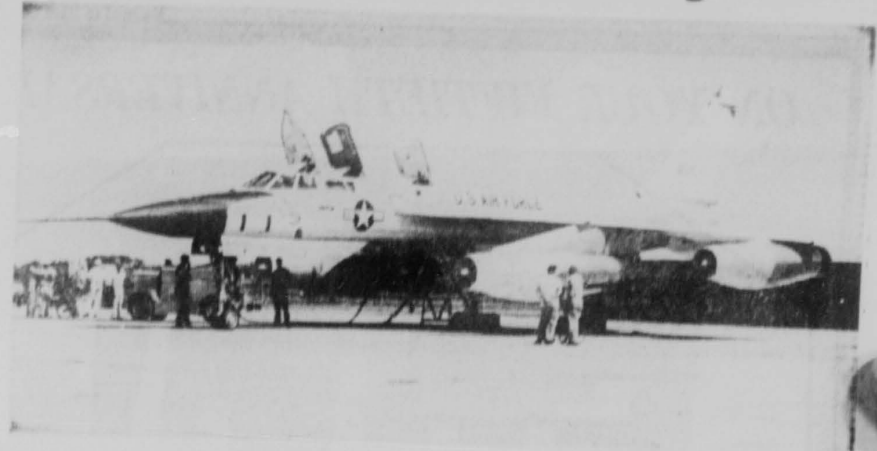
**PANCE**  
The spotlight is on PANCE by Jerrell, Coolist news to hit the summer scene. Comfy to wear, this mini dress with shorts attached is all one piece! PANCE does such pretty things and is definitely "in" for the vivid active gal on the go. You name the occasion—PANCE fit! . . . SO . . . cast away long pants and switch to PANCE by Jerrell . . .



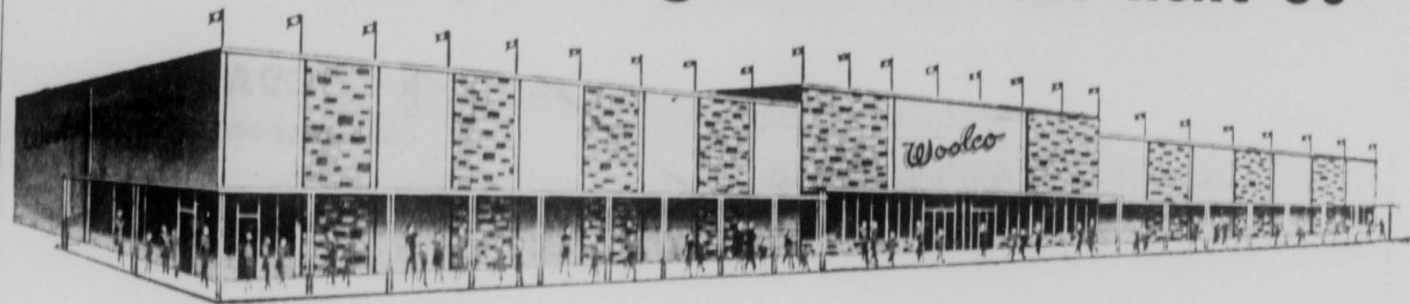
**Wonderland Shopping City  
Oak Park Village**  
(Nacogdoches Rd. at No. New Braunfels)

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NORTH STAR  
224  
RECTOR  
Open til  
8 p.m.  
Monday  
864-9786

**Congratulations Kelly we salute your growth through the first 50 years**



**and we join you in growth for the next 50**



Today we salute all who have contributed to growth of Kelly AFB, and especially those who now shoulder the responsibility of keeping a big part of our fighting air armada flying. WOOLCO is proud to be a part of San Antonio and are anxious to show you what we call "a new fashion in modern retailing." Step into Woolco and you're on your way to an excitingly new, all-in-one shopping adventure! Wide, gleaming aisles conveniently lead you to everything your home and family could possibly need, and then some. Better yet, Woolco Department Store is big! Big in merchandise selection. Big in customer service. Big in savings! Start shopping Woolco soon . . . Just say charge it!

**A NEW FASHION IN MODERN RETAILING**



**100 GILL ROAD**  
(Adjacent to Wonderland Shopping Cent)

# Supply and Transportation Headed by Col. Gillum, Armacost



COL. V. M. GILLUM  
Member of key team.

Col. V. M. Gillum was born in West Virginia, where he attended Fairmont State College. He was commissioned as a flying officer at Kelly AFB in February, 1939. He became the first engineering officer of the Trinidad Air Depot in the British West Indies in 1942.

The colonel has been assistant chief of the miscellaneous equipment maintenance section at Air Force Logistics Command Headquarters, technical and logistics inspector in the Air Force Inspector General's Office and served as chief of the War Plans Branch, Office of the Assistant for Logistics Plans, DCS-M, at Air Force Hq., Wash., D.C. He has been deputy commander of the Northern Air Materiel Area and director of plans and programs at Air Materiel Forces Headquarters, Pacific Area. From Japan, Gillum went to the Industrial College of the Armed Forces in Washington and from there to the Air Defense Command as director of supply and services.

As an additional duty and an unusual experience, he served on the second Hoover Commission as an Air Force adviser for several months.

Gillum came to Kelly AFB in 1961 as chief of the miscellaneous aircraft and commodities division in the materiel management directorate. Prior to his present assignment, Gillum had

been on temporary duty as site deactivation task force commander at Atlas missile sites at Schilling and Forbes AFBs, Kansas. He was named supply and transportation director for SAAMA on Aug. 23, 1965.

Gillum has received the Air Force and the Army Commendation Medals, the ADMS Bronze Service Star, and the American Campaign Medal, as well as other decorations and numerous letters of commendation and appreciation.

## ARMACOST

Popularly known as "Cut-the-Cost Armacost," a talented speaker and entertainer, as a red-tape snipper, a gentleman who holds three silver meritorious civilian service awards (the highest award a major Air Force command can give a civilian employee) all for money-saving ideas, and one of the most colorful personalities at SAAMA is James A. Armacost.

His background includes writing television scripts (thanks to Armacost, Supply's "Sally SAAMA" won a merit award in 1964 and "Project Fast Pack" took first place in 1965 in the Industrial Management Society's film competition); being a cartoonist; an author having works published in national magazines; and during World War II putting on performances for two and one-half years for the USO.

### TOP CIVILIAN

Armacost is one of the top civilians at Kelly AFB because of his never-ending string of ideas. He is known by managers all over the country and especially in the Air Force as "Mr. Idea."

In an unending effort to do a better job faster, at less cost

to the taxpayer, he has saved several million dollars in his long career as well as streamlined the many functions which he has been associated. As an example, a few years ago he managed an organization of approximately 500 people.

Through rearranging of material flow, storage and centralizing stock record accounting, he was able to completely eliminate the entire function. All employees were transferred to high priority work and Armacost was given an immediate promotion by Gen. Clements McMullen (then SAAMA commander).

### DIFFERENT ITEMS

Armacost greatly improved the management and operation of this complex organization with an inventory involving 410,000 different types of items valued at \$1.5 billion. During FY 1965, 217,445 tons of material by surface and air. The value of the items handled which includes shipments, issues and incoming material exceeded \$3.5 billion. Hundreds of thousands of items from all over the United States are processed through DS&T. Supply's Cost Reduction Program for FY 65 obtained 143.4 per cent of its goal. Armacost's directorate achieved a 111 per cent participation rate in civilian suggestions in FY 66.

To prove what an Impact Armacost has made with the Air Force, a presentation on "People, Progress and Programs," made at the AFLC Commanders Conference on March 12, 1965 so favorably impressed the AFLC commander that he directed all supply directors to visit SAAMA and carefully study and consider innovations and concepts developed by Armacost's Supply and Transportation. Armacost was presented a cost reduction certificate of achievement signed by the SAAMA commander for his continuing aggressive management ac-



JAMES A. ARMACOST  
"Cut-the-Cost Armacost."

**KELLY FIELD**  
**WE SALUTE YOU!**  
*"Y Que No Se Acabe Kelly"*



Where the **FASHIONS** are . . .  
and the **VALUES** too!!

GRAYSON'S CORNER HOUSTON ST.

## Kelly AFB And the Trapps

Has Kelly trapped the Trapp family or is it vice versa?

Six members of the family, plus two grandsons, a granddaughter and two sons-in-law either have worked or are now working at Kelly.

Louis E. (Dad) Trapp started the trend back in 1916 when he became a guard at old Camp Normoyle. He witnessed the first load of lumber to arrive for use in erecting the first Kelly buildings.

He saw the first airplane touch wheels to a Kelly runway and the first takeoff. Numbered among his friends of those early days were Gen. James Doolittle and Brig. Gen. Charles A. Lindbergh.

Eddie was the first of five who moved to maintenance shops where he became foreman of the metal wing and surface repair unit. Today he works as a job production controller in maintenance.

Ruth Trapp Markgraf followed her brother to Kelly during the latter part of 1938 in Supply where she worked the second shift and kept her teaching job during the day. Later, she gave up teaching and stayed at Kelly. While in Supply she was the parts project monitor for F102 aircraft. She now works in the B38 - C5A systems support management division in materiel management as an inventory management specialist.

Her son, Fred, worked seven



## Our Congratulations to Kelly

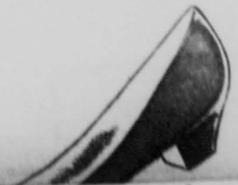
we at Hutchins Bros. are proud to serve the people of Kelly A.F.B.

By the way — *Hutchins Bros.*  
Did you know?

SHOE SALON CAN SUPPLY YOU WITH THE FOLLOWING?

- Florsheim — Rhythm Step
- Vitality — Miss Wonderful
- Clinic Duty Shoes — Hanes Hosiery

- Hitch Hiker
- Golf Shoes
- Prince
- Matching Bags
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PRESA ST. HOUSTON ST.

Where the **FASHIONS** are . . .  
and the **VALUES** too!!

**GRAYSON'S** CORNER HOUSTON ST.  
AND SO. PRESA ST.

ON YOUR **FIFTIETH ANNIVERSARY**

**STOP!**

AND LOOK AT QUALITY

NEW  
USED  
PARTS  
SERVICE

*Riata Cadillac*  
317 Lexington at Dallas • CA 6-7221  
the name for satisfaction

the trend back in 1916 when he became a guard at old Camp Normoye. He witnessed the first load of lumber to arrive for use in erecting the first Kelly buildings.

He saw the first airplane touch wheels at a Kelly runway and the first takeoff. Numbered among his friends of those early days were Gen. James Doolittle and Brig. Gen. Charles A. Lindbergh.

Eddie was the first of five Trapp children to go to work at Kelly in 1938 and was assigned to Base Services. In 1940

ing the latter part of 1938 in Supply where she worked the second shift and kept her teaching job during the day. Later, she gave up teaching and stayed at Kelly. While in Supply she was the parts project monitor for F102 aircraft. She now works in the B58 — CSA systems support management division as an inventory management specialist.

Her son, Fred, worked several summers in maintenance shops and a daughter, Laura Nell, worked for a while in base services and materiel management.

In 1938 Bill Trapp came to work at Kelly as a laborer and later worked as a storekeeper in supply and a sheet metal worker in maintenance. He has been a flight test mechanic, a training officer and is presently an equipment specialist in the electronics and aircraft accessories item management division. Bill Jr., his son, worked several summers at Kelly during vacations.

Jack A. Trapp went to work at Kelly in 1942 and enlisted in the Air Corps shortly after. He died in a crash in 1952.

Dorothy Trapp was among the first 14 women inspectors hired at Kelly during World War II.

Clinic Duty Shoes — Hanes Hosiery

Hitch Hiker  
Golf Shoes  
Prince  
Gardner  
Accessories



Matching  
Bags  
Niteaire  
Slippers  
Lujano of Italy

Four people qualified to fit and advise you on your shoe problems:

Mr. Jerry March                      Mr. Charles Camp  
Mrs. Highland                        Mr. Highland

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**Hutchins Bros.**  
LADIES' SHOES — Wonderland

**IN THE BEGINNING—1917**  
**CALMBACH'S And KELLY**  
**TODAY—ACHIEVEMENT AND PROGRESS**

**HEADQUARTERS**  
FOR  
**RENAULT-DATSUN**  
**NO. 1 FOR ECONOMY**  
*WE SERVICE WHAT WE SELL*

**ENJOYING 50 YEARS OF AUTOMOTIVE EXPERIENCE AND DEPENDABILITY**

SPECIALISTS IN AUTOMOTIVE  
**AIR CONDITIONING**  
FOR SUMMERTIME COMFORT

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30 YEARS OF SERVICE TO SAN ANTONIO

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YOU'LL DISCOUNT

You'll find Globe Disc merchandise Globe Disc complete drug count food batteries and fine Globe Disc As one of knows how

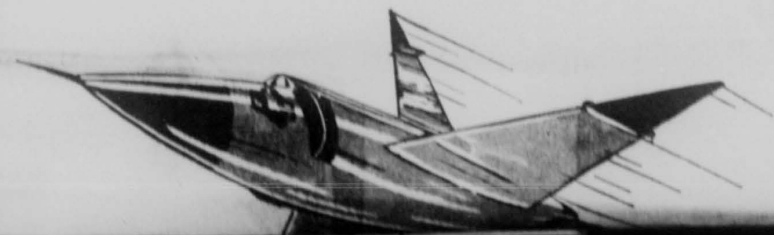


A *Tribute* TO 50 YEARS OF SERVICE

★ KELLY AIR FORCE BASE ★

*It Means Something to all of Us*

- ★ TO SAN ANTONIO—People and Progress
- ★ TO THE NATION—Strength and Readiness
- ★ TO THE WORLD—Protection and Peace





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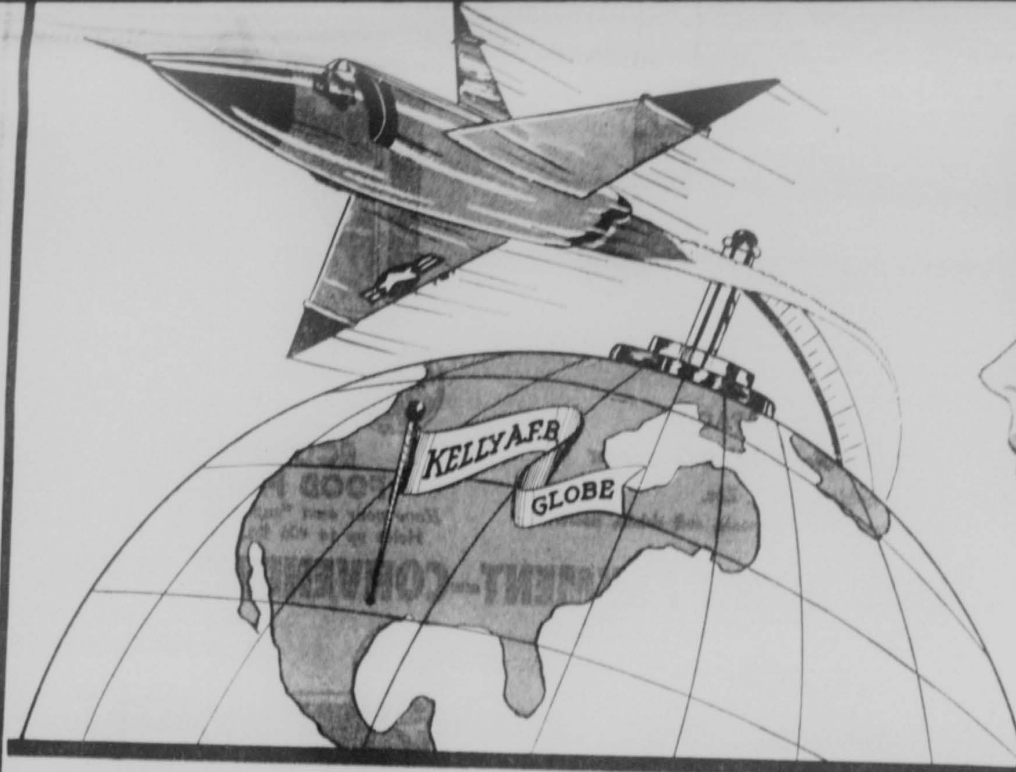
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# **81,332 WAYS TO SAVE**

**YOU'LL FIND THEM ALL AT SAN ANTONIO'S NEWEST AND MOST COMPLETE DISCOUNT DEPARTMENT STORE.**

You'll find a revolutionary new way of shopping and saving for all families in San Antonio. Globe Discount City has 110,000 sq. ft. of floor space devoted to only first quality and name brand merchandise.

Globe Discount City will save you more on name brand drug items and prescriptions in our complete drug and prescription department. Also, you'll save on meats and groceries in our complete discount food supermarket. You'll save on name brand appliances, on housewares and hardware, on tires, batteries and gasoline for your car, domestics, fine jewelry and cameras, sporting goods and on shoes and fine clothing for the entire family.

Globe Discount City's spacious Sun Room will offer leisurely dining at low discount prices.

As one of the nation's most successful discount department store chains, **GLOBE DISCOUNT CITY** knows how to save you more everyday.

EVERYTHING UNDER THE SUN PRICED LOWER  
**GLOBE**  
DISCOUNT CITY

OPEN DAILY 9 A.M. TO 9 P.M.  
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**7100 N. SAN PEDRO**

PLENTY OF FREE PARKING

**Bledsoe's says**  
**"Happy Birthday, Youngster"**  
**TO KELLY AIR FORCE BASE**

*(We'd Been Serving South Texas for  
 Twenty Five Years When You Were Born!)*

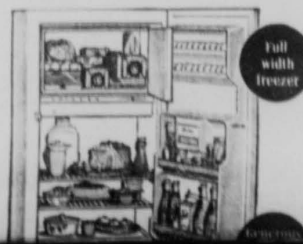
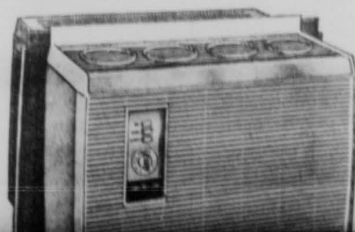
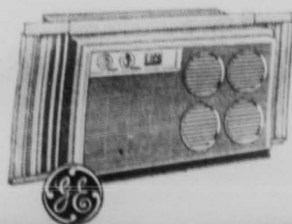
We've watched you grow from a small beginning to your present magnificent size. We've taken pride in watching you become the largest and finest installation of your kind in the world . . .

. . . and it's been a great pleasure to us to observe your accomplishments in the service of our nation and our community. We wish to extend our heartfelt appreciation for things past and express our confidence in your brilliant future.

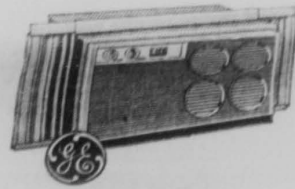
**HERE'S YOUR INVITATION TO SEE AND BUY A FABULOUS**

**General Electric Appliance**

*A Household word for Fingertip Comfort and Convenience*



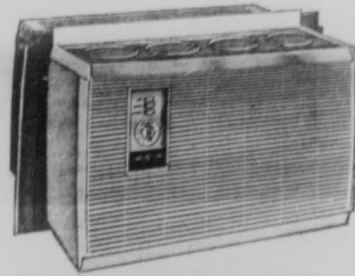
A Household word for Fingertip Comfort and Convenience



**THINLINE  
AIR CONDITIONER**

*Install it Yourself:*

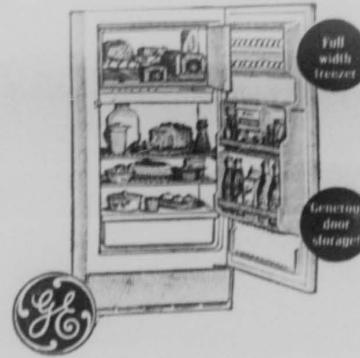
- Built-in Easy-Mount side panels let you install the unit yourself, in minutes.
- Use on any adequate 115 volt circuit.
- 4-way air directors
- Remarkable quiet operation
- 10-position automatic thermostat.



**BUDGET PRICE  
AIR CONDITIONER**

5,000 B.T.U. cooling in a compact, new decorator design.

- Installs in seconds without special tools
- Fits "problem" narrow windows, too
- Set the automatic thermostat to any of 10 settings; push the hi- or low-speed fan and sleep in cool comfort
- Needs no special installation, 115 volt operation.

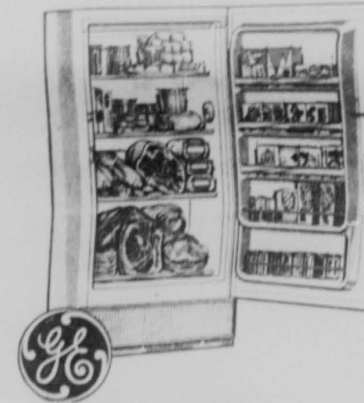


**BIG CAPACITY**

**Dial Defrost 12' Refrigerator**

Freezer holds up to 64 Lbs.

Chiller tray ideal for meats, soft drinks, desserts. Huge vegetable bin.

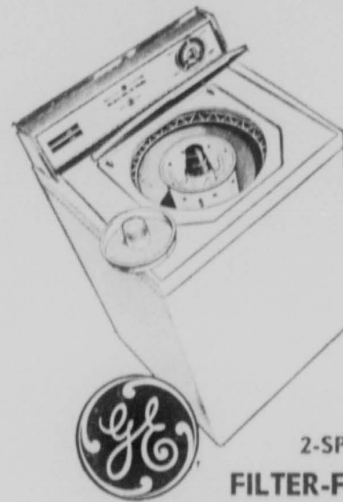


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FOOD FREEZER**

Have your own "supermarket"

Holds up to 406 lbs. frozen foods!

**LOW DOWN PAYMENT--CONVENIENT TERMS**



**2-SPEED  
FILTER-FLO  
AUTOMATIC WASHER**

Only G.E. has all three!

Filter-Flo Washing System. No lint-fuzz on your clothes! Mini-Basket\* Extra tub for up to 1 lb. of frills leftovers! 2 Wash Speeds "Normal", "Gentle" settings for just-right washing!



**NO FROST 16  
REFRIGERATOR-FREEZER**

Giant zero-degree freezer holds up to 147 lbs. Exclusive Jet Freezer ice compartment, Sub-Zero air is blown over ice trays first for extra-fast freezing. Twin porcelain enamel vegetable bins Total capacity, 1/2 bushel.

SHOP THURSDAYS 9:00 A.M. TIL 8:30 P.M.  
SHOP WEEKDAYS 9:00 A.M. TIL 5:30 P.M.

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FURNITURE CO.  
SINCE 1891  
131 W. COMMERCE ★ CA 7-6344  
BUY WITH CONFIDENCE - FAIR DEALING SINCE 1891



Classified Want Ads—CA6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part II— 21



GOV. CONNALLY OF TEXAS has issued a proclamation in connection with the 50th anniversary observance at Kelly Air Force Base.

### AF Chaplains Institute Vital Program

The Air Force chaplain program of Kelly AFB is designed to provide a total ministry that is broad enough to meet the needs of all assigned personnel. The guiding thought of the entire program is expressed by the Chief of Air Force Chaplains: "To bring man to God and God to man."

To fulfill this challenging role, the Kelly chaplains have instituted a dynamic program of worship services and associated activities.

In support of this role, Protestant worship services and Catholic masses are held each Sunday.

#### SERVICES LISTED

Services for personnel of the Jewish faith are held at Lackland Air Force Base. Further information on these services is available at both Kelly chapels.

Two Protestant religious education schools are scheduled each Sunday, with one Catholic religious education school held each Saturday.

Additionally, during the week such activities as the Ladies Sodality, Protestant Women of the Chapel, Protestant Youth of the Chapel, Catholic Youth Organization and Laymen's Luncheon Meeting, are held to further round out the spiritual program at Kelly AFB.

#### THEIR TIME

Much of the chaplains' time during the week is spent in visitation and personal counseling. Some of the counseling subjects include premarital, marriage, home, finance, morale and the family.

The Chaplain's Office is headed by Chaplain (Lt. Col.) Conan J. Conboy, Base Chaplain, and Chaplain (Capt.) Richard D. Wood, Senior Protestant Chaplain.



President Lyndon B. Johnson, commander-in-chief, U. S. Armed Forces.

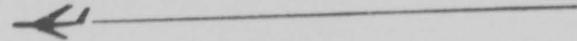
**Richter's  
Butter Krust Bakery  
proudly salutes**

**The Family Service Volunteer Kelly Proud Of Record**

The Kelly AFB family serv...

ents, but also insures that effi...

Butter Krust Bakery  
proudly salutes  
Kelly AFB  
on its  
50th Anniversary



# The Family Service Volunteer

The Kelly AFB family services program bases its mission on the premise that national defense dictates rapid deployment of military personnel, which fosters unexpected and prolonged separation of families. A secondary premise encompasses the problems arising from routine movement of Air Force families to new locations.

Stemming from these situations are social, financial, and emotional hardships that fall heaviest upon the dependent, but also plague the serviceman. Family services provides an organized base from which these problems can be solved internally, thereby promoting a feeling of security that supports military efficiency and dependent morale.

### PROVIDE FACILITIES

In recognition of this need the SAAMA commander provides the physical facilities and paraphernalia required to support this mission. The vital human element is supplied by Air Force dependents.

These ladies volunteer their time and efforts to provide the multitude of services needed to insure an active, viable program.

Included in these services are welcoming, emergency aid, loan of housekeeping items, and perhaps most important, an interested person who understands the situation and will sincerely attempt to render assistance.

The family services volunteer is not remunerated in a financial manner but derives great satisfaction from achievement of a humanitarian goal.

The Kelly AFB program was initiated in March 1959, 14 months after Security Service started a similar program within their command. Both programs actively strived to meet the needs of assigned military families.

Early in 1966 the decision was reached to combine the programs. On Feb. 1, 1966, the consolidation was effected under the auspices of the SAAMA Commander.

Success of this program is primarily a result of the willing cooperation between SAAMA and USAF Security Service dependent personnel.

Family services volunteers assimilated the increased demands resulting from consolidation by a free exchange of ideas, information, and efforts. This achievement speaks highly for the dedication of the volunteers.

### IDEALLY LOCATED

Family services is ideally located in the same building with the Air Force Aid and CHAP (children have a potential) functions. This environment permits any dependent problem to be simultaneously analyzed by three Air Force sponsored agencies, each capable of "on-the-spot" assistance with minimum inconvenience to the military recipient.

Currently over one hundred volunteers are active in the pro-

gram, and the major accomplishments are numerous. To isolate achievements would be an academic exercise because the pinnacle of success is achieved on a daily basis. Final judgment of any program, and the major accomplishment is based upon attainment of a worthy and well defined goal. This program meets this criteria on a continuing basis. This agency insures that someone not only cares about the status of military depend-

ents, but also insures that efficient action will be taken to alleviate adverse conditions. Increasing global Air Force commitments, especially in Southeast Asia has sharply increased the need for this service. The Kelly services sign is synonymous with "I care, and I will help."

# Kelly Proud Of Record On Rescues

Statistics reflecting the high percentage of aircraft personnel rescued from the sea and land after ejecting or bailing out of disabled aircraft are a source of pride for a dedicated group of personnel at Kelly in materiel management's aircraft and equipment systems support management division.

Every time a parachute blossoms, an anti-exposure suit saves a crew member from freezing in the chill water of a lonely sea, or a pressure suit prevents the blood of a pilot from boiling during an ejection from high altitude, the dedication of division personnel is rewarded.

### COL. WRAY

Under the direction of Col. Cletus Wray, the division's men and women shoulder SAAMA's worldwide management responsibility for specialized flight clothing and accessories, parachutes and aerial delivery equipment.

This is part of the responsibility which came to SAAMA with phase-out of the Middletown Air Materiel Area at Middletown AFB, Middletown, Pa.

Wray pointed out that the support required to provide flying persons with the 2,500 stock items involved in the two federal stock classes annually requires about \$12.6 million.

Unit cost for these items range from less than one dollar for a helmet fitting pad to over \$6,000 for a full pressure suit and helmet.

The fact that the majority of items are procured in many sizes adds to the complexity of the operation. Each crew member, ranging from the 5th through 95th percentile in size, must be fitted properly.

### OTHER ITEMS

Among the items managed are protective helmets, anti-exposure suits, anti-"G" garments, full and partial pressure suits and helmets automatic mandal back style, chest style and seat personnel parachutes.

Indirectly related to life support are the aircraft drag chutes, which prevent high performance aircraft from running out of runway.

Coordinated efforts to establish a more responsive personal, emergency and survival (life support) equipment tailored to the needs of the major air commands, has resulted in the establishment of the 412A Life Support System, SPO (Systems Program Office) at Wright-Patterson AFB, Ohio. Management responsibility for this system also belongs to the division.

## Governor's Official Memorandum



### Official Memorandum

By  
JOHN CONNALLY  
Governor of Texas

AUSTIN, TEXAS

### GREETINGS:

May 7, 1967, is the 50th anniversary of the operation of Kelly Air Force Base in San Antonio as a military airbase. It is the oldest continuously active military airbase in the United States.

The formalization of Kelly AFB actually began on January 11, 1917, when the War Department authorized the lease of 707 acres of land in South San Antonio for aviation purposes. On April 6, 1917, four airplanes arose from the hangars of the Remount Station at Camp Travis and flew across the city to Kelly Field. It was the first flight to land at the historic base, and the planes were stored in hurriedly erected tent hangars.

On May 7, 1917, the Third Aero Squadron arrived with 51 recruits, and this date has been established as the date of the formal establishment of Kelly AFB.

In the 50 intervening years, Kelly has emerged as one of the largest single employers in the Southwest with nearly 30,000 employees. It has continuously provided trained aviation personnel, and repair and logistic support for the defense of the United States.

THEREFORE, I, as Governor of Texas, do hereby call the attention of the people of Texas to the Kelly Air Force Base Golden Anniversary Celebration during the period of February 10-September 7, 1967, and urge appropriate recognition thereof.



In official recognition whereof, I hereby affix my signature this 13th day of Feb., 1967

John Connally  
Governor of Texas

# Mayor Praises Kelly



MAYOR McALLISTER  
Salute to Kelly AFB

Mayor McAllister has praised Kelly Air Force Base as one of the nation's "most important air bases" and for being "an integral part" of the Alamo City and its daily life.

In a salute to the giant base, McAllister said:

"May, 1967, is a very special date for us in San Antonio. It marks the 50th anniversary of Kelly Air Force Base.

"We have watched as Kelly has grown from the old tent city of 1917, into one of the largest and most important bases in the United States Air Force.

"At the same time, we have observed the growth of the San Antonio Air Materiel Area as it claimed its role in the world's biggest business, called air logistics, supporting the operational commands of the Air Force on a worldwide basis.

"Yes, we in San Antonio are proud of Kelly. We are proud of its heritage, reputation and the vital part it plays in maintaining the defense of our country.

"We are also proud of the civic responsibility displayed by this important air base toward the San Antonio community, its contribution toward our city's growth and prosperity and its willingness to share in the responsibilities and activities of our community living."

## A SAAMA Record

At the end of nine months in fiscal year 1967, SAAMA awards to U.S. small business firms amount to \$111.1 million, highest in the Air Force Logistics Command.

In fact, SAAMA SB awards account for 30% of the AFLC total and 11% of the entire Air Force total.

By the end of fiscal year 1967, small business awards nationally are expected to hit \$140 million.

The Small Business program encourages American little concerns to participate in defense production and other government procurement.

SAAMA has been one of the major contributors to the Air Force in its high standing in the SB program.

# Kelly, SAAMA, Vital to S. A.

By BOB ROTH  
Chamber of Commerce President



Bob Roth, president, San Antonio Chamber of Commerce, joins local leaders in saluting Kelly AFB on its 50th anniversary.

San Antonians born since World War II can't remember a time when Kelly Air Force Base wasn't the city's largest employer. In January, 1939, the San Antonio Air Depot at old Kelly Field had a total strength of only 918 men and women, civilians and military. But during the war, it increased more than 20-fold, achieving the status of a dominant force in the local economy — a role which has been retained by the successor San Antonio Air Materiel Area.

As of June, 1966, Kelly Air Force Base — which includes SAAMA and Headquarters, USAF Security Service — employed 24,199 civilian personnel, with another 5,885 assigned military personnel, and a total combined civilian and military annual payroll of \$178,676,137.

What does this mean to San Antonio's economy? Local businessmen who sell millions of dollars worth of automobiles and appliances, clothing and recreation equipment and many other items to Kelly employees would be quick to answer, "Plenty."

roll supplies approximately 15 per cent of the total. Based on standard statistical data developed by the Industrial Development Department of the Chamber of Commerce, the total population of families with a bread-winner at Kelly is 108,001 — a figure greater than the population of the city of Waco.

### THE FAMILY

These same statistics show that "Kelly families" own 45,000 cars, and spend \$99,631,000 in retail sales. The Chamber of Commerce estimates that another 52,343 San Antonians hold jobs which are generated "in support" of Kelly employees, and that more than 900 retail establishments owe their existence to the Kelly payroll.

Government purchases of local equipment, goods and services are another important factor in Kelly's impact on the local economy. Maj. Gen. Frank E. Rouse, SAAMA Commander, recently estimated that contracts totalling \$30 million will have been let to San Antonio firms by the end of this fiscal year. This represents an enormous increase from the \$8 million in local contracts let in 1960, when a drive was started to win more SAAMA business for local firms.

What does Kelly AFB mean to San Antonio's economy? The simplest way to visualize it is to imagine that all the people and all the homes in an area bounded by West Avenue on the west, Loop 410 on the north, New Braunfels Avenue on the east and Mulberry on the south were suddenly picked up and transported to another city. The impact on San Antonio of such a move would be roughly comparable to the closing of Kelly.

The "Handy Facts" sheet distributed by HemisFair estimates that the big 1968 extravaganza will pump \$134 million of "new money" into the local economy and generate retail sales of \$180 million — figures that almost stagger the imagination.

But Kelly does even better. It's a HemisFair that never closes year in and year out; a soaring skyscraper on San Antonio's economic landscape; the firm foundation on which many a local business is built.

Never in all its 50 years, has Kelly meant more to the economy of our city than it does in 1967, the year of its golden anniversary.

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- All students are in a college preparatory program.
- Each student has a speech class each week.
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- Some values derived from the R.O.T.C. program are leadership, courtesy, use, care and safety with firearms, health and hygiene.
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# Reeves Hails S.A.'s Big Base



COUNTY JUDGE REEVES  
Praises Kelly AFB.

Kelly Air Force Base has been praised by County Judge Blair Reeves on its 50th anniversary.

"Kelly Air Force Base, in conjunction with the other military bases, has for some time been, and still is, the mainstay of our local economy. With some 30,000 employees, this installation produces an annual payroll in excess of \$180 million.

"As the Alamo is the cradle of Texas liberty, Kelly AFB was the forerunner of military aviation.

"The citizens of Bexar County are justly proud of the great impact Kelly AFB has contributed to the security of our nation. Through this base, hundreds of thousands of people from all over the world have been introduced to South Texas.

"We of Bexar County are honored to join with the Air Force in celebrating its 50th anniversary, and I sincerely hope that the base will be here for our children to honor Kelly AFB at the end of the next 50 years."

## From Mobile

# The Air Force Operates Navy

Few people probably are aware the Air Force operates a "navy," but the San Antonio Air Materiel Area at Kelly Air Force Base now has management of the seagoing fleet.

Management of the watercraft was transferred to Kelly from the Mobile Air Materiel Area at Brookley AFB, Ala.

Col. Conrad J. Herlick, director of materiel management, said the Air Force owns and operates 30 different types of vessels worth \$100 million.

Among the Air Force fleet are vessels ranging from 20 to 540 feet in length which perform many varied jobs, Herlick said.

They include the 85-foot MR1B missile range clearance and retrieving boat used at such points as Cape Kennedy, Fla., and Vandenberg AFB, Calif. Another is the 50-foot R3 used to train personnel in sea survival techniques.



PART OF AIR FORCE NAVY—Craft such as this one are managed by the San Antonio Air Materiel Area at Kelly Air Force Base here.

fuel transfer barges and self-propelled ferries. And too, there are transporters between bases in the United States and from the mainland to installations on offshore islands. "stowage" or contractor operated watercraft such as floating dry-docks, tankers and transports, plus tracking and cargo ships.

KELLY FIELD, We Salute you on your 50th ANNIVERSARY



NEET FIELD: We salute you on your 50th ANNIVERSARY



SR... san antonio's most unusual ideas in men's fine clothing...

See our collection of: fine suits, slacks, sportswear and accessories

Sid Robbins

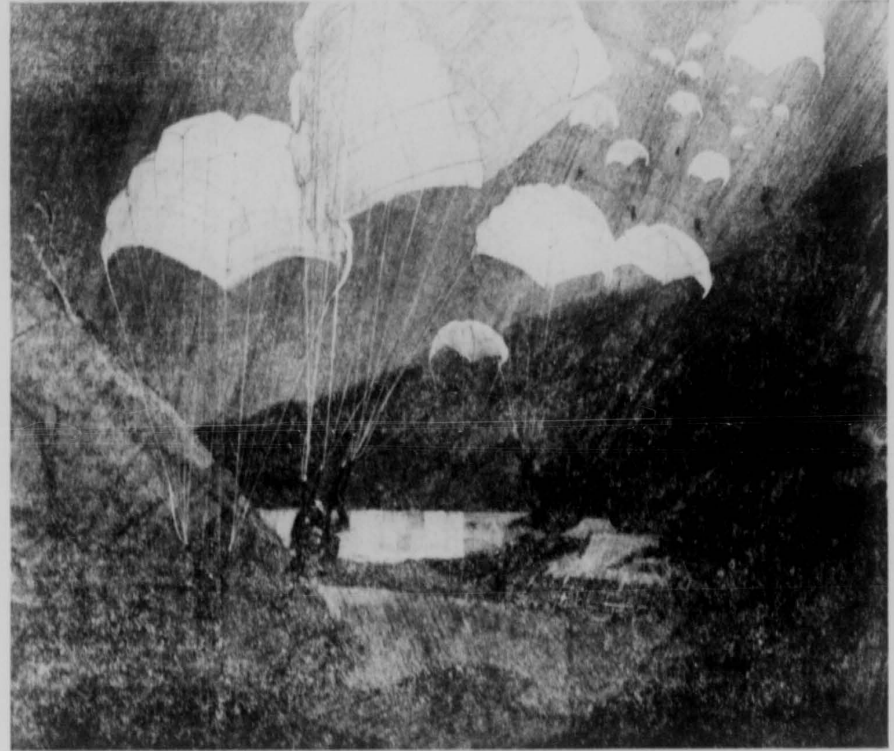
CLOTHES of DISTINCTION

IN THE LOBBY of the NATIONAL BANK of COMMERCE BUILDING—PARK FREE

1001 BRIB... PART OF AIR FORCE NAVY—Crait... San Antonio Air Materiel Area at... such as this one are managed by the... Kelly Air Force Base here.

THE IRVING AIR CHUTE STORY

PART XIII—How Irving's Parawing that "flies" will make the pinpoint delivery of personnel and cargo possible in tough warfare situations like Viet Nam



With the advent of guerilla-type warfare in almost impenetrable terrain, airborne manpower and supplies need to be dropped with pinpoint precision. That's why the U.S. Government is vitally interested in the development of an individual drop glider. Test drops by NASA indicate the Parawing developed by the Irvin Para-Space Center — just one of Irving's diversified design, testing and manufacturing facilities—to be the answer. Based upon the Rogallo/NASA limp wing concept, Irvin Para-Space experts created, in record time, the configuration to master glide and control features essential to its successful operation. Irving's Parawing actually "flies." By manipulating his controls, the jumper can effect a glide of up to several miles ground distance, control his rate of vertical descent and move to the compass heading of his

choosing. One unmanned launch achieved air time of 39 minutes and a glide distance of over 10 miles! In addition to deployment of troops and supplies, experts envision the Parawing as a vital adjunct to manned spacecraft landing systems of the future. Few companies have so dramatically demonstrated capabilities in precision manufacturing for defense, industry and the consumer as has Irving's worldwide network of diversified operations. Quite possibly their skilled and experienced staff can be of help to your company. Write Irving Air Chute Company, Lexington, Kentucky.



FACILITIES: Lexington, Ky.; Glendale, Calif.; Denver, Colo.; Cortland, N. Y.; Raleigh, N. C.; Ft. Erie, Ontario, Can.; Subsidiaries in six foreign countries and affiliates and sales offices located throughout the world.

*Roger Piaget  
Le Pavillon, Peru  
Chef Piaget, originally  
a native of  
Switzerland, now owns  
one of the famous  
restaurants in  
South America. From  
his kitchen comes  
CONCHITAS DE ARANICO,  
scallops delicately  
flavored with  
garlic, butter  
and cheese  
broiled in shells.*

*Alex Cardini  
Cardini's, Mexico City  
Chef Cardini  
is famous not only  
for his restaurant  
but also is credited  
with developing the  
original Caesar  
salad (named  
after his brother)  
in 1926. He  
introduces a new  
SALAD INTERNATIONAL  
for Braniff in 1967.*

*Willie Rossel  
Executive Chef  
Braniff International  
Before joining Braniff  
Chef Rossel  
won two Olympic  
medals for his food.  
Of the dishes he  
has prepared for  
us his favorite is  
CEVICHE DE CORVINA,  
fish marinated  
in lemon juice  
garnished with  
cold sweet potatoes,  
slices of corn, onions,  
lettuce, peppers  
and parsley.*

*Federico Buecker  
The German Club,  
Buenos Aires  
Head Chef of one of  
the most famous restaurants  
in a city of famous  
restaurants, Chef Buecker's  
favorite part of the  
meal is dessert.  
You will understand why  
when you sample his  
MONTANA DE SANTOS,  
a mousse, flavored  
with chocolate and  
brandy, and topped  
with a mountain  
of mocha cream,  
laced  
with Kahlua.*

*Felix Meier  
Manager, La Fonda del Sol, New York  
Chef Meier was trained in Europe and is  
now responsible for the food served at  
one of New York's outstanding restaurants.  
His pet dish is RICE COLONIAL, beef tenderloin,  
veal, filet of sole, apples, bananas arranged  
on a bed of white rice and topped with curry  
sauce, coconut and almonds.*







# Our battle for men's stomachs.

Five world famous chefs are enlisted in a glorious cause in behalf of Braniff passengers everywhere.

They have declared unlimited War on Soggy Toast.

Also on overdone steak, and cold hors d'oeuvres. (These are a few of the problems that have plagued airline chefs for years.)

Months ago we put their pots and pans to the ultimate test.

"Prepare airline food," we said, "that will taste as good as the food you serve in your own celebrated restaurants."

Not being airline chefs, they didn't know that it couldn't be done.

So, of course, they did.

## The Braniff Board of International Chefs.

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# Kelly AFB Prepares Today for Its Future in the Space Age

Signs of space-age progress are the many repair and construction projects under way around Kelly today. Some examples of these signs are the new base communication building, new comptroller facilities, additional procurement and materiel management facilities runway and aircraft parking facilities, street and parking lot repair, dormitory, mess hall and officers' quarters air conditioning to mention only a few.

Playing a key role in the long range planning, engineering design and management of the construction of these projects is the civil engineer's engineering construction branch.

Headed by A. V. Benner Jr., the branch is comprised of three main sections: the planning and programming section, headed by L. R. Whitten; the engineering design section, headed by R. W. Walker; and the construction management section, headed by R. W. Balzen.

Assigned to the branch are some architects, civil, structural, mechanical electrical and sanitary engineers, draftsmen, inspectors, surveyors and clerical assistants.

The engineering construction

branch, in addition to planning, designing and managing construction of work contracted through base procurement, maintains close surveillance of contract work performed under the direction of the U.S. Army Corps of Engineers. Work now under construction in this category amounts to over \$6 million. Other base work in various stages of construction amounts to approximately \$3 million.

Such large expenditures are required at Kelly for several reasons. Chief among these is the necessity of preparing space for workloads and people being reassigned to Kelly from bases

being closed down throughout the country.

In addition, facilities such as shops, dormitories, mess halls, administrative areas, officers' quarters and others are being modernized and air conditioned to assure maximum effectiveness of facilities and people. Finally, a constant program of maintenance and repair is necessary.

Runways and aircraft parking ramps are being strengthened to prepare for the coming C5A super cargo plane for which Kelly will have depot maintenance responsibility. Buildings and other facilities are being painted. Roofs of large shop and warehouse facilities are being replaced. Base roads and parking lots are being repaired and strengthened.

This is not the complete story of the activities of the civil engineer's engineering construction branch. Long range planning is now going on for expected requirements five years from now. Engineers are called upon daily to solve many minor but significant problems. Engineering support of the vast responsibilities of the San Antonio Air Materiel Area at Kelly is no small task.



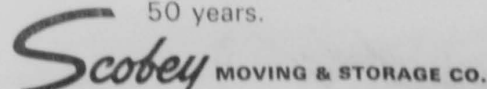
ED HALE, electrical engineer; Al Moeller and Art Saldana, civil engineers; Ralph Walker, chief of the engineering design section and Arch Benner (L-R), chief of the engineering construction branch at Kelly Air Force Base, gather around the drawing board to discuss another project.

## Congratulations to Kelly Field



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## SAAMA Lists Top 50 S. A. Area Contractors

The top 50 contractors to the San Antonio Air Materiel Area in 1966 are cited below (the list includes three firms performing in the San Antonio area: Gary Aircraft, H. B. Zachry, and B. B. Saxon):

Contractor	Value (\$ in Mil)
Aerodex Inc.	31.1
United Aircraft Corp.	18.4
Curtiss-Wright Corp.	18.1
Northrop Corp.	18.0
General Dynamics Corp.	14.3
Canadian Commercial Corp.	12.6
Hughes Aircraft Co.	7.5
General Motors Corp.	7.6
Bendix Corp.	7.6
Servicair Co.	7.4
Emerson Electric Co.	6.5
Dallas Airmotive Inc.	6.3
Standard Manufacturing Co.	5.9
Union Carbide Co.	5.8
Chromalloy Corp.	4.5
Wall Colmonoy Corp.	4.2
Ling Temco Vought Inc.	4.0
Air Products & Chemicals Inc.	3.9
Lockley Machine Co.	3.8
Lycoming Division, AVCO Corp.	2.6
Switlik Parachute Co., Inc.	2.5
Spartan Aircraft Co.	2.4
Martin-Marietta Co.	2.4
Pioneer Parachute Co., Inc.	2.3
American Machine & Foundry Co.	2.3
B. B. Saxon Co., Inc.	2.3
Space Corp.	2.3
Continental Aviation & Engineering Corp.	2.3
Payne Associates	2.2
Superior Air Products Co.	2.2
Gas Equipment & Engineering	2.2
Shell Oil	1.7
Holly Carburetor Co.	2.2
M. Steinthal & Co., Inc.	1.9
International Telephone & Telegraph Corp.	1.9
O. Mathieson	1.9
Air Logistics Corp.	1.8
Lear Siegler Inc.	1.6
RCA	1.5
Howell Instruments Inc.	1.3

## Another Job At SAAMA

The San Antonio Air Materiel Area has been assigned the electronic test equipment workload presently at Brookley AFB, Ala.

Ignacio Garcia and Henry Dillard of the Standards Calibration Section in the Directorate of Maintenance, recently returned from Brookley, where they spent two weeks making a survey of the equipment in preparation for transfer to Kelly in late July.

Pioneer Aerodynamic Systems Inc.	1.2
Westinghouse Electric Corp.	1.2
Garrett Corp.	1.1
Acme Industries Inc.	1.1
Gary Aircraft Corp.	1.1
Airmotive Engineering Corp.	1.1
CPSB	1.1

## 1,800 Work for Supply, Transportation

The Materiel Facilities Division, Supply and Transportation Directorate at San Antonio Air Materiel Area, employs some 1,850 personnel engaged in the distribution functions for other Force material and equipment. The largest operation of the DS&T directorate, under the direction of Lt. Col. William F. Cordell, chief, and J. B. Frazier, deputy chief, directs the function of three branches.

To accomplish the division's primary mission of rapid supply support to local base and worldwide customers and additionally accomplish certain distributions functions for other AMAs and AF Depots, the division operates on a 24 hour, seven day week schedule. The large storage complex utilizes many types of materiel handling facilities. The storage area totals 6,424,000 square feet of covered storage with open storage of 4,554,000 square feet.

and material handling facilities are located in widely separated areas of North, Central, East Kelly and San Antonio AF Station at Ft. Sam Houston.

The storage branch is managed by William G. Leninger. The materiel processing branch, under direction of Victor G. Raphael, initially receives off-base materiel returned from AF activities worldwide and new materiel entering the Air Force. Receipts are processed by the branch and routed to the proper storage area.

The prime mission of the division is assisted by the mechanized support provided by the facilities services branch, supervised by Vincent C. Jendrusch. It is responsible for fabricating and maintaining all types of materiel handling devices and systems, including several miles of towing conveyors covering several large warehouses as well as the Guide-O-Matic which delivers

## Ap Pr Be

The apert program was initiated in July 1942 when the first aircraft instrument was employed. Of 222 trained in the program in 1942 because of the war.

Many of the program now at SAAMA at States Air Force.

In June 1966 training program at SAAMA. There were 15 first class. Over years, usually intervals, 1,800 employed in it.

A total of completed programs that were years in duration constituted 39 entire total in Logistics Command. The last group at SAAMA on apprenticeship in RECRUITING.

The four-year program program. How generalist type meeting rapidly biological needs economically.

But continuing and the areas, especially electronics and in the directorate made it impossible in terms of the specific skills the high status in the approach.

In 1961, SAAMA efforts to AFIC to program. The SAAMA Skills Training Program.

This was the

50 years.  
**Scobey MOVING & STORAGE CO.**  
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Bendix Corp. ....	7.6	Shell Oil .....	1.7
Servicair Co. ....	7.4	Holly Carburetor Co. ....	2.2
Emerson Electric Co. ....	6.5	M. Steintal & Co., Inc. ...	1.9
Dallas Airmotive Inc. ....	6.3	International Telephone & Telegraph Corp. ....	1.9
Standard Manufacturing Co. ....	5.9	O. Mathieson .....	1.9
Union Carbide Co. ....	5.6	Air Logistics Corp. ....	1.8
Chromalloy Corp. ....	4.5	Lear Siegler Inc. ....	1.6
Wall Colmonoy Corp. ....	4.2	RCA .....	1.5
Ling Temco Vought Inc. ....	4.0	Howell Instruments Inc. ....	1.3
Air Products & Chemicals Inc. ....	3.9	Brooks & Perkins Inc. ....	1.3
Lockley Machine Co. ....	3.6	North American Aviation Inc. ....	1.3
E. W. Bliss Co. ....	3.1	Gill Elect .....	1.3
General Electric Co. ....	2.9	Trane Co. ....	1.2
		Hewlett-Packard Co. ....	1.2

AMAC and AF reports the division by vision operates on a 24 hour, drusch. It is responsible for seven day week schedule. The fabricating and maintaining all large storage complex utilizes types of material handling devices and systems, including many types of material handling facilities. The storage area totals 6,424,000 square feet of covered storage with open storage of 4,554,000 square feet. maintaining 87 warehouses with many tons of material daily. in which are stored over 345,000 different items with a monetary value of \$1.5 billion. The value of annual receipts and issues is in excess of \$4 billion. The large storage complexes

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THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part II— 25

# Apprentice Program Began in 1935

The apprentice training program was inaugurated at Kelly Field in July 1935, when one aircraft instrument mechanic was employed. By 1941, a total of 222 trainees had been enrolled in the program. This excellent program was suspended in 1942 because of World War II.

Many of the graduates of the program now hold key positions at SAAMA and other United States Air Force installations.

In June 1948 the apprentice training program was reactivated at SAAMA on a larger scale. There were 150 trainees in the first class. During the following years, usually at six months intervals, 1,407 apprentices were employed in 11 different trades.

A total of 339 apprentices completed apprenticeship programs that were generally four years in duration. This number constituted 30 per cent of the entire total in the Air Force Logistics Command (AFLC). The last group of apprentices at SAAMA completed their apprenticeship in July 1962.

### RECRUITING PROBLEMS

The four-year apprentice training program was an excellent program. However, the long, generalist type program was not meeting rapidly changing technological needs on a timely and economically sound basis.

But continuing problems of recruiting and training in some areas, especially in the electronics and machinist fields in the directorate of maintenance, made it imperative to think in terms of shorter, more intensive training programs in specific skills without sacrificing the high standards maintained in the apprenticeship program.

In 1961, SAAMA initiated pioneer efforts in coordination with AFLC to establish such a program. The program is called the SAAMA Mechanical-Technical Skills Training Program.

### FIRST ONE

This was the first program of

its type to be established in the Air Force. It was the product of careful and systematic planning by the career development and training branch, civilian personnel division and the directorate of maintenance.

A important phase of the planning was the development of a training agreement which was approved by the Dallas Region, U.S. Civil Service Commission on Oct. 20, 1964.

It provides for a reduction of required time in grade normally required for promotion to the journeyman level. There are 12 approved skills under this program. Each skill requires 18 months of intensive on-the-job training and classroom training.

The mechanical-technical skills training program was established as an interim measure to ease the technical skills shortages at SAAMA. Over 500 trainees will complete their training in the program by December 1967.

### CRITICAL SKILLS

The San Antonio Air Materiel Area has established a specialized apprentice program as a permanent means of providing trained employees in the critical skills involving aircraft and aircraft components maintenance and overhaul.

The program is a formal training program designed to develop personnel for assignment to certain specialized journeyman skills. The program in terms of shorter, more intensive training programs in months.

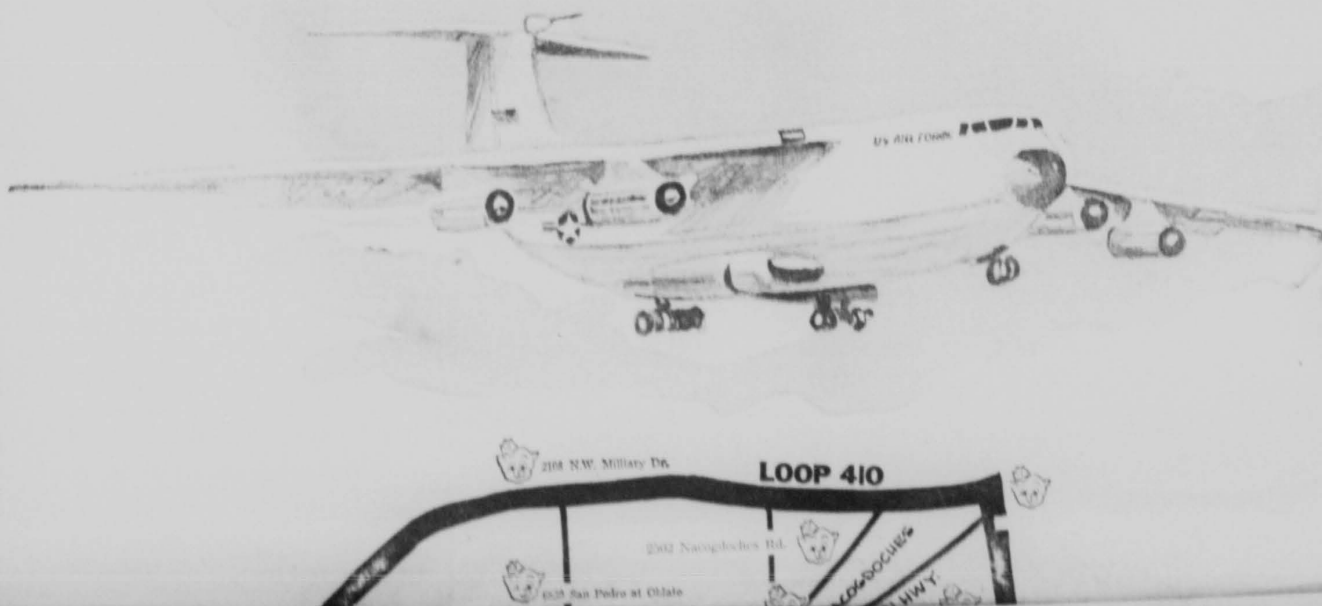
The specialized apprentice program enables an employee with the necessary aptitude, but little or no experience, to acquire systematically the knowledge and skills required for specialized positions. The trainee receives intensive training in the classroom and on the job.

Kelly now has over 500 trainees in eight critical skills

## Moritz Commands

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From the program... receives intensive training in the classroom and on the job. Kelly now has over 500 trainees in eight critical skills.

# Moritz Commands 2794th Dispensary

Col. Henry C. Moritz Jr., is commander of the 2794th USAF Dispensary at Kelly AFB. He was previously chief of aerospace medicine at Westover AFB, Mass.



COL. H. C. MORITZ JR. Dispensary commander

Moritz has won the Army Commendation Medal, and the Air Force Commendation Medal.

The 2794th commander also is a chief flight surgeon and director of base medical services. Moritz was graduated from the University of Utah with a B.S. degree in 1946, and followed with an MD in 1946.

An Army ambulance driver in World War II, he entered the U.S. Air Force October 14, 1950, at Randolph AFB, graduating from a primary course in aerospace medicine in December 1950.

In 14 months of combat duty in the Korean War, Moritz flew 44 missions as an observer and received the Army Commendation and the Korean Order of Military Merit with Gold Star.

From 1960 to 1963, the colonel was chief aerospace medicine and hospital commander of the 123rd USAF Hospital at Moron AB, Spain, where he received the Air Force Commendation Medal for service accomplished.

While in the Strategic Air Command, Moritz specialized in medical support of high altitude U2 flights. He authored three articles on medical problems connected with the partial pressure suit and its use at extreme heights.

Also from 1963 to 1966 Moritz was chief, aerospace medicine

branch, Office of the Surgeon, Headquarters 8th Air Force (SAC), Westover, Mass. He received the Oakleaf Cluster medal for SAC Service.

Moritz received his masters degree in Public Health from Harvard University in 1955, board certification in aerospace medicine by the board of preventive medicine. He is a fellow, American Public Health Association, and also a fellow in the College of Preventive Medicine. Also a member of the USAF Flight Surgeon, Aerospace Medicine Association, Association of Military Surgeons of the United States, and the American Medical Association.

## AF Record System Checks Modifications

You probably would not be around Kelly Air Force Base very long without hearing configuration management discussed at least several times. What is configuration management? Is it some kind of miracle of a new breed of space ship? Relax! It is neither of those.

The dictionary defines configuration as form or figure determined by arrangement and position of parts, a contour of something. How about 30-25-28? Not accurate, this is not the kind of configuration management with which SAAMA is concerned.

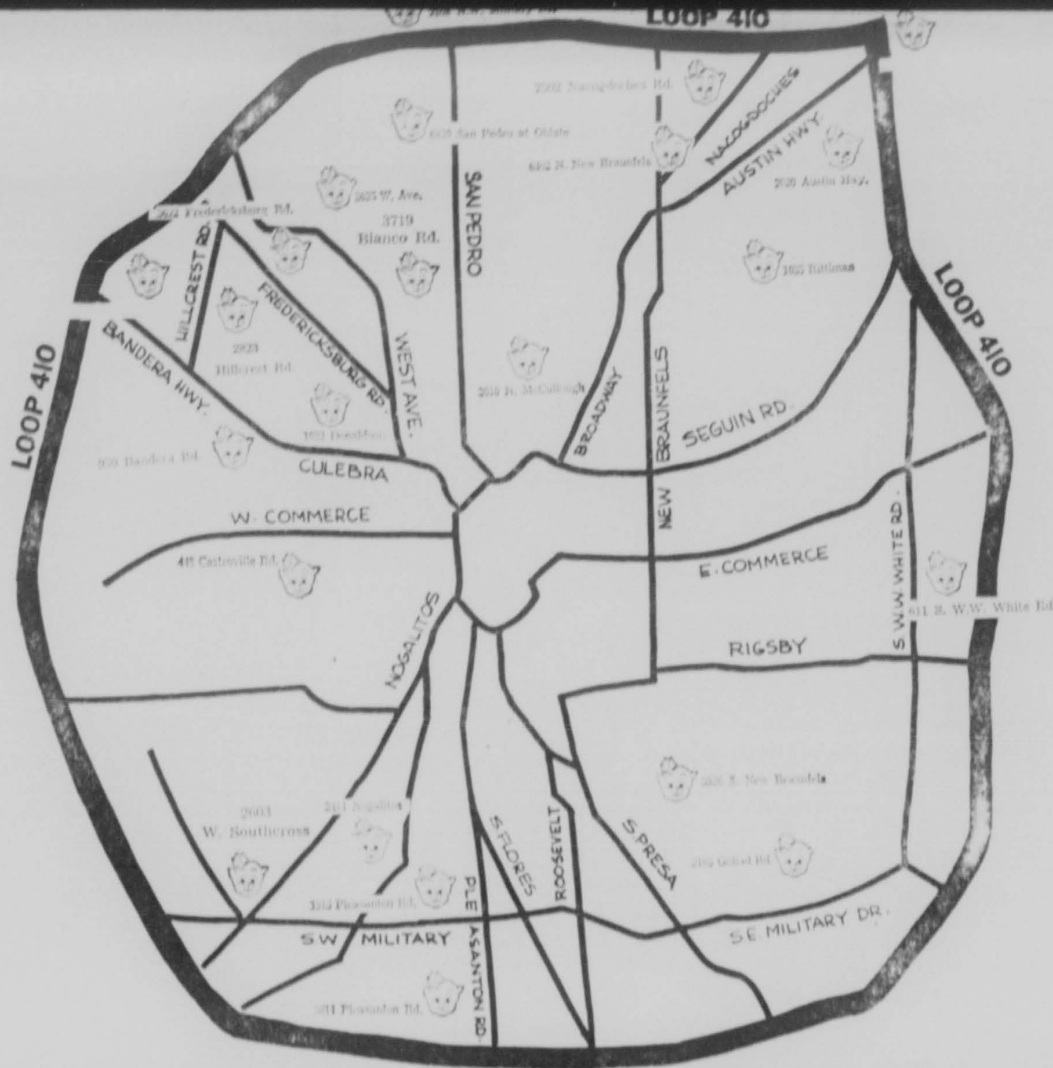
Each of the thousands of aircraft, engines, ground service and test equipment, is delivered to the Air Force in what is referred to as basic configuration. The basic configuration deter-

mines what mission will be performed by the aircraft and equipment.

As time marches on, changes to the basic configuration nearly always take place. These changes are the results of directed modifications to broaden mission capability, improve performance or increase reliability, safety and service life of the aircraft and equipment.

When a specific modification is completed on an aircraft, engine or other equipment, everyone concerned must be made aware of the change.

To accomplish this, a report identifying the modification completed, the specific aircraft, engine or other equipment affected and the Air Force Depot, contractor or organization which did the work is fed into a computer.



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Providing Complete Shopping and Service Facilities as Follows:

- Major Supermarkets
- Variety Store
- Clothing Store
- TV Sales and Service
- Restaurants
- Dairy Queen Drive-In
- Catalogue Sales
- Barber Shop
- Beauty Salon
- Auto Repair and Safety Center
- Washateria and Dry Cleaning
- Package and Beverage Store
- Drug Store
- Bakery

100 Plaza Drive No. 1 ORchard 4-3871 San Antonio, Texas  
 8102 Latigo No. 2 ORchard 4-1386 San Antonio, Texas

# Youth Center--From Ballet to Baseball

From pizza parties to ballet, little league baseball to organ lessons, or automechanics to bridge, the program of the Kelly AFB Youth Center is fitted to meet the tastes and needs of all the military youth within its jurisdiction.

The chief purpose of the center, according to Mr. John C. Hulme, director, is to provide creative recreation for military dependents, from two years of age through high school. The demand exceeds the center's capability; they currently anticipate at least 600 children for their upcoming summer program.

The center is physically suited for every youthful need. It possesses a large ballroom with a double stage for parties and teen mixers; a game room with four pool tables, two skill-pool tables, and two table-tennis sets; and a fully-equipped kitchen, for the in-between snacks, or pizza parties which youngsters like so well.

The center is open, during the winter months, from 3-9 p.m. Mondays and Thursdays, on Fridays from 3-5 p.m., and again at 7 until 10 p.m.; and on Saturdays, it opens during afternoon hours, 1-5, and reopens from 7 until 11 p.m. In the summertime classes and games begin at 1 p.m., six days a week, with the center being open selectively during the morning hours.

**THE DIVISIONS**  
 On Friday evenings the Youth Center holds a party or other activity for the junior teens among the group. This includes children of age 13 or through the 7th grade, junior high school. Saturday evenings are reserved for the senior high boys and girls.

The fall season at the center usually finds fellows trying to meet the requirements for the center's Pop Warner football team. This activity involves youngsters 10-14 years of age.

One of the most popular programs the center offers is its

little league baseball set-up. With 15 members each, the program has 6 little league major teams, 4 minors, and 1 pony team with high hopes of another.

The summer season at the center falls from mid-June until mid-August — a 6 week course — and covers a wide variety of lesson and activity offerings.

The anticipated program for this year includes golf, tennis, swimming, bowling, simple crafts, creative crafts, baseball horseback riding, automechanics, bridge, baton, tap and ballet, guitar and organ lessons.

**THE FEES**  
 A very small tuition is charged for admission to classes. As an example, for the ceramic crafts class, a nominal \$1 will be charged an individual for the entire season. For the popular swimming classes, 25 cents an hour is the fee, with an 8 - hour minimum requirement.

The swimming classes are the single most popular summer activity, according to youth leaders. During this program, the center makes use of two base pools. Plans include using one Red Cross water safety instructor for each pool.

George Balusek is in charge of arts and crafts for the summer program, an area covering leather work, modelling, ceramics and other handiwork.

Automechanics comes under the heading of crafts, and classes will be held at the base auto hobby shop. The purpose of this effort is to help teenage boys prepare for car ownership. Its chief intent is simple "car-care," with course instruction aimed at such tasks as installing a set of points, grinding valves, and other fairly uncomplicated mechanical repairs.

An integral part of the pro-



KEITH MOE is on his way to making a big splash in the Kelly AFB swimming program, and in his own feeling of confidence as well. Air-

man J.C. Stephen Hughes, lifeguard, assures Keith on his way, as Airman 2.C. Paul Lueloff and Airman 1.C. Ronaly Markel lend encouragement.

gram is the Kelly Boy Scout organization, also provided with a meeting area all its own. This organization has one scout section, one explorer, one cub scout and five Kelly Military girl scout groups.

The Youth Center gets financial support for tables, games, refreshments and other needs from organizations such as the Kelly Officers' Wives' Club. Volunteers for playtime and other activities are largely made

up of military wives, most of them belonging either to the Officers' Wives' Club or to the NCO Wives' Club. AFB.

## SAAMA Hires 189 Youngsters

In May 1965, President Johnson announced the "youth opportunity campaign" directing government departments and agencies to make every effort to find meaningful summer employment or training opportunities for youths 16 through 21 years of age. This program is to assist disadvantaged youths and influence them to continue their education.

The President's campaign par-

employment and a steady income are very strong. Consequently, some of the youths want to drop out of school so they might remain employed. SAAMA supervisors realize this to be extremely unsound, and avoid any personal actions which could be construed as encouraging youths not to return to school.

In August of each year the "youth opportunity campaign"



**KELLY AIR FORCE BASE  
 LARGEST REBUILDER IN  
 THE WORLD**

A Salute from

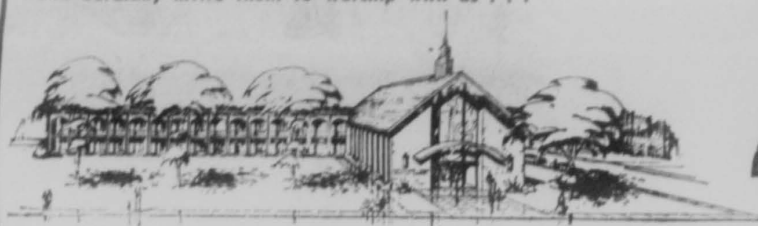
## Congratulations Kelly AFB

We salute the men and women of Kelly Field and cordially invite them to worship with us . . .



prime support for and SAAMA customers. Employing personnel, this with three hour, seven processing material and for storage storage com types of m facilities man mechanized. IS A tems in use tractor-trail by automati

We salute the men and women of Kelly Field and cordially invite them to worship with us . . .



JEFF CAMPBELL  
Pastor

## Northridge Park Baptist Church

317 KLAUS ROAD Northeast San Antonio TA 4-0539

### SCHEDULE OF SERVICES

#### SUNDAY

Sunday School .....	9:45 A.M.
Morning Worship Service .....	8:30 & 11:00 A.M.
Graded Choir Program .....	5:00 P.M.
Training Union .....	6:15 P.M.
Evening Worship Service .....	7:30 P.M.

#### WEDNESDAY

Church Dinner & Family Program .....	6:00 P.M.
Midweek Prayer Service .....	7:30 P.M.



CHARLES GWALTNEY  
Minister of Education & Music

"Church Nurseries Open For All Services"

on introduced the youth opportunity campaigns" directing government departments and agencies to make every effort to find meaningful summer employment or training opportunities for youths 16 through 21 years of age. This program is to assist disadvantaged youths and influence them to continue their education.

The President's campaign parallels the National Youth Administration program of the 1930's.

At that time also, hundreds of thousands of boys and girls were given consideration during those depression years as the youths are being given today when our country is at a height of prosperity.

#### SUMMER JOBS

The San Antonio Air Materiel Area hired 189 youths under the summer "youth opportunity campaign" for 1965 and 232 for the summer of 1966. These figures were slightly over 1 per cent of the number of permanently authorized employees at Kelly AFB at that time. This youth employment was over and above normal summer employment offered to local area youths each year.

Although employment cannot be offered to all the youths needing and desiring it, the programs have nevertheless been an amazing success. The attractions of meaningful em-

are very strong. Consequently, some of the youths want to drop out of school so they might remain employed. SAAMA supervisors realize this to be extremely unsound, and avoid any personal actions which could be construed as encouraging youths not to return to school.

In August of each year the "youth opportunity campaign" is converted to an intensive "back-to-school drive." SAAMA supervisors counsel the youths on the advantages of obtaining an education.

#### HOLDS BRIEFINGS

The career development and training branch holds several briefings throughout the summer to thoroughly indoctrinate the youth as to the intent of the summer employment program.

This gives serious thinking about returning to school.

Under the President's youth opportunity-back-to-school drive, SAAMA currently has employed 420 youths on an intermittent basis (not to exceed 16 hours per week), in the fields of drafting, clerical, typing, stenography, librarian aid, and helpers in the carpenter, machinist and warehouse trades. These abilities to accomplish assigned duties and are gaining experience for future employment.

## KELLY AIR FORCE BASE LARGEST REBUILDER IN THE WORLD

A Salute  
from

## Jim Brown Transmission Rebuilders

Kelly Air Force Base, largest air materiel depot in the world, largest re-builder in the world, a shining jewel among the proud, prized United States Air Force establishments of San Antonio —Jim Brown salutes the Air Force and congratulates the people of San Antonio on our city's exceeding, rich good fortune in these possessions.

Kelly Air Force Base in the maintenance of thousands of aircraft operated by the Air Force has found that the rebuilding of components is the economical way to maintain the aircraft and assure dependable performance—the dependable performance you have a right to expect from your car.

Jim Brown Automatic Transmission Rebuilders inspects every component part and either rejects the part and discards it or restores the part of the automatic transmission to its original factory specifications with this rare, but important exception—when in such rare case, the original engineering design has permitted a weakness to develop through long mileage, the part concerned is strengthened by Jim Brown to restore the transmission to the long mileage potential originally intended for it by the manufacturer.

The United States Air Force, with its large materiel and maintenance operations here at San Antonio constitute an extraordinary blessing to the industrial and civic life in our community.

Jim Brown Automatic Transmission Rebuilders in its comparatively small way aims to be a source of dependable benefit to the car owners of San Antonio and to be an example of good citizenship in the industrial life of San Antonio.

# GILLESPIE SALUTES KELLY FIELD



**GILLESPIE**   
**BEHIND THE 8 BALL!**

★ **OVERSTOCKED** ★ **OVERLOADED!**  
**MUST SELL OVER 500 FORDS**

• **DISREGARD WINDOW LIST PRICE** •

**Every Car and Truck**

**REDUCED**

"SELLING MORE FORDS FOR LESS!"



A-1 USED CARS AT 5 LOCATIONS

1733 Austin Hwy. 744-3007	3311 Broadway 7-1816	3735 S.W. Military W43-4351	3614 Grand Rd. 603-4729
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clitics manually  
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IS AUTO  
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system is operat



Use Our Cover  
Charge Pla

Classified Want Ads—CA6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part II— 27



**WAREHOUSEMAN** Ezequiel Galindo (L.) loads material for delivery to storage location as technician Wilford Force Base here is automatic in operation.

## Around the Clock Materiel Facilities Unit

The materiel facilities division, supply and transportation directorate at SAAMA, processes huge workloads daily through the medium of automation encompassing a vital and complex operation of receipt, storage and issue of Air Force material, supplies and equipment, that is essential to the prime mission of rapid supply support to local base operation and SAAMA worldwide customers.

Employing some 1,850 personnel, this division operates with three branches on a 24-hour, seven day week schedule, processing large volumes of material and equipment received for storage and issue. The large storage complex requires many types of material handling facilities manually operated and mechanized.

**IS AUTOMATIC**  
One of the mechanized systems in use in DS&T is the two tractor-trailer system, complete-automatic in operation, known as the Guide-O-Matic.

Kelly area, servicing five warehouses. It is an automatic material transporting system using driverless tow tractors towing warehouse type trailers. The tractors operate through built-in electronic controls receiving electronic impulses from a guide wire embedded in a slit cut in floors and roadways forming a loop type antenna. The system is approximately 6,500 feet long and has automatic and manual stop stations in each section of the serviced warehouses. Five tractors, each towing three four by nine foot, 6,000 pounds capacity warehouse type trailers, are used in the system. The system has three control beacons to eliminate possibility of the tractors colliding with each other. No special tracks, rails or runways are used. Material is received for storage at a central station on a powered conveyor from a mech-

are pre-set for required stops by warehouse personnel by use of controls on the 20 station programming unit attached to the tractor. The driverless tractor is started by depressing the start button. It then proceeds along its route to the first programmed stop station, where it stops and blows its horn to notify warehouse personnel in the area that material is scheduled for unloading. Unattended for one and one half minutes the tractor will start automatically and proceed to the next scheduled stop. When loading material for shipment, warehousemen press the stop button which holds the tractor until the unloading and operation is completed. The start button is depressed, sending it back to the original starting point. The material for shipment is unloaded on a powered conveyor

## MISTR Operates Like Big Corporation

The chairman calls the meeting of the board of directors to order and makes a few preliminary announcements. Then the seven members turn to the agenda and discussions begin on the first item of business. An individual walks up to flip chart at the head of the conference table and begins explaining a trend line. There is a "dip" in the line showing a problem has caused decreased performance in a particular area. The chairman asks the board what action has been taken or is planned to correct the problem. He listens to comments and makes some additional suggestions. It is agreed what additional actions should be taken. Follow-up discussions will be held. The chairman asks that they move on to the next agenda item.

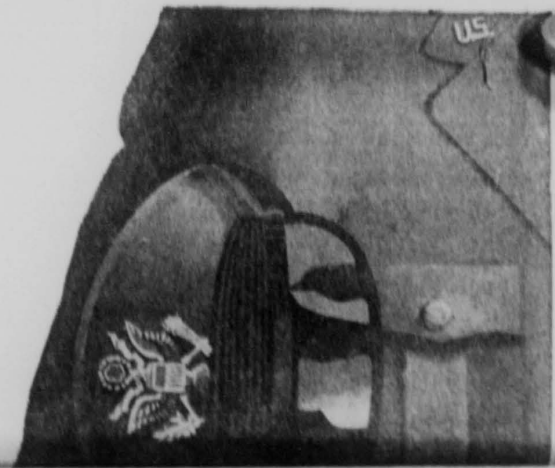


**SAAMA MEET**  
Where is the meeting held? At some large private corporation! No! It is held every month at the San Antonio Air Materiel Area (SAAMA). It is the "MISTR Committee" in session. Management of Items Subject to Repair, better known as "MISTR," is a system largely to manage the repair program at SAAMA. Because nearly every organization at SAAMA either responds to data from or feeds data into the system, it is often necessary to communicate

**IN CONFERENCE** are representatives from each organization involved in SAAMA's repair program. They are (L-R) C. E. Leverett, P. R. Miertschin, D. A. Perfect, F. R. Hartman, R. C. Moore, F. E. Maese and G. M. Reed Jr. M. B. Poerner (with pointer) explains program trend line.

to all concerned when problems are encountered. **TOP LEVEL** The MISTR committee, composed of top level management representatives from each organization, discusses matters where such communication is necessary. Col. W. R. Stewart of the Plans and Management Office, serves as chairman of the MISTR committee, and Col. R. D. Johnston of Materiel Management serves as alternate chairman.

# A SAN ANTONIO GIANT





... provided by the  
... services branch, su-  
... Vincent C. Jen-  
... is responsible for  
... and maintaining all  
... materiel handling de-  
... systems, including  
... of towing com-  
... several large  
... as well as the  
... which delivers  
... of materiel daily.  
... port is also provided  
... thousand materiel  
... items such as stock-  
... warehouse trail-  
... equipment, saws and  
... machinery.

for storage and issue. The large  
storage complex requires many  
types of materiel handling fa-  
cilities manually operated and  
mechanized.

**IS AUTOMATIC**  
One of the mechanized sys-  
tems in use in DS&T is the two-  
tractor-trailer system, complete-  
ly automatic in operation, known  
as the Guide-O-Matic materiel  
handling system. It is an inte-  
gral part of the packaging ma-  
teriel handling concept em-  
ployed at Kelly AFB. This  
system is operated in the North

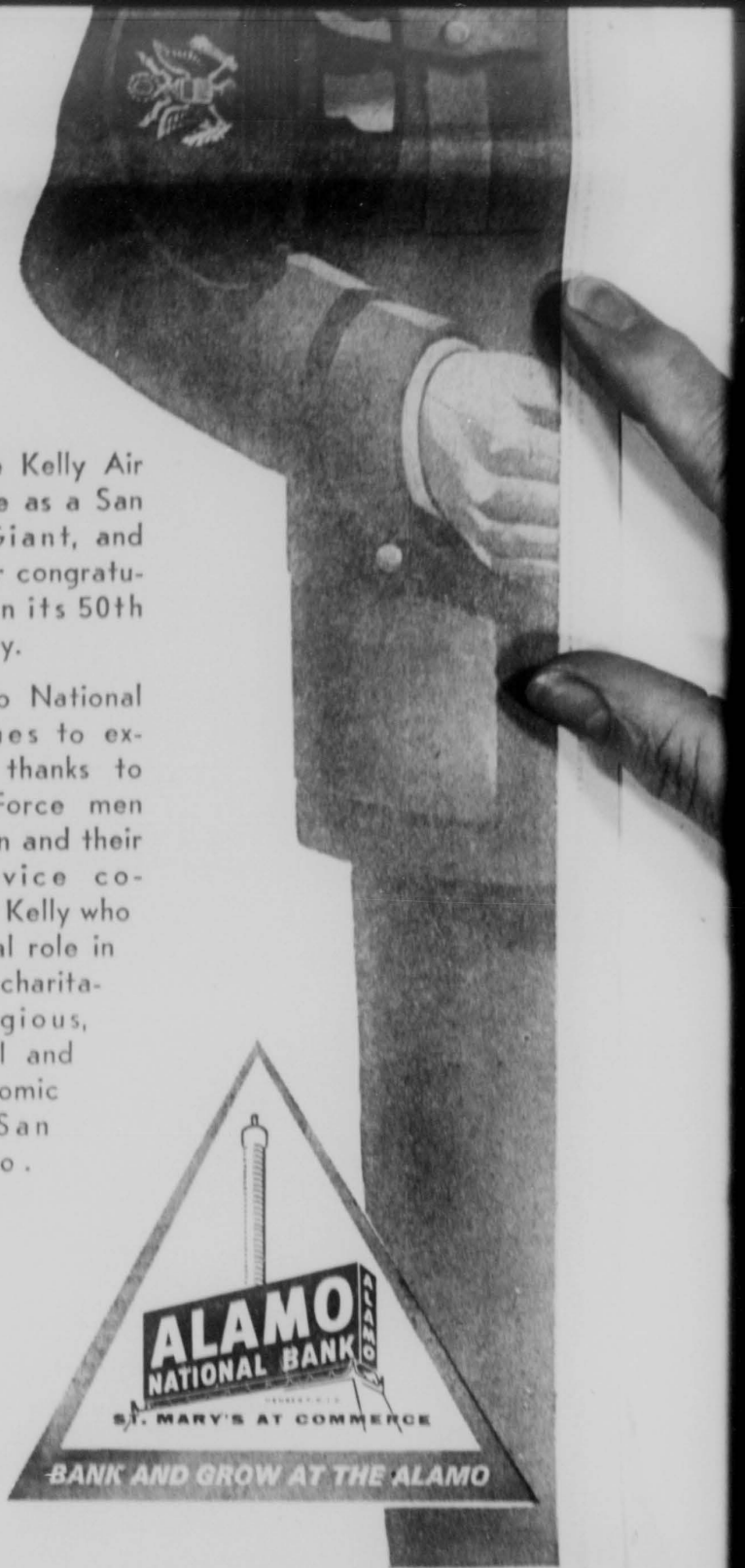
three four by nine foot, 6,000  
pounds capacity warehouse type  
trailers. The system has three con-  
trol beacons to eliminate possi-  
bility of the tractors colliding  
with each other. No special  
tracks, rails or runways are  
used. Materiel is received for  
storage at a central station on a  
powered conveyor from a mech-  
anized flow truck with pow-  
ered loading devices to mech-  
anically load materiel on trailers  
for delivery to storage.

**ARE PRE-SET**  
The Guide-O-Matic tractors

When loading materiel for  
shipment, warehousemen press  
the stop button which holds the  
tractor until the unloading and  
operation is completed. The  
start button is depressed, send-  
ing it back to the original start-  
ing point.

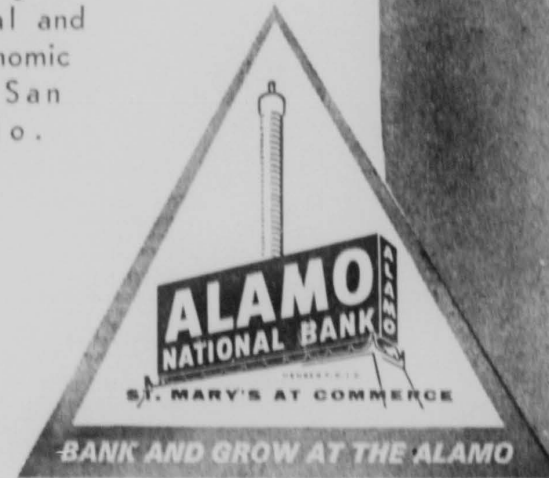
The materiel for shipment is  
unloaded on a powered convey-  
or system and a flow truck for  
transportation to the packing  
operation where it is processed  
for shipment to Air Force  
bases throughout the world.

# SAN ANTONIO GIANT



We salute Kelly Air  
Force Base as a San  
Antonio Giant, and  
extend our congratu-  
lations on its 50th  
Anniversary.

The Alamo National  
Bank wishes to ex-  
press its thanks to  
the Air Force men  
and women and their  
civil service co-  
workers at Kelly who  
play a vital role in  
the civic, charita-  
ble, religious,  
fraternal and  
the economic  
life of San  
Antonio.



**HB** Ladies' Fashions  
IN  
WONDERLAND

## WELL DONE, KELLY FIELD!

FROM THE STAFF AT HUTCHINS—  
CONGRATULATIONS ON 50 YEARS OF  
FINE SERVICE TO THE DEFENSE  
AND WELL BEING OF OUR NATION

*Hutchins Bros.* is  
proud to serve  
the people of Kelly  
Air Force Base  
Featuring

*Ronley*® FURS  
Exclusive of Hutchins Wonderland

*Townley*®  
Exclusive of Hutchins Wonderland

**SUITS and COATS**  
The lining of every Townley® sold  
is guaranteed for the life  
of the garment.

Sportswear—Better  
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Charge Plans



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**WHATEVER YOUR HUNTING OR SHOOTING NEED YOU WILL FIND IT AT**

**KAUFMAN'S FOR MEN, WOMEN AND CHILDREN**

**REMINGTON AND WINCHESTER GUNS AND AMMUNITION, SMITH and WESSON PISTOLS**

**DUXBAK**

- Knit or plain bottom hunting pants
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- Buckaroo hunting shirts
- Ladies' hunting coats
- Trap & skeet vest

**10-X**

- Trap & skeet jackets
- Rifleman's coats and gloves
- Cold weather coats
- Cold weather vests
- Game vests
- Brush hunter pants
- Bush coats

**PECOS BOOTS REDWING BOOTS BUCKKO BOOTS SPORT BOOTS**

**COMPLETE LINE OF HUNTING KNIVES . . . By PUMA, HENCKEL, BOKER**

**YOUR SATISFACTION IS ALWAYS GUARANTEED OR YOUR MONEY BACK**

**ASK FOR YOUR FREE 1967 HUNTER'S CATALOG**

**FREE COFFEE WHILE YOU SHOP**

# Kaufman's

Open a Charge Account at Kaufman's. Free Parking with Purchase of \$2.50 or more!

100 South Flores

CA 7-1453

## Col. Herlick Operates Worldwide Business



**COL. C. J. HERLICK**  
Materiel management chief.

The materiel management directorate, with Col. Conrad J. Herlick as director, operates a worldwide business for the Air Force in carrying out its management responsibility for logistics support of assigned aircraft, engines and commodities.

The reins of materiel management stretch around the globe; therefore, the need for skill, speed and efficiency is never-ending in order for personnel to meet the constant demand of resolving technical problems and getting the right supplies in the right amount at the right time.

The more than 4,000 materiel management personnel manage 15 aircraft, 22 different types of jet, turbo-prop and piston engines plus 282,400 line items.

**MOST IMPORTANT**

Some of the most important aircraft in the Air Force are managed. Included are the B58, B70, F102, F106, F5, T37, T38, OV10, O2A and others. In addition, SAAMA has been assigned management responsibility for the C5A, the world's largest transport aircraft.

Likewise, management of engines is vital to the Air Force mission. These include management and control of 22 different models of engines plus 62,000 line items (primarily accessories). This represents more than 30,000 engines worth about \$4.3 billion and comprises 63 per cent of all Air Force engines which amounts to nearly 68 per cent of the Air Force engine dollar inventory.

SAAMA prime engines include some of the most widely used in the Air Force. Among these are the J60, J67, J75, T34, TF-33, TF-39, R2000, R4360 and others. They power fighter, bomber, transport and cargo aircraft operating in the free world such as the B52, F102, F106, KC135, C5A, C124 and others.

The average engine manager is about 39 years old. All have a varied background of engine experience ranging from 15 to 20 years and many are graduates of the SAAMA apprentice program.

Engine technicians are experts in fuel, ignition and other systems, testing, tooling, test equipment and accident investigation.

they keep their bags packed and are available at all times for worldwide assistance.

Engines and aircraft managers attend to workload programs and schedules which demand daily contact with using commands, specialized repair activities and contractor facilities.

**WORK CLOSELY**

With the closing of Rome, Middletown and Mobile Air Materiel Areas other management workloads came to SAAMA. Among these, SAAMA began to operate its own "navy" when it gained management of a sea-going fleet. Vessels range from 26 to 540 feet in length and perform many varied jobs. They include the 85 foot MR1B missile range clearance and retrieving boat used at such points as Cape Kennedy, Fla., and Vandenberg AFB, Calif. There are also utility boats, dredges,

Just as other technicians that are assigned to the Directorate, derrick barges, pile driver

barges, fuel transfer barges and self-propelled ferries. In addition, there are transportation barges carrying oil, gas, dry cargo and personnel between bases in the United States and from the mainland to installations offshore. Not to be left out are floating dry docks, tankers and transports, plus tracking and cargo ships ranging from 147 to 540 feet for which SAAMA has technical assistance.

**NEW AIRCRAFT**

Management of three important aircraft, the Cessna 337, Northrop T38, and F5 was assigned to SAAMA during 1965. A bit of glamor was added with management responsibility for the Beechcraft VC-6A Presidential aircraft. The T37 and T38 are jet trainer aircraft and are primarily used to train pilots by the Air Training Command.

Designation of the North American OV10 aircraft to SAAMA for management was recently announced. SAAMA will also manage the T76 engine which powers the craft. The OV10 is a tandem two-place, twin engine turbo-prop powered aircraft with rugged short field take-off and landing (STOL) operating capabilities. It will be used to perform forward air control (FAC) missions, light armed reconnaissance and limited close air support. A light transport version may be used for movement of troops or equipment.

Management responsibility for an additional aircraft, the O2A, and its engine, the IO-360, was recently assigned to SAAMA. The O2A is a military version of the Cessna 337 super skymaster. The aircraft features twin engines (one mounted forward and one mounted a aft of the cab-

in). It can land and take off in less than 1,000 feet and has a speed range of 60 to 200 miles per hour. It is to be used for forward air controller missions, observation, and psychological warfare missions.

In June 1965 management responsibility for a wide variety of precision instruments involving about 71,000 line items was moved to SAAMA. The new workload included such items as electrical and electronics properties, measuring and testing instruments, chemical analysis, opticals, geophysical and astronomical, time measuring, scales and balances plus drafting, surveying and mapping instruments. Others are pressure temperature and humidity measurement, controlling instruments, and environmental chambers and related equipment.

## Olmsted Mission Transferred to S. A.

An integral and relatively new part of the Directorate of Materiel Management at Kelly AFB Base is the Aircraft and equipment System Support Management Division. This function came into existence during August 1965 upon phaseout of certain responsibilities from Olmsted Air Force Base, Penn. The mission and responsibilities received from Olmsted were combined with similar operations already located at Kelly AFB resulting in the new Division.

The mission of the Aircraft and Equipment System Support Management responsibilities for the O2, T37, T38, F5, C124, T29, T41, and VC6 aircraft and inventory management functions for airframe items in support of the above systems.

The system support management concept places all responsibility for support of the aircraft on individuals designated as the system support manager for each aircraft.

Although many aircraft programs are administered in this division, the T38 program is by far the largest and most active.

One million flight hours, enough to make 110 round trips to the moon, have been flown by the T38 aircraft since the first aircraft was delivered to

Randolph Air Force Base in March 1961.

There are currently in excess of 800 of these aircraft in the

U.S. Air Force with more to come.

The T38 aircraft was primarily designed to make training avail-

able to students in a supersonic trainer type aircraft before being assigned to fly the current day jet fighter aircraft.

It is known as one of the most maneuverable and compactly designed aircraft of its type.

## Materiel Management's Deputy



**ED H. HILL**

In carrying out his management role, Hill deals with officials from the Department of Defense, Bureau of the Budget, Headquarters USAF, Headquarters Air Force Logistics Command and all major Air Force Commands throughout the world.

In addition to working with staff personnel at SAAMA, Hill keeps in close touch with the key managers in the 12 Materiel Management divisions so that urgent problems and important incidents may receive prompt attention.

During the past 18 months important new management workloads have been assigned to SAAMA from phased out Air Materiel Areas, primarily, Middletown, Pa., Rome, N.Y., and Mobile, Ala.

Hill has exercised his management talent to maintain continuity and smoothness of operation with a minimum of interruption. He personally made a number of trips to the organizations involved to make advanced plans for physical move-

ment. Employees left their desks in Middletown, Pa., on Friday and found them in place at Kelly on Monday.

**ATTENTION PAID**

Hill's attention to the transfer of new workloads to Kelly has paid off. Programs have been absorbed within the organizational frame of materiel management and continue to function with optimum mission accomplishment.

In keeping with his management responsibility, Hill chairs and serves as a member of various SAAMA Boards and Committees. He is the chairman of Kelly's Combined Federal Campaign for 1968, is the vice chairman of the SAAMA Community Affairs Council, and is co-chairman of the Air Materiel Area Configuration Control Board. He also serves as alternate chairman of the Air Materiel Area Safety Task Group.

He serves as a member of the SAAMA Equal Employment Opportunity Committee, the SAAMA Budget Review and Financial Planning Committee, the Kelly Air Force Base Fa-

"You are million work which include structures tot ly 14.5 million floor space, acres of land. Sounds fant this is a res Force Base, this heavy responsibility is for, the base. Walior's pot ized by very very direct positions in have such bro of responsibility such close ability.

**30,000**

At Kelly Air are approxima and military of them from tors rely her engineer for

The base water, power them. He eve wide variety ing humid cold, and con He disposes sees to the ones, and the pair, and a priate of the runway aprons. He partment, cue.

**WA**

The oper tial waste close to B waste each ability as k ings, in washing, sweeping.

The me gled with is also r sophistic and cle

Walior demand and str mainta of base hundr floor) and h

In work trau Aim is h sibi

ab

*Kelly*

Open Charge  
Account at  
Kaufman's. Free  
Parking with  
Purchase of \$2.50  
or more!

100 South Flores

CA 7-1453

a varied background of engine  
experience ranging from 15 to  
20 years and many are gradu-  
ates of the SAAMA apprentice  
program.

Engine technicians are experts  
in fuel, ignition and other sys-  
tems, testing, tooling, test equip-  
ment and accident investigation.

Although many aircraft pro-  
grams are administered in this  
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One million flight hours,  
enough to make 110 round trips  
to the moon, have been flown  
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first aircraft was delivered to

more than \$10 billion dollars.

This vibrating business in-  
cludes the management control  
and support for first line de-  
fense weapons such as the F-  
102, F106, B58, F5, T37, T38,  
OV10 aircraft and more recent-  
ly the huge C5A transport, the  
aircraft of the future.

**39,000 ENGINES**

Also included is management  
of 63 per cent of all jet and 100  
per cent of all reciprocating en-  
gines owned by the Air Force  
which represents about 39,000  
engines valued at \$4 billion dol-  
lars. In addition he is responsi-



**ED H. HILL**  
The only GS-16 at SAAMA.

ble for managing some 25,200  
different commodities.

Materiel Areas, primarily, Mid-  
dletown, Pa., Rome, N.Y., and  
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a number of trips to the organ-  
izations involved to make ad-  
vanced plans for physical move-  
ment of personnel and equip-  
ment to Kelly. His efforts in  
this direction were climaxed  
when, in June, an entire divi-  
sion was moved to Kelly over

community Affairs Council, and is  
co-chairman of the Air Materiel  
Area Configuration Control  
Board. He also serves as alter-  
nate chairman of the Air Ma-  
teriel Area Safety Task Group.

He serves as a member of  
the SAAMA Equal Employment  
Opportunity Committee, the  
SAAMA Budget Review and Fi-  
nancial Planning Committee,  
the Kelly Air Force Base Pa-  
ment to Kelly. His efforts in  
this direction were climaxed  
when, in June, an entire divi-  
sion was moved to Kelly over

In the accom-  
work, the colonel  
thousand people  
sim. Their guida-  
is his most des-  
sibility and his

The effective-  
abilities as a  
parent by the re-  
given to the Kel-



# CONGRATULATES

the Staff and Entire Personnel

Who Have Made Possible the

## Golden Anniversary

of

## KELLY AIR FORCE BASE

AFFILIATES



**AIRMOTIVE ENGINEERING CORPORATION**  
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is a major source for new and overhauled parts in support  
of Pratt & Whitney reciprocating aircraft engines. All repair  
and overhauling is performed to FAA standards.  
FAA Approved Repair Station No. 2090

# Happy Birthday Kelly

Although we're two years younger than you, and quite a bit  
smaller, we feel just as grown up . . . for we too have played  
our part well in contributing to the progress and growth of  
our Industry, our Nation and the rest of the Free World.  
Like you, we always accept the "challenge" to do the job just  
a little bit better than is required of us. This often results in  
our too being the innovators . . . the pioneers that lead the  
way for others to follow.

You're a great "Boss" to work for, Kelly! And we're grateful  
for the demands that you've placed upon us with those last  
two big assignments that you gave us.

When you celebrate your 100th Birthday, Kelly, we'll be there  
too . . . still cooling People, Places, Products and Processes  
everywhere!

Happy Birthday, Kelly! . . . and many, many more.

The Stockholders, Employees  
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THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part II—29

# Col. Walior Is Base Engineer



COL. JOHN T. WALIOR  
The base engineer.

"You are responsible for \$122 million worth of real estate which includes 780 buildings and structures totaling approximately 14.5 million square feet of floor space situated on 4,096 acres of land."

Sounds fantastic doesn't it, yet this is a reality at Kelly Air Force Base. The person with this heavy and demanding responsibility is Col. John T. Walior, the base engineer.

Walior's position is characterized by very broad areas of very direct responsibility. Few positions in any walk of life have such breadth and variety of responsibility while including such close and direct accountability.

### 30,000 ON BASE

At Kelly Air Force Base there are approximately 30,000 civilian and military employees, and all of them from generals to janitors rely heavily on the base engineer for services.

The base engineer provides water, power and gas to all of them. He even provides air in a wide variety of qualities including humid and dry, hot and cold, and compressed or filtered. He disposes of old buildings, sees to the construction of new ones, and the maintenance, repair, and alteration as appropriate of others. He maintains the runways, taxiways, and aprons. He oversees the fire department, including crash rescue.

### WASTE PLANT

The operation of the industrial waste plant, which treats close to two million gallons of waste each day is his responsibility as is the painting of buildings, the pruning of trees, the washing of windows, and the sweeping of floors.

The mental aspects are mingled with the professional for he is also responsible for designing sophisticated test cell facilities and clean rooms.

Walior also has a heavy and demanding responsibility in air and stream pollution control. He maintains over a hundred miles of base streets and well over a hundred acres of warehousing floor space, to say nothing of another hundred acres of office and shop space.

In the accomplishment of his work, the colonel has close to a thousand people working for him. Their guidance and welfare is his most demanding responsibility and his primary concern.

The effectiveness of Walior's abilities as a manager is apparent by the recent commendation

The youngest of nine children, Walior was born in Aberdeen, S.D., in March 1918. He graduated from Central High School in Aberdeen in 1938 where he earned honors in sports by being selected on the all state high school football team as a center. His athletic talents were apparent to scouts at the University of Notre Dame, and he was immediately signed up on an athletic scholarship. With the mounting of world tensions in Europe, Walior and several other football players left Notre Dame to enter pilot training in the Army Air Corps.

### WASHED OUT

The colonel faced real disappointment for the first time in his life as he washed-out of pilot training, nevertheless he returned to his studies, this time at the University of South Carolina and once again on an athletic scholarship.

With the outbreak of war, he left the gridiron and entered the service and completed training as a navigator-bombardier in the Army Air Corps.

The B26 bomber was his next challenge which he accepted and met with distinction. He completed 41 combat missions and

established perhaps one of the oddest records of World War II. Having been appointed staff bombardier, Walior flew 41 combat missions with 41 different pilots and co-pilots.

His talents as a navigator-bombardier did not go unnoticed as he was awarded the Air Medal with seven Oak Leaf Clusters as well as the Army Commendation Medal with one Oak Leaf Cluster, the Air Force Commendation Medal, European Theater Campaign Medal, American Theater Campaign Medal, and the World War II Victory Medal.

After the war, Walior completed his degree requirements at Washburn University, Topeka, Kansas, receiving his BA degree in February of 1948 and subsequently his masters degree in literature from the University of Pittsburgh in June, 1953. Prior to his current assignment as base civil engineer at Kelly, Walior held the same position at Wright-Patterson Air Force Base.

He entered the civil engineering career field in 1962 with his assignment as director of civil engineering programming in headquarters AFLC.

# Deputy Civil Engineer

Dick Beauvais, the deputy civil engineer at Kelly Air Force Base, hopes he will never see any signs on Kelly which say "Yankee Go Home" After many years of wandering in a varied career, he hopes he has found his niche in his present job.



Beauvais

Prior to World War II in his New England home town he worked at a multitude of jobs which included clerk in a grocery store, taxi driver, bench assembler and machine operator in a lock and hardware factory, railroad gandy dancer and several different jobs in a paper mill.

During World War II in December of 1943, he married his childhood sweetheart and went back to work as a back tender in a paper mill.

### OBTAINED DEGREE

Finally after much prodding from his wife, he obtained the

laude with a Bachelor of Science Degree in Civil Engineering in February 1951.

His professional career started in an engineering firm in Boston and he did structural design work for an overhead highway project known as the Boston Central Artery.

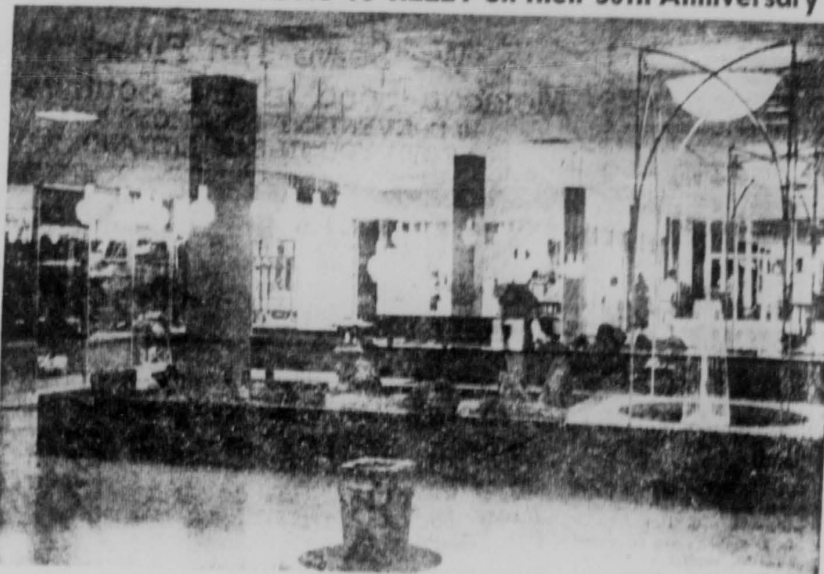
Because of a desire for outdoor work, he took a job as a field engineer with the Massachusetts State Highway Department in the summer of 1951. In April of 1952 he went to work for Metcalf & Eddy at Thule, Greenland, and subsequently he worked for the same firm at a southern base in Greenland. In December 1953 he entered the management office of Metcalf & Eddy in New York City as office engineer.

When the air base building program in Spain started he transferred to the Madrid office where he remained for three years, working throughout the country as an area engineer.

### IN MADRID

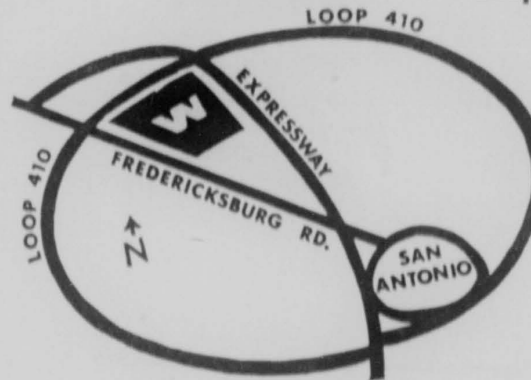
In August of 1957 he started

## CONGRATULATIONS to KELLY on their 50th Anniversary



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- Easy to reach via Fredericksburg Road at Northwest Expressway (IH 10) at Loop 410

LOOP 410 at Interstate Expressway 10

# Wonderland

SHOPPING CITY

in the accomplishment of his work, the colonel has close to a thousand people working for him. Their guidance and welfare is his most demanding responsibility and his primary concern.

The effectiveness of Waller's abilities as a manager is apparent by the recent recognition given to the Kelly Base civil engineering group.

During World War II in December of 1945, he married his childhood sweetheart and went back to work as a back tender in a paper mill.

**OBTAINED DEGREE**  
Finally after much prodding from his wife, he entered the University of Massachusetts in June of 1947 and graduated cum laude.

When the air base building program in Spain started he transferred to the Madrid office where he remained for three years, working throughout the country as an area engineer.

**IN MADRID**  
In August of 1957 he started his Civil Service career with a joint U.S. military group in Madrid. Upon completion of

mittees, in which he actively participates. Mr. and Mrs. Beauvais have four children, the oldest of which was born during mid-year examinations in his sophomore year. His second was born three days after graduation exercises, and two children were born in Spain. The "Yankee" engineer and his family reside at 7811 Robin Hill.

LOOP 410 at Interstate Expressway 10

**WONDERLAND**  
SHOPPING CITY

# KELLY AIR FORCE BASE

## 50 YEARS OF SERVICE TO THE NATION

*We are proud to serve those who serve at Kelly...*

# IBM®

BEST BANKING SERVICE UNDER THE SUN

FROST NATIONAL BANK

SOON TO BE SERVING  
KELLY AIR FORCE BASE

The advertisement features a large, stylized sunburst logo with a central circular emblem containing a floral or geometric pattern. The sunburst is set within a large, light-colored arch that frames the top half of the illustration. Below the arch is a detailed line drawing of the Frost National Bank building, a long, single-story structure with a series of arched windows and a central entrance. The building is flanked by small trees and shrubs. The text 'FROST NATIONAL BANK' is positioned above the building, and 'SOON TO BE SERVING KELLY AIR FORCE BASE' is written in large, bold letters at the bottom of the advertisement.

# SOON TO BE SERVING KELLY AIR FORCE BASE



The Frost National Bank, with great pride and full recognition of our privilege to serve, formally announces a banking facility at Kelly Air Force Base.

This new Frost Bank facility, authorized jointly by the United States Air Force and the United States Treasury Department, will be completed early this fall to more completely serve the military and civilian personnel of this historic military installation.

It is especially heartwarming for the Frost National Bank to extend their congratulations to Kelly Air Force Base on their 50th Anniversary. Fifty historic years of progress — progress that the Frost Bank has observed with admiration. Along with our entire community, we are conscious of the fledging pilots of yesterday who shall forever be the

aviation heroes of history. We express our admiration for the men of vision who have so quickly moved military aviation from the perilous and adventuresome days of the JN-4B's to the sleek majestic beauty and power of the F-5's and the B-58's. We are keenly aware of the total San Antonio Air Materiel Command which keeps the whole world at their logistic fingertips. We are all proud of the 30,000 men and women who serve this vast facility and contribute so widely to every aspect of our community life.

We of San Antonio owe much to Kelly Air Force Base — the Frost Bank joins all San Antonians and our nation in proudly saluting Kelly's gigantic strides of progress and achievement. Congratulations on an ever increasingly well done job!

■ NEW ACCOUNTS ■ CHECK CASHING ■ SAVINGS

■ REGULAR CHECKING ACCOUNTS ■ SPECIAL CHECKING ACCOUNTS

■ CASHIERS CHECKS ■ MONEY ORDERS & TRAVELERS CHECKS

■ BANK DRAFTS, STAMPS & SAVINGS BONDS

■ COLLECTION SERVICE ON DRAFTS AND CHECKS ■ CURRENCY EXCHANGE

# FROST NATIONAL BANK

MAIN and COMMERCE □ SAN ANTONIO □ Member F. D. I. C.



We cordially invite you to make full use of this soon to be completed Frost Banking facility...

...Look to the Leader for the Best Banking Service Under The Sun.

## Five Branches

# Nerve Center of Maintenance Directorate Is Kelly Shops

The nerve center of the directorate of maintenance at Kelly AFB which is divided into five divisions, is the shops division headed by Allan W. McCoig. The shops division, in turn is divided into five branches, each with its respective sections and units.

These five shop branches are composed of the aircraft repair branch, the manufacture and repair branch, the accessories branch, the engine repair branch, and the electronics and armament repair branch.

Because of the diversification of skills, it has been said that the skilled technicians in this huge maintenance complex, can draw an aircraft on a drawing board, and follow it through to its completion and fly it away.

#### OLDER BRANCH

One of the oldest branches within the shops division, and the directorate of maintenance itself, is the aircraft repair branch. This branch, headed by L. E. Tucker, has grown from a meager handful of employees who supported the flying "Jennies" of the '20s to its present assignment of 2,400 employees.

The branch is composed of five sections which include aircraft repair, electrical, aircraft and engine reclamation, aircraft flight preparation and aircraft support.

Aircraft modified and repaired in the aircraft repair section are turned over to the flight preparation section where they are given extensive flight functional and ground operation checks before being flight tested.

The support section provides towing, cleaning, ground support equipment, and tire changing services for the branch. This section also provides paint support of master schedule items and "quick engine change" buildup for base assigned aircraft and the 19th Logistic Support Squadron.

#### RECLAIM PARTS

The aircraft and engine reclamation section reclaims usable parts from condemned and obsolete aircraft, engine and accessories. Usable parts reclaimed are returned to stock, and scrap metal is sent to disposal to be sold. The value alone of precious metals reclaimed by this section exceeds one million dollars annually.

within this bustling organization. Lathes, grinders, mills, automatic screw machines, borematics and air tracers are a part of the equipment that provides new machined parts and reworked metal parts.

#### PRECISION TOOLS

Many precision tool and die machines provide the necessary tools and jigs required by the skilled mechanics throughout SAAMA. All types of welding, heat treating and foundry work is performed in support of aircraft work.

Precision tools and test equipment used by skilled mechanics and technicians provide maintenance and repair for landing gear struts, wheels, brakes and aircraft parts.

Engine and aircraft parts are returned to new dimensions as they are processed through the plating shops where 16 different plishes.

Also included are the repair and manufacture of radomes, fiber, wood and plastic parts and plastic tooling.

The mission of the accessories repair branch directed by Ira L. Burkett, is to repair, modify, test and calibrate such items as electrical system component hydraulic and pneumatic accessories, bearings, hydrostatic systems component, parachute, fabric items, rubber materials and engine accessories. It also installs and performs operational checks on instruments system components, and egress systems and participates in pre-production planning.

This branch is composed of four sections including electronics, engine accessories overhaul, accessories repair and electrical repair. The sections in turn, are divided into 11 units with an authorized strength of 1,700 employees.

#### RADIO COMPONENTS

The mission of the electronics and armament repair branch headed by E. C. Lusk, is to overhaul and modify airborne components of radio communications, radio navigational aids, radar navigational aids, electronic counter-measures systems, and airborne electronic auxiliary equipment, such as vices.

This branch, with a work force of 1,350 employees is also responsible for the installation of bomb navigational, fire control, and electronic counter-measures



Electronics personnel maintain, modify and overhaul complicated and intricate airborne radio and radar systems.

**Started in 1939**

## McCoig Chief of Shops





able parts from condemned and obsolete aircraft, engine and accessories. Usable parts reclaimed are returned to stock and scrap metal is sent to disposal to be sold. The value alone of precious metals reclaimed by this section exceeds one million dollars annually.

The aircraft repair branch also provides technicians for emergency support of all area bases within the geographical limits of SAAMA, and also to numerous overseas bases to provide technical support for the various commands upon request.

The manufacture and repair branch, under the direction of Lester R. Collins, provides the support to assure SAAMA's capability to accomplish top quality maintenance of the B52 aircraft, and the T36 and T34 gas turbine engines, and numerous other items on the master repair schedule. This branch also provides local base support, and support within the geographical area of SAAMA.

A total of 5,676 machines and equipment with an inventory value of \$724,198.84 are used

for navigation aids, electronic counter-measures systems, and airborne electronic auxiliary equipment, such as radars.

This branch, with a work force of 1,350 employees is also responsible for the installation of bomb navigational, fire control, and electronic countermeasures equipment in aircraft.

The engine repair branch, directed by J. R. Pearce, repairs, modifies and maintains aircraft engines. It also is responsible for maintaining engines in storage, participation in pre-production planning, and performs certification of serviceable engines, and other associated components.

The engine overhaul complex where the T34 and T36 gas turbine engines are overhauled, is the only one of its type in the Air Force.

Because personnel in the shops division actively participate in the incentive awards program by devising tools, equipment, and time saving methods of doing a job, the aircraft production records established one day, are often broken the next.

## Started in 1939

# McCoig Chief of Shops



ALLEN W. McCOIG  
Chief of the shops.

Allen W. McCoig, chief of the Shops Division in the Directorate of Maintenance at Kelly AFB, began his civil service career in September 1939, as an apprentice aircraft engine mechanic.

In 1942, he was instrumental in developing the curriculum for a special training program for student trainees in the Maintenance shops, and the establishment of the aircraft production control system.

Shortly thereafter, McCoig was sent to England where he served in a key civilian position, until he returned to the states to enlist in the Navy, where he served as a naval aviation electrician instructor during World War II.

### PERSONNEL OFFICE

Resuming his civil service career in March 1946, in the Engine Repair Branch in the Directorate of Maintenance he later transferred to the Classification Branch of the Civilian Personnel Office where he assumed duties as a classification analyst.

In 1949, he returned to the Directorate of Maintenance as an engineering aide and later served as administrative assistant to the Shops Division chief. He then held the positions of aircraft engine overhaul superintendent, aircraft shops superintendent, mechanical shops superintendent and in 1962 was promoted to his present position.

The Shops Division of which he is chief, is one of five divisions into which the Directorate of Maintenance is organized. McCoig is responsible for the management and direction of the five shop branches within the Shops Division.

With more than 8,000 employees assigned, these branches are involved in the repair, modifica-

tion and maintenance of aircraft, aircraft engines, electronic equipment and accessories. Manufacturing is also included.

With the other divisions serving as supporting organizations, the Shops Division is responsible for the direct production of the end products.

Management of this huge complex, involves a multitude and complexity of business transactions not found in many of the largest industrial organizations of its type in the world.

### JEFF GRADUATE

Born on Sept. 16, 1919, in San Antonio, McCoig, who was graduated from Thomas Jefferson High School, and received his executive training at the University of Houston has twice been presented the Federal Meritorious Service Award for outstanding leadership, managerial ability and devotion to government service.

Active in civic affairs, he has served on the board of directors, and as president of the Kelly Management Club, and was active in the Apprentice Program at Kelly. A member of the Parent-Teacher Association, he has also participated in the Boy Scout Program for a period of eight years.

A participant in Pony and Colt League Baseball, he was a coach-manager in the YMCA League and is presently a player-agent.

An active public speaker, McCoig frequently delivers addresses at special base functions, and before groups of new employees, or management training classes at the request of the Civilian Personnel Office. He is also Maintenance Monitor of the Zero Defect Program.

## She Holds Record For Years of Service

Mrs. Ruth Evelyn Burnett, administrative coordinator for foreign training in the military personnel division, holds the record for the most years of service in that division.

Mrs. Burnett, a native of Ahilene, Texas, entered Civil Service on October 21, 1941, coming to Kelly in 1957.

Her first assignment at Kelly was in the education and testing branch of the military personnel division.

In June 1960 she assumed her present position — also in military personnel division — working with foreign nationals who come to Kelly for military training.

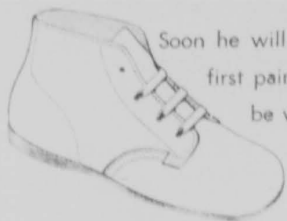
To say that Mrs. Burnett is a Jill of all trades in her present job is a gross understatement.

As the administrative coordinator for this training, there are a myriad of details requiring the utmost in diplomacy and advance planning, coordinating, and sifting.

She is generally the first and last Kelly official to have direct contact with the foreign students.

"That she is a wonderful "good will ambassador" is best evidenced by the words of the students themselves.

When they are asked to comment on the training they received, the assistance afforded them, they invariably single out Mrs. Burnett as a person who repeatedly went out of her way to assure that their every need was attended to.



Soon he will be needing his first pair of shoes. We'll be waiting with our years of experience

the SHOE BOX

5304 Broadway

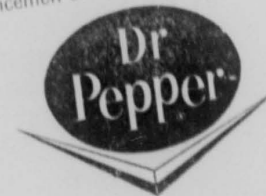
224 Wonderland Center

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KELLY AIR FORCE BASE  
ON YOUR GOLDEN  
ANNIVERSARY!**

Distinctively Different Dr Pepper has grown right along with Kelly and is proud to be known as one of the leading soft drinks with servicemen everywhere.



Dr Pepper Company, Dallas, Texas, 1967

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**Mrs. Lynch  
Puts Talents to Work**

Mrs. Joyce Lynch, Materiel Management employe, is an extremely talented writer of verse and prose. She also has a talent for devising humorous sketches or illustrations. She has put this combination to good use with telling effect in the SAAMA Zero Defects program.

This is a program at Kelly AFB which puts emphasis on error free work by employes.

Automatic data processing equipment (ADPE) worksheets are products which are put into the computers. The error rate for the ADPE worksheets in the Aerospace Ground Equipment division in the latter part of 1965 was 34.4 per cent.

As the ADPE monitor for the division, Mrs. Lynch put her talents to work and came up with informal memos which contain detailed instructions for processing the various ADPE products.

Her instructions are written in a humorous and witty manner and contain hand drawn sketches and illustrations. These are eagerly awaited by the inventory managers (even the branch chiefs read them) who read and absorb every word.

In addition, she has prepared sample worksheets for every situation.

The impact of her efforts to bring attention to reduce the error



MRS. JOYCE LYNCH uses her talents to make humorous sketches to plug Zero Defects program.

rate has been outstanding. In fact the error rate is the lowest since the Zero Defects program started. It has dropped from an average 34.4 per cent to 1 per cent.

**From Mobile  
Chapmans Chose Kelly**

Alice and Daniel Chapman, materiel management employes, have a twofold purpose in life: Their jobs and their children.

The Chapmans came to Kelly and San Antonio five and a half years ago when SAAMA received management responsibility of 71,000 items of aerospace ground equipment from Mobile, Ala.

They now call San Antonio home and claim they are converted Texans.

The two were impressed with Kelly's sponsor program when they first came to San Antonio. Since then they have actively participated in the program and have helped six families move to San Antonio and get settled



Chapman Mrs. Chapman

stands and support equipment which are used to check out hydraulic systems on aircraft and their components. Prices on these stands range from \$10,000 to \$55,000 each.

modifications made to 33 excess stands so they could be used. This prevented the Air Force from buying new stands.

Mrs. Chapman was honored for processing 2,400 endorsements and 2,640 provisioning documents without making an error or missing a deadline.

The Chapmans are members of the PTA at the Otto Pfeiffer and Sam Houston Schools. They attend St. Philip's Episcopal Church.

Chapman works with the Boy Scouts and serves as a committeeman of Troop 362. He also serves as fourth vice president of the National Federation of Federal Employes Union.

Activity in the Chapman home centers around the varied in-

*Best Wishes To*  
**KELLY A.F.B.**  
*On Its*  
**Golden Anniversary**

WE TAKE PRIDE  
IN SALUTING YOU  
FOR THE OUTSTANDING  
ACHIEVEMENTS YOU'VE  
RENDERED TO AMERICA  
AND THE COMMUNITY.



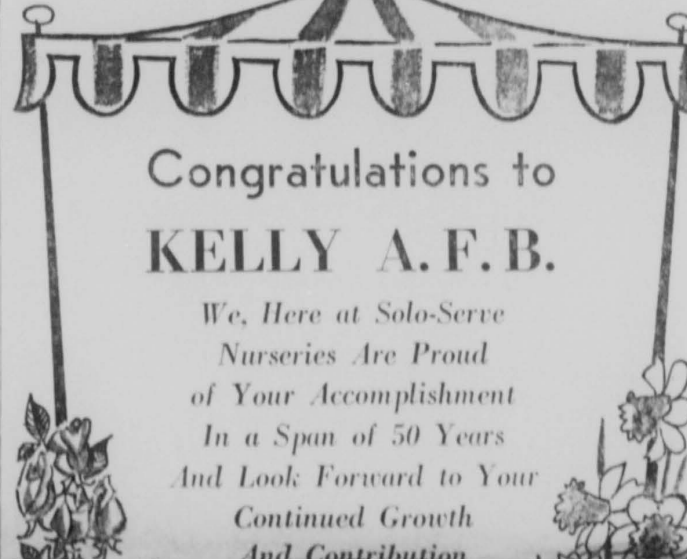
209 Alamo Plaza

Serving San Antonio for Over 60 Years



**Congratulations to  
KELLY A. F. B.**

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Nurseries Are Proud  
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In a Span of 50 Years  
And Look Forward to Your  
Continued Growth  
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Your Money Back If You're Not Satisfied

The two were impressed with Kelly's sponsor program when they first came to San Antonio. Since then they have actively participated in the program and have helped six families move to San Antonio and get settled in their jobs at Kelly.

Under the sponsor program, a Kellyite volunteers to help those people from other bases who are seeking employment at Kelly to get settled in San Antonio. The program was set up to assist people coming to work at Kelly primarily from phased-out bases.

On the job, Daniel is an inventory manager. In this capacity he manages hydraulic test stands and support equipment which are used to check out hydraulic systems on aircraft and their components. Prices on these stands range from \$10,000 to \$35,000 each.

**HER DUTIES**

Mrs. Chapman, an inventory control analyst, serves as the division monitor for provisioning documents. She also monitors high priority requisitions for the division.

The Chapmans have each been selected as "MR." and "MRS." AGE in recognition of outstanding work in their division. Chapman was cited for taking the necessary steps to have minor

Chapman works with the Boy Scouts and serves as a committeeman of Troop 362. He also serves as fourth vice president of the National Federation of Federal Employees Union.

Activity in the Chapman home centers around the varied interests of the six children: Gerald, Carita, Brenda, Freddie, Karen and Daniel.

**THEIR STUDIES**

Gerald is majoring in chemistry and will graduate from Alabama State College this year. Carita attends San Antonio College with a major in biology.

Brenda will graduate from Sam Houston High School and has focused her attention on designing and fashion merchandise.

Freddie wants to be a baseball player, Kare plans to be a musician and, not to be left out, young Daniel leans toward sports and is a member of the community Little League baseball club.

The Chapmans say their weekends are a "continuous run" keeping up with the interests of their children.

The Chapmans live at 3323 Willow Wood.

*In a Span of 50 Years  
And Look Forward to Your  
Continued Growth  
And Contribution  
To the Future.  
We Salute You  
And the Personnel  
Who Have Made  
This Possible.*



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**Kelly Air Force Base**  
On Their  
**50th Anniversary**

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## Hutcheson Meats

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THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

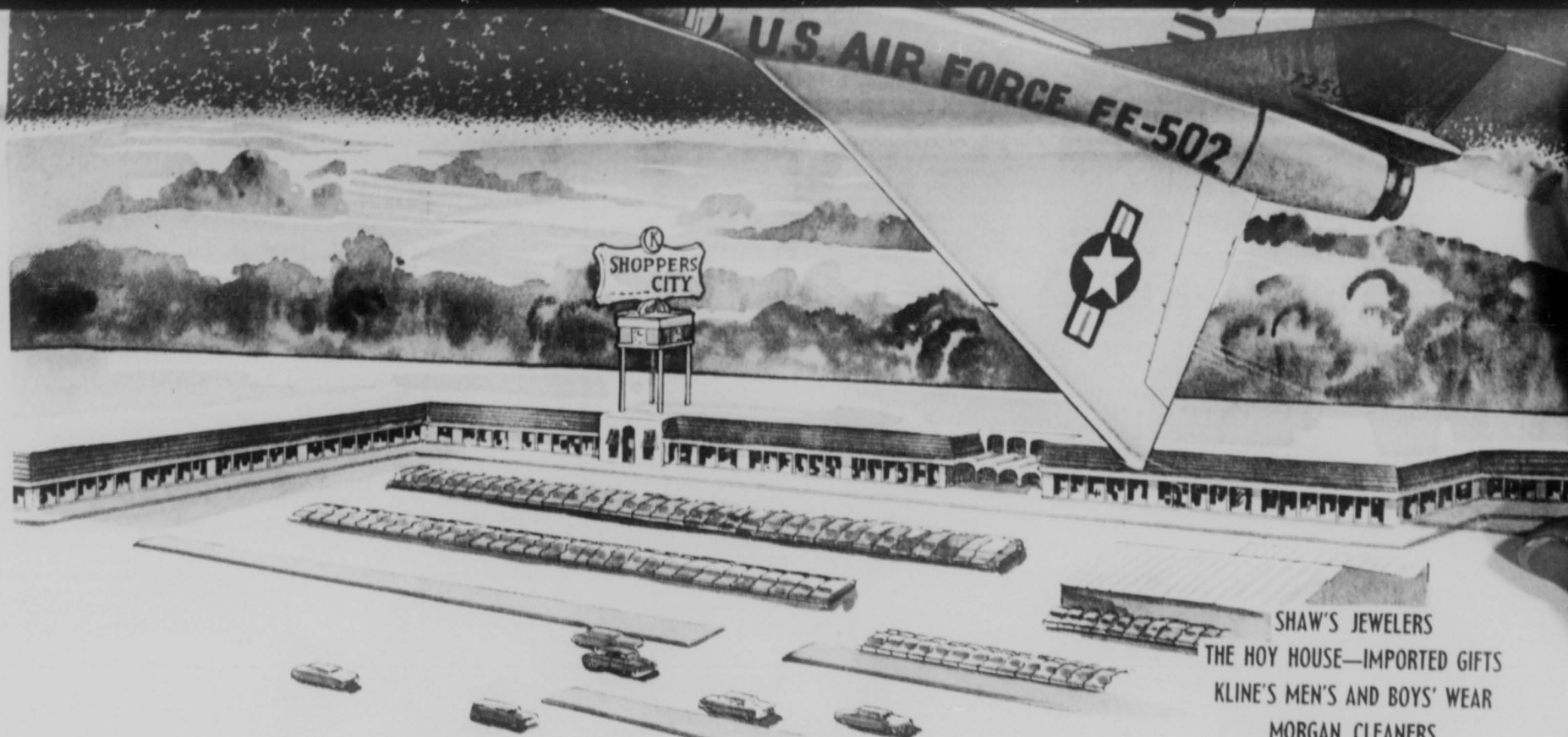
Kelly Special—Part II— 33

**Happy Birthday Kelly Air Force Base**

on this your **50th GOLDEN YEAR**

# **SHOPPERS CITY MALL**

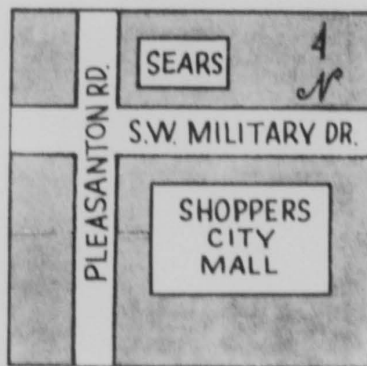




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- SHOPPER'S CITY BEAUTY SHOP

# Industrial Engineering Division Provides Manpower Planning

One of the five divisions in the Directorate of Maintenance at Kelly AFB, is the Industrial Engineering Division, which provides industrial and plant engineering services throughout the directorate.

Headed by J. W. Collins, its prime responsibility is to develop ways and means to improve the utilization of manpower, materials, and equipment in order to achieve the desired result in the best possible manner.

Personnel in this division are constantly reviewing and refining work methods in order to reduce costs. Their studies entail recommendations for improvements in shop equipment utilization, production processes and operations and better utilization of manpower.

One of the functions performed and most commonly identified to this division is the establishment and maintenance of labor standards. Labor standards have been established in the direct work and overhead areas throughout the directorate.

In fact, this division can be listed in the annuals of industrial engineering as one of the pioneers in establishing labor standards in the overhead or office areas.

Labor standards are established and refined as necessary by using the recognized techniques of time study, method-time measurement, standard data, engineered work sampling and engineered estimates.

Another function is to provide plant layout for the directorate. This service takes into consideration all aspects of the layout of the shop or office, including the conservation of time and working convenience of all personnel.

This requires the preparation of detailed drawings of the proposed layout, coordination of the operating officials concerned, and monitoring of the changes to be made. Of prime importance, is the assistance given to the operating officials in evaluating and increasing the efficiency of his work area.

Another responsibility of wide magnitude and scope lies in the area of systems design. The Daily Automatic Rescheduling Techniques (DART), was first conceived, developed, and inaugurated at Kelly AFB.

**COMMERCIAL AIRLINES**  
The successful operation of DART, with the increased efficiency and savings at Kelly, was instrumental in having it



ENGINEERS at Kelly AFB, who teach evening courses at San Antonio colleges, get together to exchange ideas. Left to right are Dean Walker, Capt. Charles Adams, Ben Williams, Joe Gregory, Capt. John Bates, Jim Hastings and Capt. Lou Cohen. They are with the Service Engineering Division.

installed at other bases. In addition, several of the largest commercial airlines have shown a keen interest in DART. Due to its success, Kelly has been assigned the task of developing a similar system applicable to aircraft jet engines by Headquarters, Air Force Logistics Command.

The division also has the responsibility of maintaining adequate facilities to accomplish present workloads. Coupled with this responsibility is the never ending task of modernization, and preparation for future needs.

It is the task of plant services personnel to install and keep in good operating condition, day and night, all of the machines and equipment in the Directorate of Maintenance. This also includes providing work tools to the thousands of maintenance technicians involved in a wide variety of skills.

The staff of the Industrial Engineering Division includes industrial, electronic, mechanical, and aeronautical engineers. Many of these engineers found their first professional employment at Kelly, and have enjoyed a challenging and re-

warding career. That the Industrial Engineering Division is admirably ac-

complishing its mission is at of their personnel to study the material areas have sent some at Kelly.

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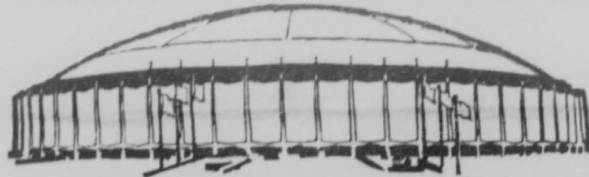
## Kelly Air Force Base

# Mi Z

The 1967 Squadron... 24, 1962... 1707... under the Command, Military A (MATS) on Jan. 8, 1967... known as 10th Squadron... the Military (MAC). The Feb. 18, 1967... Zweig, as a squadron... Although... squadron... experience for most of the staff position... MAC at Soc AFB, and... Air Force, formia... Being via Alamo City... finished... year-old... on July 7, 1967... the military commission... at Brooks... NO... This assist... to an abros... brooding in 1944, his all... and he had... pired plane... Evading... successfully... hands and... the United... came a p... member, the... home of the school... Zweig's...

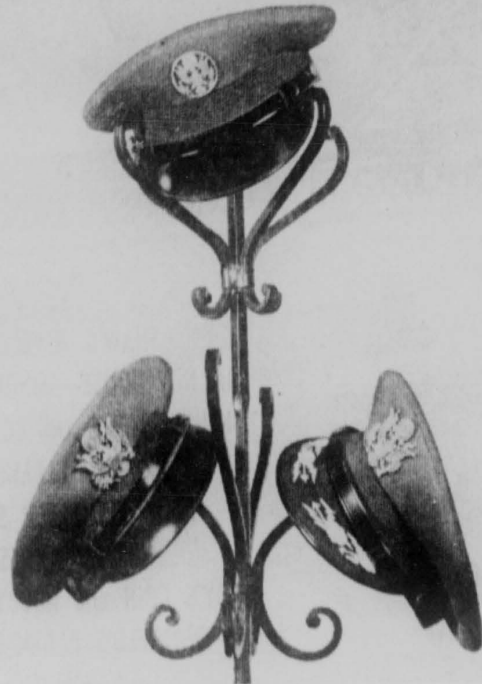
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# THE GUNTER

*Center of Everything*

## Formal Labor Policy Started With Kennedy

SAAMA's present formal labor relations program came into being on Jan. 17, 1962, with the issuance by President Kennedy of Executive Order 10988, Employee-Management Cooperation in the Federal Service. However, at Kelly, Unions

have been active since the founding of the base. Camp Kelly was activated in March 1917. A National Federation of Federal Employees was chartered to operate in the San Antonio area in September of the same year.

Next came the International Association of Machinists in 1937, then the American Federation of Government Employees in 1954, and the National Association of Letter Carriers in 1961. Two newcomers, since the issuance of the Executive Order, are the International Association of Fire Fighters and the San Antonio Metal Traders Council.

### ONLY POLICY

Prior to issuance of Executive Order 10988, the only policy regarding union regulations was contained in the Lloyd LaFollette Act of 1912. This act established the right of postal employees to petition Congress about working conditions and to affiliate with national labor unions which did not assert or advocate the overthrow of the government.

By extension of the act, it had become the common law of the service that any federal employe had the right to join or not to join a union.

Kelly's relationships with unions prior to the issuance of the order were most informal. They were a liberal extension of the practice of communication with employes.

Cooperation efforts toward good ends were encouraged, but there was no law or directive requiring such relationships.

The main effect of the issuance of the Order was to formalize union-management relationships.

### ONLY 8 PER CENT

When the order was issued in 1962, approximately 8 per cent of the civilian employes on the base were union members. At present, approximately 23 per cent of the civilian employes are union members. This has resulted from sustained recruiting activity on the part of the unions. This increase is typical of the overall average of membership increase within AFLE.

Five unions have been granted informal recognition. Four unions have been granted formal recognition in less than base-wide units.

Grants of exclusive recognition have been made to unions in police, fire fighter, base restaurant and military food service units.

Review of these facts indicates significant steps have been taken toward the cooperative productive relationships required by Executive Order 10988.

TO  
**Kelly Air Force Base**

On Your

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From

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Classified Want Ads—CA 6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part II—35

# Military Airlift Command Zweig Commands 19th MAS

The 19th Military Airlift Squadron (Special) was established at Kelly AFB, on Sept. 24, 1952. Originally named the 19th Logistic Support Squadron under the Air Force Logistics Command, the unit entered the Military Air Transport Service (MATS) on July 1, 1963. On Jan. 8, 1966 the outfit became known as the 19th Military Airlift Squadron (Special), under the Military Airlift Command (MAC). The following month, on Feb. 18, 1966, Col. Louis E. Zweig, assumed command of the squadron.

Although commanding a squadron is not a new experience for Zweig, he has spent most of the past 10 years in staff positions in Headquarters, MAC at Scott AFB, and Andrews AFB, and at Headquarters, 22nd Air Force, Travis AFB, California.

Being stationed again in the Alamo City brought back many cherished memories for the 49-year-old colonel. It was there, on July 7, 1942, that he entered the military service and was commissioned on August 31, 1942 at Brooks AFB.

### BOMB GROUP

This assignment was brought to an abrupt halt, when, on a bombing mission on July 11, 1944, his aircraft was shot down and he bailed out of the crippled plane over Pas De Calais.

Evading the enemy, Zweig successfully returned to friendly hands and was soon returned to the United States where he became a pilot instructor in December, 1944, at Hondo AFB, home of the navigator training school.

Zweig's decorations include



SANTA CLAUS rides atop giant C124 } Force Base for the annual Christmas  
Globemaster on arrival at Kelly Air } party for area orphans.

the Air Medal with two oak leaf clusters, the European, African, Middle East Campaign Medal, WWII Victory Medal, National Defense Service Medal, Good Conduct Medal, Air Force Commendation Medal, and the Air Force Longevity Service Award with one silver oak leaf cluster.

Under MAC the mission of the squadron was expanded, "to provide worldwide airlift in direct support of special weapons and provide airlift for additional cargo as directed." Complementing the global flying

requirements of MAC, the 19th has supported accelerated airlift requirements to Southeast Asia as a flying outfit and by establishing the following at Kelly: An airlift command post, a traffic section, a transient maintenance section and a fleet service unit.

### MANY AWARDS

As a measure of the professionalism of the 19th, the squadron has received numerous commendations. The Air Force outstanding unit award was presented in 1963 for participation in the "Cuban crisis." Another honor was being named an "Exceptional Unit" in the May, 1964, issue of the

MATS FLYER. On Jan. 11, 1964, the 19th, as part of the 62nd Military Airlift Wing at McChord AFB, Wash., was again awarded the Air Force outstanding unit award.

On Jan. 15, 1967, the 19th marked 10 consecutive years of accident-free flying. A total of 160,609 hours was logged in the squadron's C124 Globemaster aircraft since Jan. 15, 1957.

Being based on Kelly since its inception has enabled the 19th to establish a pleasant relationship with the San Antonio community. Outstanding among the squadron's local activities is its annual Christmas party for area orphans.

## Swap Jobs? Not This Kelly Worker

"I wouldn't trade jobs with anyone," commented Guadalupe B. Rodriguez, engine technician in the materiel management jet engine item management division. "I think I have one of the most challenging and rewarding jobs in the whole



After an exhausting amount of research and coordination with all concerned, he then makes specific recommendations for correction. He carries his job one step further by taking action to resolve the problem. His work has taken him to all parts of the free world, and his bag stays packed, ready to go. Rodriguez averages at least 12 trips a year, and sometimes more. He has been to 50 differ-

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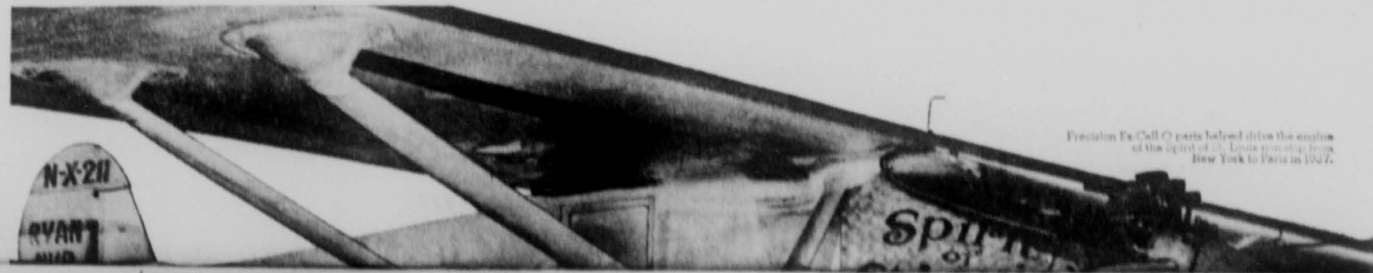
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Frederick Ex. Coll. C. exits behind drive the engine of the Spirit of St. Louis from stop from New York to Paris in 1927.



management division. "I think I have one of the most challenging and rewarding jobs in the whole Air Force."



Rodriguez

Rodriguez is an expert in jet engines, especially the J57 series. Through self-determination and hard work he has earned every step of the way, his reputation throughout the Air Force as a "man of action."

As an equipment specialist, he is responsible for technical management of the J57-21, -23, -13, and -55 jet turbine engines. All of these engines are used on Air Force aircraft which makes Rodriguez's job a demanding one.

Many technical problems concerning his engines keep cropping up, but they do not unnervise Rodriguez. He gathers the facts, isolates the cause and gets to the bottom of each problem.

job one step further by taking action to resolve the problem. His work has taken him to all parts of the free world, and his bag stays packed, ready to go. Rodriguez averages at least 12 trips a year, and sometimes more. He has been to 50 different Air Force bases throughout the world.

Rodriguez started in the engine business from scratch. After a 600-hour mechanic learner course back in 1942, Rodriguez went to work in maintenance shops. His boss told him, "Now you are on your own. You'll either sink or swim."

Rodriguez knew that opportunity had knocked at his door, and he was determined to swim. He learned everything he could about engines and, as time passed, he kept up with the jet age.

He came up through the ranks, a junior engine assembler and later a journeyman rating. He spent some time in flight test working on engines for C-124 and B-52 aircraft.



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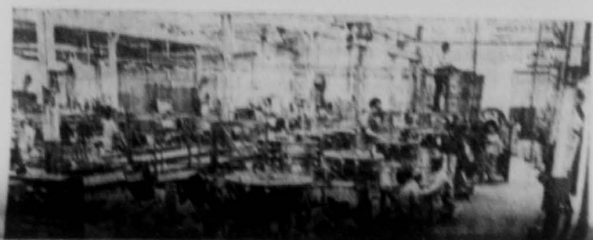
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Crest symbol of Air Force Security. The quarters represent the posture, electronics of today, communications, element of the protection and provided. "Freedom lance" is the m

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MAJ. GEN. D. Force Security

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tion and appreciates the part Kelly has played in the growth and prosperity of San Antonio. The Business and Civic leaders listed below pledge their combined support and cooperation.

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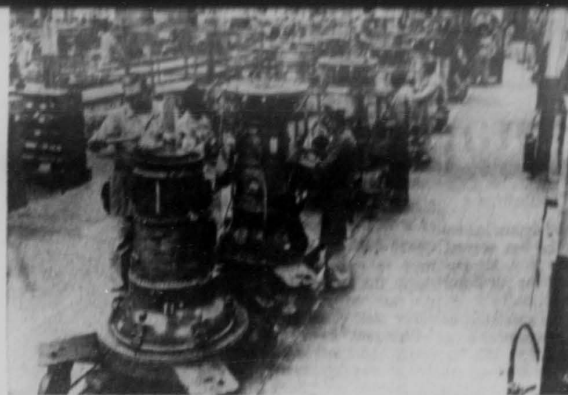
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# Security Service Protects U.S. Secrets Around the World



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Violations in communications practices by any Air Force organization are immediately reported to the originator by USAFSS analysts with recommendation for preventing further exploitation by unauthorized agents or agencies. Today's aerospace communications is the highly specialized and vital reins of command for the Air Force, and the surveillance and evaluation of modern communications is an advanced art. Security Service's communications technicians must be highly skilled smooth-working teams.

Since personnel engaged in this business must use the most modern equipment and advanced techniques available, special skills and level of skills have been developed by the Air Training Command specifically for USAFSS. At the 6940th Security Wing, Goodfellow AFB, San Angelo, advanced courses are offered in communications security techniques and problems to provide the critical training necessary to back-up technicians in the field.

Kelly where the command structure was stabilized.

In late December 1949, the Chief of Staff, USAF, approved the original concept of operations for Security Service which envisioned a tactical-type mission performed by 10 mobile organizations. Before the concept could be translated into programs, circumstances altered Security Service's objectives. Basic concepts were constantly modified to accommodate advancements in technology and air power and the increased emphasis on communications is an integral part of the Air Force.

From 1951 through 1957 the Security Service's posture changed considerably. This period was an era of rapid expansion, relocation and consolidation of Security Service facilities. Before the end of its first decade, Security Service reached a worldwide major command status. Beginning with three squadrons and one detachment inherited from the Army in 1949, the Security Service had 10 units by 1950, more than 50 in early 1958, topped 60 in 1960 and has passed the 80 mark currently.



MAJOR SUBORDINATE units of Air Force Security Service circle the globe. The command has 80 detachments throughout free world.

## Gen. Coira Heads AF Security



MAJ. GEN. LOUIS E. COIRA commands the Air Force Security Service headquartered at Kelly AFB.

Maj. Gen. Louis E. Coira commands the Air Force Security Service headquartered at Kelly AFB.

A 1938 West Point graduate, Coira's first assignment was to the Air Corps Flying Schools at Randolph and Kelly Fields. He received his pilot wings in October 1939 and was retained at Kelly as an instructor until 1941. He is rated a command pilot.

**WORLD WAR II**  
The outbreak of World War II found him in the Panama Canal Zone and in January he commanded the 25th Bombardment Squadron when it established operations in Ecuador. He commanded the 6th Bomb Group, returned to the U.S. in mid-1942 with the 40th Bomb group, re-equipped with the new B29 aircraft; and left for India as Deputy Commander of the 40th Bomb Group, first B29 outfit overseas during the war. Later he became a Planning Staff Officer, XX Bomber Command Headquarters.

He returned to Randolph in August 1950 to participate in establishing the B-29 Combat Crew School; and when B47s were introduced into Air Force inventories, went to Wichita, Kan., to start a similar school for SAC B47 crews.

From 1955 to 1958 he was stationed at Elmendorf AFB as

commander of the 5039th Air Base Wing; later as commander, 10th Air Division (Det), and as deputy chief of staff, operations, Alaskan Air Command.

**PENTAGON DUTY**  
Pentagon assignments include the manpower and organization directorate, deputy chief of staff, operations, in June 1958, and in 1959 the office of the assistant secretary of defense (Manpower, Personnel and Reserve).

In September, 1962, the general returned to Kelly as deputy commander of Security Service and in October 1965 became commander.

A graduate of the Air Command and Staff School (1947) and the National War College (1955), he earned the master of arts degree at George Washington University, Washington, D.C. in 1962.

Among his decorations are the Legion of Merit and Air Medal, both with one Oak Leaf cluster; and the Air Force Commendation Medal, with one oak leaf cluster.

## Gen. Stanleton Deputy

# Zale's Salutes Kelly



**YOUR FARMER'S AGENT IS A SPECIALIST IN PROVIDING**

**• AUTO • TRUCK • LIFE • FIRE INSURANCE**

**Congratulations and Best Wishes To KELLY A.F.B. On Their 50th Anniversary**

<ul style="list-style-type: none"> <li>• GEORGE MARSHALL</li> <li>• JOHN J. POWERS, JR.</li> <li>• HAROLD N. SOUDER</li> </ul> <p>503 So. Main CA2-9426</p>	<ul style="list-style-type: none"> <li>• WILLIAM DOSS</li> <li>• E. W. PARRIS</li> <li>• DICK WARREN</li> </ul> <p>666-J S.W. Military Dr. (Shoppers City) WA4-6555</p>	<ul style="list-style-type: none"> <li>• A. F. (Tony) Rodriguez</li> <li>2203 S. Hackberry LE3-7174</li> <li>• Lee Cunningham</li> <li>3311 Fredericksburg Rd. PE4-4234</li> </ul>
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**K. M. MACK DIST. MGR. 503 South Main—CA2-9476**

MAJ. GEN. LOUIS E. COIRA commands the Air Force Security Service headquartered at Kelly AFB.

# Gen. Stapleton Deputy

Brig. Gen. Carl W. Stapleton is vice commander of the Air Force Security Service.

A 1942 West Point graduate, he completed advanced pilot training at Roswell Air Field, N.M., received his wings in November 1942 and is rated a command pilot.

During World War II he saw tours of aerial combat duty from November 1943 to July 1944 and August 1944 to May 1945—first with the 8th Air Force in Europe, as operations officer, 385th Fighter Squadron (P38s and P51s), 364th Fighter Group, Homington, England. After a mid-1944 return to the U.S., he commanded the unit. General Stapleton flew 113 combat missions over Normandy, North France, the Ardennes, Rhineland and Central Europe.

Career highlights include assignments as U.S. Air Attache, Bangkok, Thailand; Chief, Air Attache Branch, Directorate of Collection and Dissemination, ACS Intelligence, Hq USAF,



**BRIG. GEN. STAPLETON**  
Vice commander.

Washington D.C.; and Assistant Chief of Staff for Intelligence (J2), U.S. Taiwan Defense

Command, Taipei, Taiwan (PACAF). In July 1961 he was first assigned to Security Service as commander, 6940th Technical Training Wing, Goodfellow AFB, Tex. In July 1963, he became deputy commander, Pacific Security Region, Hawaii; and in August 1964 became region commander. He moved from Hawaii to Security Service headquarters in June 1966 to become vice commander.

Among the general's decorations are the Legion of Merit, Distinguished Flying Cross with one oak leaf cluster, the Air Medal with eight oak leaf clusters, the Order of the Crown of Thailand and honorary pilot wings from the Royal Thai and Chinese air forces.

Stapleton earned the master's degree in business administration from Columbia University, N.Y. (1948); and completed 30-semester hours at American University in public administration (1961).

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## Zale's Salutes Kelly on their 50th Anniversary



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Compare Zale's Quality. If you can find a better diamond value within 60 days, return your purchase for a complete refund.

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- 2. 1 Carat Man's Diamond Ring Five brilliant diamonds total one full carat in handsome man's ring of 14K gold. The perfect gift for him.
- 3. 14K gold accents sparkling diamond solitaire ring.
- 4. Wedding duo in polished textured 14K gold. Six diamonds.
- 5. Dainty princess ring of 14K gold with seventeen diamonds.
- 6. Marquise diamond and four tapered baguettes in 18K gold.

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# 50 CONGRATULATIONS!

KELLY AIR FORCE BASE



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CORPORATION  
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# 150 Emergency Calls a Day Come in to the Work Order Desk

WORK ORDER DESK —[pleas per day are received by voices" at the Kelly AFB civil "Our air conditioning isn't tact lenses in the sink." — "All HELP! — An average of 150 the "lovely ladies with pleasant engineer service call desk working."—"I dropped my con- the lights are out in the building."

**EXCHANGE HOME FURNISHERS**  
 135 West Commerce CA6-2841

Extends its sincere best wishes to  
**Kelly Air Force Base**  
**on 50 Years of Achievement**

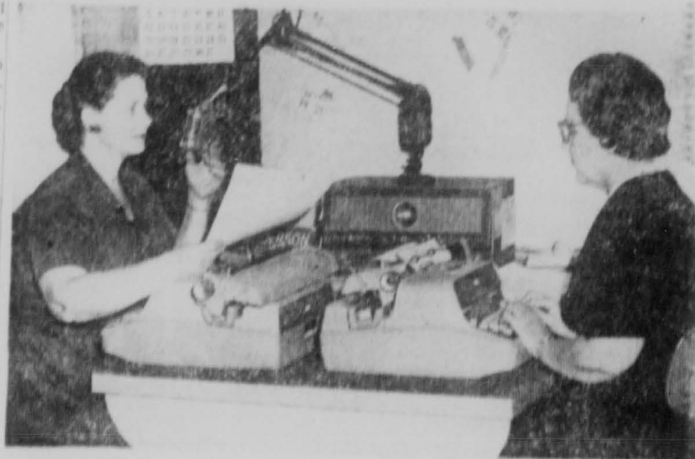
We take this opportunity to express our appreciation of a job well done in the service of our community and of our Nation.

**COMPLETE SELECTION—BUDGET PRICE**  
**SMALL DOWN PAYMENT—EASY TERMS**

These are typical calls which the operators (service desk specialists) must acknowledge, annotate, analyze and assign. A few words of assurance and instruction to the caller, and the emergency is relayed to the radio controlled "Do-It-Now" (DIN) truck for immediate repairs.

**SELF-CONTAINED**  
Under the supervision of James C. Beene, chief of work control, the work order service call function which is "manned" by Mrs. Helen Rogers and Miss Irene Anderson, is located in the control center of base civil engineering. In Air Force terminology it is defined as "a self contained authorizing, directing, controlling and performing operation designed to provide quick response to emergency calls and the correction of minor facility deficiencies."

The speed and mobility of the mechanic to react to calls transmitted to him through the service



**SERVICE DESK** specialist Miss Irene Anderson (L.) transmits a call for an emergency repair to one of Kelly's "Do-It-Now" trucks. Mrs. Helen Rogers logs one of 150 calls received at call desk.

call desk thoroughly justifies this method of communication.

This combination provides the base civil engineer with the most effective and economical means of keeping this kind of work within manageable limitations and for satisfying recipients with the service.

**URGENT, ROUTINE**

Satisfaction must be provided for 30,000 military and civilian employes housed in 780 structures scattered over 4,000 acres of land.

As the telephone calls are received at the console, the "specialist" will classify them as either urgent or routine. Urgent work requiring immediate attention is relayed to one of three radio controlled DIN vehicles, depending on the type of repair to be performed.

The trucks are constantly patrolling the base, each manned by the best available craftsman include plumbing, heating and refrigeration and electrical. On-the-spot repairs are made since the trucks are self-sustaining—

equipped with tools, materials and supplies.

Work not involving essential services or representing a hazardous condition is classified as routine. These requests are forwarded to the Work Order supervisor for inclusion in the normal day-to-day maintenance of facilities.

The work order desk operation represents only a small portion of the total effort of the Base Civil Engineer, yet it is a most important function. Ask either of the "lovely ladies with the pleasant voices."

*Galud!*  
**KELLY AFB 50th GOLDEN YEAR**



## Mrs. Hudson Materiel Management

Mrs. Dolly Hudson, materiel management employe, believes that anything worth doing at all is worth doing well. She strives to apply this philosophy in everything she does.

As a GS-12 inventory management specialist, she has a lead responsibility for providing the guidance and pro-



ADPS. Replacement items are computed on a different ADPS has been highly commended for the effective and organized management in which its materiel management reviews are conducted.

Mrs. Hudson's group writes policies and procedures relating to these systems, including local interpretation of higher level directives.

**BUSY WOMAN**  
Mrs. Hudson's activity does not cease at the end of her

**COMPUTER**  
Martinez (L)

### Mas

The future of an installation is vital upon that functioning engineering known as planning. By defining the master plan of an installation, which is a graphic, narrative form the present of the installation and comprehensive and comprehensive to perform the mission in the most efficient and economical manner. Edwin F. Redon, master planner, is in the supervision of Lacey, chief of the planning section, for the siting of facilities for Kelly Base. The future



# LAS PALMAS

## Shopping Center

- |                           |                           |                       |
|---------------------------|---------------------------|-----------------------|
| AMERICAN LAUNDRY CLEANERS | H.E.B. FOOD STORE         | SCHIFF SHOES          |
| CHARM FASHION SHOP        | JOSKE'S                   | SINGER SEWING CENTER  |
| C. R. ANTHONY CO.         | KELLY FIELD NATIONAL BANK | TEXAS STATE OPTICAL   |
| DOLLAR WAVE SHOP          | LAS PALMAS CAR WASH       | THOM McAN             |
| DON TILLEY MOTORS         | LAS PALMAS KEY SHOP       | WALGREENS DRUGS       |
| FRANKLIN'S                | NATIONAL SHIRT SHOP       | WESTERN AUTO          |
| GORDON'S JEWELRY          | NEISNER'S                 | WOOLRIDGE BARBER SHOP |
| GREAT WESTERN LOAN CO.    |                           |                       |

**Gen. McMullen Dr. at Castroville Rd.**



**Mrs. Hudson**  
inventory management specialist, she has a lead responsibility for providing the guidance and procedures to be followed by inventory management personnel in the successful use of three different automatic data processing systems (ADPS).  
These ADPS are used to determine the needs (requirements computation) for SAAMA prime items in support of the Air Force mission.  
In carrying out her job, Mrs. Hudson is concerned with two major groups of items: Replacement type and consumption.  
Replacement items are those identified as test equipment, ground handling equipment, parachutes, generators and other similar items.  
The other major group concerns the spare parts for the repair of aircraft or engines. These are identified as consumption items and are considered expendable. Requirements for consumption items are computed by two different

Mrs. Hudson's group writes policies and procedures relating to these systems, including local interpretation of higher level directives.  
Requirements computed at SAAMA through the use of these systems total about \$54 million per year. This represents about 225,000 stock numbered items.  
In addition to requirements computation policies and procedures, Mrs. Hudson handles the arrangements for the review of computations made by materiel management inventory managers. She serves as the SAAMA coordinator for these reviews and insures that actions are taken for timely and effective preparedness for each review.  
These high level reviews are normally conducted twice a year at SAAMA by top level officials and general officer personnel from Headquarters, Air Force Logistics Command, Headquarters, USAF, the Department of Defense and the Bureau of the Budget.  
Mrs. Hudson's group attends to a multitude of details and spends many hours in preparation for the reviews. This home-

agement reviews are conducted.  
**BUSY WOMAN**  
Mrs. Hudson's activity does not cease at the end of her work day. She is a bowling enthusiast, plays the piano and is an expert seamstress. Her favorite hobby is ceramics. She has her own kiln and has made many lovely pieces for her friends. Likewise, she has displayed her ceramic ware in several local shows. In addition, she teaches ceramics.  
She is an active member of the Business and Professional Women's Club and is presently serving as treasurer. She has also served as director at large of the organization.  
Mrs. Hudson is in charge of the press book for the Women's Federation, which is a large undertaking since it is a coordinating body for 96 clubs in the San Antonio area.  
She is also the vice chairman of the Materiel Management's SAND (Society of Art in the N Directorate) committee.  
Mrs. Hudson's husband, Ray, is an inventory manager in materiel management. The couple lives at 2530 Cincinnati

Edwin F. Redondo, the master planner, under the supervision of Lacey R. W. chief of the planning and programming section, is responsible for the siting of all future facilities for Kelly Air Base. The importance of proper planning and the task involved may be realized when we consider that Kelly consists of 780 structures on 4,000 acres of land having a total real estate value of over 122 million dollars.

**LOCATION VITAL**  
When new buildings or facilities are proposed, one of the first and most important considerations is the location of the project.  
With this in mind, materiel planning, working with the

**KLINE'S SALUTES KELLY AFB ON ITS 50th ANNIVERSARY!**

For seventy years we have been selling nationally famous brands to the men of San Antonio . . . and we wish to thank our Kelly AFB customers for their patronage.

**KLINE'S FEATURES:**

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**3 WAYS TO CHARGE**

- 30 Day
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**Kline's**

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**FENTIMA SALUTES**

SHOP FENTIMA

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WE ALSO CARRY

- ATTACHE CASES
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- LADIES

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**Fentima TRUNKS**

514 East Houston

# Data Processing at SAAMA Has Taken Years to Develop



**COMPUTER OPERATORS** George Martinez (L) and Jimmy Bryan are making sure the 1401-1301 computer product will be of best quality.

At SAAMA, it has taken many years to reach the present state of the art in electronic data processing. It started with punched card equipment and over the past 25 years developed into an \$8 million computer complex.

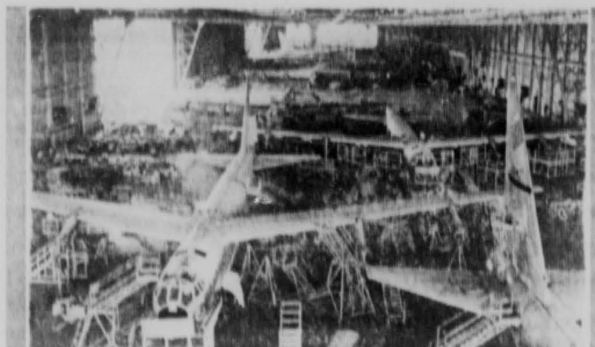
Each computer and data system was implemented as the need arose. SAAMA now has a large number of different computers and data systems. These data systems require many computer runs and merges of data and many programs to produce proper management data.

There have been great technological advances in computers during the past two years which have revolutionized data processing. At SAAMA, requirements have been provided showing our need for large computers, massive data storage capability, and real time processing with remotes at important output stations to an Air Force Logistics Command Equipment Modernization Team, established to modernize our equipment — the idea being to provide the capability for doing a more complete and total job. The use of remote inquiry devices is also being studied to permit the manager to be brought into closer contact with his automated records than possible under existing computer concepts. Data Systems will

eventually be totally integrated into larger real time systems which will eliminate the many different computer runs required with today's equipment to accomplish the over-all job.



## CONGRATULATIONS TO OUR 1ST LINE OF DEFENSE



**GIANT AIRCRAFT MAINTENANCE HANGAR** (12 football fields) at KELLY AIR FORCE BASE will be one of the main centers of attraction at KELLY open house.



"YOU NEVER GET A SECOND CHANCE FOR A FIRST IMPRESSION."

WE WILL BE DELIGHTED TO ASSIST YOU IN ANY OF YOUR CLOTHING NEEDS

## Master Planning Vital to Kelly

The future of any Air Force installation is vitally dependent upon that function of civil engineering known as master planning. By definition, "the master plan of an installation is a document which presents in graphic, narrative, and tabular form the present composition of the installation and its orderly and comprehensive development to perform its assigned mission in the most efficient and economical manner."

Edwin F. Redondo, the base master planner, under the supervision of Lacey R. Whitten, chief of the planning and programming section, is responsible for the siting of all future facilities for Kelly Air Force Base. The importance of mas-





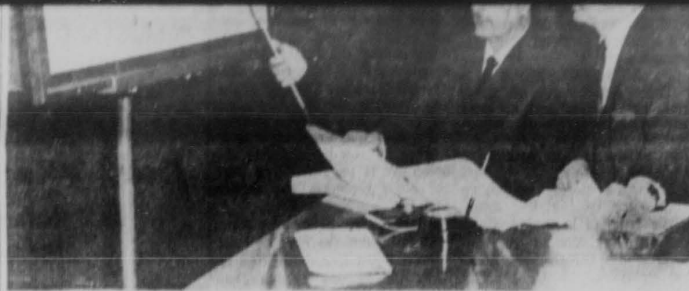
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and economical manner."  
Edwin F. Redondo, the base  
master planner, under the su-  
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volved may be realized when  
we consider that Kelly consists  
of 780 structures on 4,996 acres  
of land having a total real estate  
value of over 122 million dol-  
lars.

**LOCATION VITAL**

When new buildings or other  
facilities are proposed, one of  
the first and most important  
considerations is the location of  
the project.

With this in mind, master planning, working with the usual functions, sites the facility in



**EDWIN REDONDO (L)**, master planner, briefs **Richard Beauvais (R)**, deputy civil engineer, and **Lacey Whitten**, chief of plans and programming, on proposed siting in conjunction with the Kelly Air Force Base master plan.

a location to best fulfill its in-  
tended mission and compliment  
the master plan.

Proper siting involves consid-  
eration of the esthetic setting of  
the facility and building func-  
tion, the relationship of the pro-  
posed project to other future  
projects, and the accessibility  
of all required utilities to enable  
the most efficient and economi-  
cal construction possible.

After a site plan has been de-  
veloped, it is presented to the  
base facilities utilization board.  
This board, in addition to its  
many other functions, is the  
"watchdog" and approving au-  
thority for all proposed changes  
to the master plan. If the loca-

tion meets with the approval  
of major command headquar-  
ters at Wright-Patterson Air  
Force Base, it becomes an of-  
ficial part of the development  
plan. The development plan  
shows all future construction  
and is the heart of some 64  
maps, lists, and photographs  
comprising the master plan.

**LOCAL PLANS**

In addition to "on-base" plan-  
ning, master planning works  
in cooperation with local govern-  
ments in the development of  
projects of mutual interest to  
the surrounding community as  
well as the Air Force.

WE WILL BE DELIGHTED TO  
ASSIST YOU IN ANY OF  
YOUR CLOTHING NEEDS  
ANYTIME.



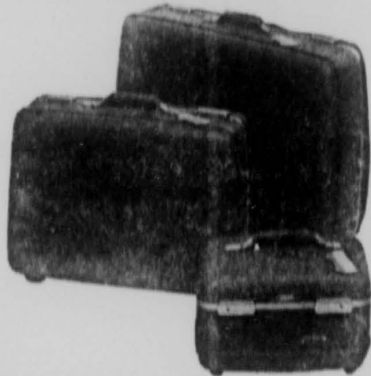
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**Congratulations**  
to the Men and Women of  
**Kelly Air Force Base**  
for a continuing job...well done



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# FAMOUS THE WORLD OVER

KELLY AIR FORCE BASE

FRIEDRICH AIR CONDITIONERS

## TO KELLY FIELD

From a small beginning in 1883, Friedrich refrigerators has grown with the economy of San Antonio and is now famous throughout the world.

From a small beginning in 1917, Kelly Air Force base has grown to be the largest installation of its kind and in 50 years has played a vital role in the military history of the world. On the occasion of Kelly's 50th anniversary, the employees of H. W. Saathoff Co., selling and servicing Friedrich air conditioning equipment, wish to extend their sincere congratulations to the civilian and military personnel who have played an important part in the growth of Kelly Air Force Base.

The future of Kelly depends solely on the dedication to duty now being shown by its employees . . . our employees pledge this same dedication in supplying your air conditioning needs.

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## Large Law Firm

# Col. Abernathy Staff Judge Advocate

Col. John B. Abernathy, the Staff Judge Advocate, Headquarters, San Antonio Air Materiel Area, Kelly Air Force Base, called Jackson, Miss., home before he entered active duty.

Despite the fact that he has lived in various other locations around the world since he was commissioned a lieutenant in 1942, he still retains a southern drawl and has an easygoing disposition.

He has received Bronze Service Stars for combat in Rhineland, 1945; Central Europe 1945; Ardennes-Alsace in 1945; and North France, 1945.

His decorations include the American Campaign Medal, the European, African, Middle East Campaign Medal, World War II Victory Medal and the Air Force Commendation Medal. He has served in England, France, Hawaii, Morocco, and the Netherlands.

### GOLF CHAMPION

Abernathy is an accomplished golfer and won the United States Air Forces in Europe golf championship tournament, senior division, in Madrid, Spain, in 1961 and has at least a dozen other trophies awarded him in various golf tournaments.

Abernathy heads probably one of the largest law firms in this part of the southwest, including 26 people; 14 military and civilian attorneys and twelve adjudicators and clerical personnel. Specifically, his law firm is responsible for legal advice to the Southwest's largest industrial complex, SAAMA.

Abernathy is a designee of the Secretary of the Air Force for settlement of various types of claims for and against the Government, and has supervision over 28 Air Force installations in Texas, New Mexico, and Louisiana.

### HIS COLLECTIONS

During fiscal year 1966 over half a million dollars were paid in settlement of claims against the government, and during the same period his office collected approximately \$202,600 for claim in favor of the government.

His office also is responsible for legal review of all government contracts in amounts of \$10,000 or more. During fiscal year 1966, the total dollar value of contracts reviewed was in excess of \$330,000,000.

In addition, his office administers the military justice pro-



COL. JOHN ABERNATHY Staff Judge Advocate.

SAAMA, who exercises General Court-Martial jurisdiction, the highest category of military trial court, and gives opinions and advice to the Commander and members of his staff on a wide and complex variety of questions and problems involving military administration.

### MISSION

The office of the staff judge advocate, Headquarters, San Antonio Air Materiel Area, is staffed with 26 personnel. A main function of this office is to provide legal advice to the Air Materiel Area Commander and staff, as well as activities within the geographical jurisdiction of SAAMA. The following are other functions of this office:

The procurement law section examines all procurement contracts involving \$10,000 or more for legal sufficiency; administer matters pertaining to patents, royalties and inventions; renders legal opinions involving procurement law; assists in armed services board of contract appeals cases involving patent infringements, claims and litigation involving disputes between contractors and the government, and examines contractor drawings to determine Government rights.

### AF REGULATIONS

These actions are all done pursuant to pertinent Air Force regulations, Air Force procurement

This section also renders advice and assistance to approximately 27 bases under the AMA's claims jurisdiction. Keeping good public relations is one of the more important functions of the section which is in daily contact with the civilian populace regarding sonic boom claims, vehicle accidents and property damage.

### MILITARY JUSTICE

The military justice and affairs section administers the military justice program for the AMA; processes administrative board actions relating to military personnel; renders legal assistance to authorized military personnel and their dependents, which includes drawing up legal documents such as wills, powers of attorney, and renders legal opinions regarding base functions.

Of special interest is the fact that an attorney from this section has been assigned as legal adviser on matters relating to labor relations problems; review disciplinary actions of civilian personnel; to represent management in arbitration hearings before the Civil Service Commission and in grievance and adverse action hearings.

### COMPUTER AGE

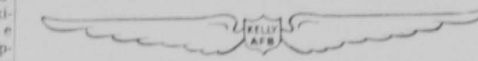
The office of the staff judge

## System Support Busy

Emergency manufacture and rework of bellcranks by maintenance technicians have kept F106 Delta Dart aircraft flying worldwide missions.

The problem developed from a routine inspection of an F106 by Air Defense Command personnel that uncovered a cracked bellcrank in the flight control system. Four more F106 bellcranks were found defective. All F106s were then inspected for defective bellcranks.

The gravity of possible failure of F106 flight control systems geared the Materiel Management F102-F106 System Support Management Division of the San Antonio Air Materiel Area for action. The division carries out global management respon-



advocate is keeping up with the computer age. In 1962, the claims data management system, employing electronic data processing, was put into operation by the Air Force.

Statistical listings providing world-wide inventories of all claims transactions were made from source documents prepared at all bases in the United States as well as those in foreign countries and forwarded to Headquarters United States Air Force.

The system was decentralized through Air Force Logistics Command to each Air Materiel Area, effective Sept. 15, 1964. In preparation for this new workload, training of key personnel was given at Air Force Logis-

tics Command and Headquarters, United States Air Force and a workshop was conducted at SAAMA for the bases under SAAMA Claims jurisdiction.

### INVALUABLE TOOL

This new mechanized system provides an invaluable tool to the SAAMA staff judge advocate in his management of the claims function in this area, which includes 27 bases.

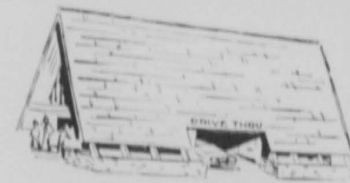
It is also of value to Headquarters Air Force Logistics Command in their management of claims functions in the continental limits of the United States. It has become even more important with the increase in the payment authority of these bases from \$100 to \$500 and more recently up to \$500.

## Congratulations!

Kelly Field and all employees

Please Let Us Welcome YOU TO . . .

## Der Wienerschnitzel



"For der Finest dogs in der world"

- CHILI DOG • KRAUT DOG
- MUSTARD DOG • POLISH DOG

"LOOK FOR DER RED ROOF"

**H. W. SAATHOFF CO.**  
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His office also is responsible for legal review of all government contracts in amounts of \$10,000 or more. During fiscal year 1966, the total dollar value of contracts reviewed was in excess of \$30,000,000.

In addition, his office administers the military justice program for the Commander,

government, and examines contractor drawings to determine Government rights.

**AF REGULATIONS**  
 These actions are all done pursuant to pertinent Air Force services procurement regulations, Air Force procurement instructions and Department of Defense directives.

The area claims section includes the base claims office. Their function is to investigate and process claims for and against the Government under the provisions of Air Force Manual 112-1.

The gravity of possible failure of F106 flight control systems geared the Materiel Management F102-F106 System Support Management Division of the San Antonio Air Materiel Area for action. The division carries out global management responsibility for the F-106. Since the bellcrank is an Air Force part not often replaced, the supply was low.

All defective bellcranks were removed from the fleet of F106 fighter aircraft, and airlifted to Kelly for rework by maintenance personnel.

• MUSTARD DOG • POLISH DOG

"LOOK FOR  
 DER RED ROOF"

**Der Wienerschnitzel**

3835 FREDERICKSBURG RD.  
 1537 BROADWAY

Now, as an inventory manager, the wheels challenge her daily as she meets the needs of her Air Force.

Miss Russell manages bits and bobs, ranging from 50 cents to \$1.00 each.

Among these items are assemblies, shafts, disks, assemblies, adapters, screws, springs, gaskets, numerous other items. Miss Russell has had

**SPARTAN-ATLANTIC**

**EXTENDS**

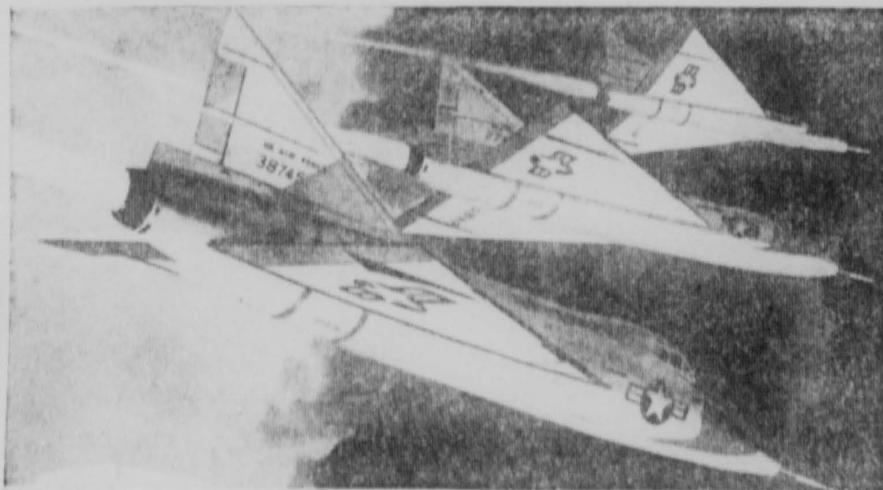
*Congratulations*

**KELLY AFB**

ON ITS

**50th ANNIVERSARY**

We, at Spartan-Atlantic, wish to express our warmest congratulations to all of our friends at Kelly Air Force Base.



Just as Kelly does its job, we at Spartan-Atlantic feel we are doing the job we set out to do — to bring to the San Antonio public the best merchandise at the lowest prices!

Shop 9:30 to 10 p.m. Daily . . . Open Sundays 12 Noon to 7 p.m.

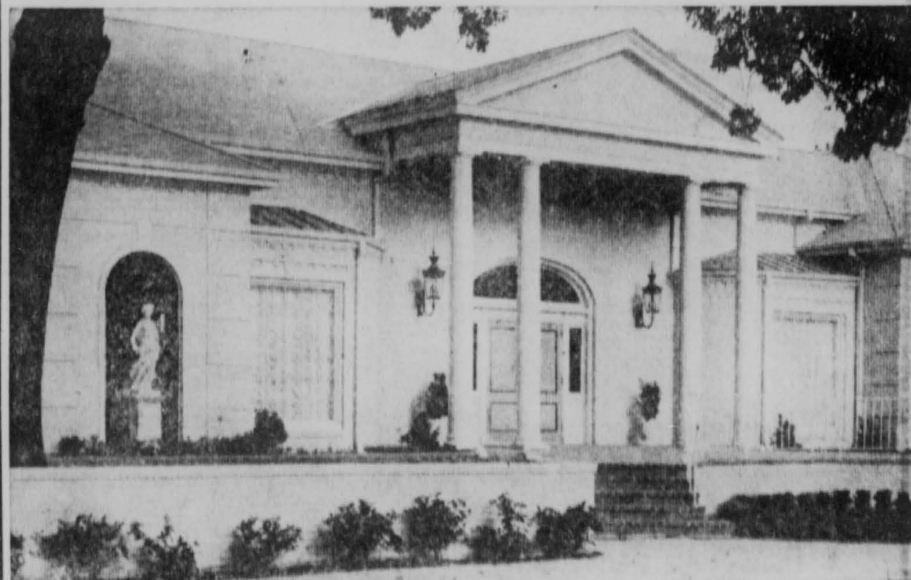
SPARTAN ATLANTIC	4 GREAT STORES!	(Loop 13) S.E. MILITARY DR. CORNER ROOSEVELT (near San Jose Mission) SAN ANTONIO	GOLIAD ROAD AT LOOP 13 SAN ANTONIO COMPLETE PHARMACY	LOOP 410 AT McCULLOUGH SAN ANTONIO	3826 FREDERICKS- BURG RD. SAN ANTONIO Credit Plan Available
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**FROM ONE "OLDTIMER" TO ANOTHER**

*Congratulations to Kelly Air Force Base on their 50th Anniversary*

San Antonio's Pioneer Funeral Home Offers The Most Modern Facilities to

**Better Serve the Needs of San Antonio**



**RIEBE** — Harold C. Saunders  
 • DIRECTOR •  
**SAUNDERS**

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• OVER 70 YEARS OF CONTINUOUS SERVICE •

CONGRATU

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at



325

Classified Want Ads—CA 6-1231

THE SAN ANTONIO LIGHT

Sunday, May 1, 1967

Kelly Special—Part II—481

# When It Can't Be Sold as Anything Else, It Goes as Scrap



A GIANT CRANE with grapple magnet is used to pick up scrap metal at Kelly Air Force Base. The new equipment saves time and space.

The Marketing Branch of the Redistribution and Marketing Division, San Antonio Air Materiel Area, is constantly striving to implement new techniques conducive to better merchandising resulting in greater monetary return to the government, as well as establishing more favorable buyer relations.

No one wants to buy a "pig in a poke"; consequently every effort is made to describe surplus property in detail so a prospective buyer may bid directly from information furnished in the catalog instead of using time and expense in physically inspecting property.

This has been more apparent with the use of the guaranteed descriptive clause indicating the government guarantees the item as advertised.

In many instances suggested uses are furnished for items deemed to have no commercial value other than their intended use. In this manner items frequently bring more proceeds than by losing their identity and sold as scrap.

A few examples of this are: Numerous types of aircraft parts containers have a variety of uses on farms and ranches for feed and sanitary purposes; obsolete aircraft tires can be adapted to fit certain types of commercial trailers; and bearings contained in certain repair kits have good commercial value even though the kit is obsolete for its end-item application.

Other improvements in marketing are made by display. Samples of items to be sold are displayed in such a manner to assist buyers in bidding on large lots.

Improvements have also been made in the methods of loading scrap. The acquisition of a mobile crane and front-end loader has expedited the loading and

unloading of ferrous and nonferrous metals.

Hundreds of tons of scrap are moved by this equipment, saving time and space, versus the old method of buyer removing

at his own expense. The greater monetary return for scrap sold and delivered by this method more than justifies the increase cost of the equipment and operation.

To Kelly Air Force Base and personnel . . . Our very best wishes for your continuing good performance for our country.

May we extend to you, our sincere gratitude for your valued patronage.

**VOGEL'S Nurseries**

WHEN YOU BUY FROM VOGEL'S YOU BUY ONLY THE BEST!  
Open Daily and Sunday 9 A.M. to 6 P.M.  
3512 Fredericksburg Rd.—PE2-9211 Valley-Hi Mall—OR4-4221

## Miss Russell

### Likes Good Challenge

Miss Wilma Russell, material management electronics and aircraft accessories item management division, likes a good challenge. When she found that she had reached the summit in the secretarial field she made a change and "opened another door."



Russell

Now, as an inventory manager, the wheels of challenge turn daily as she meets the demands of her Air Force customers.

Miss Russell manages 832 parts. — bits and pieces —

inating career. Before she began her civil service career, she worked 14 years in private industry as a clerk, secretary and officer manager.

#### WORKED IN ITALY

Soon after she joined Civil service at Ft. Sam Houston as a clerk the lure of travel took her to Rome, Italy, where she worked at the United States Embassy as a secretary in the Army Section of the Military Advisory Assistance Group (MAAG).

This was followed by a tour in Paris, France, where she was the secretary to the chief of the Air Force Section of MAAG.

Next came Heidelberg, West

"I spoke some French which helped; however, there was no language barrier. Everywhere I went there was someone who spoke English.

"All through Europe, it was just as though I was stepping into the pages of a history book, especially when I visited the museums, castles and churches. I enjoyed meeting the people and observing their customs, and, of course, I was interested in the different kinds of food. Then, there was the snow in the winter and the beautiful countryside in the summer."

Coming back to the states in 1956, Miss Russell was a court reporter at Ft. Sam Houston. It was in 1961 at Kelly that she decided to broaden her scope of

# TRINITY BAPTIST CHURCH

## Serving the needs of San Antonians

# Salutes

Now, as an inventory manager, the wheels of challenge turn daily as she meets the demands of her Air Force customers.

Miss Russell manages 852 parts, — bits and pieces — ranging from 20 cents to over \$100 each.

Among these items are gear assemblies, shafts, disks, spacers, nut assemblies, adapters, jack screws, springs, guides and numerous other items.

Miss Russell has had a fas-

worked at the United States Embassy as a secretary in the Army Section of the Military Advisory Assistance Group (MAAG).

This was followed by a tour in Paris, France, where she was the secretary to the chief of the Air Force Section of MAAG.

Next came Heidelberg, West Germany, where she worked as personnel and budget officer for the Judge Advocate General of Europe. While in Europe Miss Russell traveled in 15 countries.

**SPOKE FRENCH**  
Speaking of her overseas venture Miss Russell commented:

"I was interested in all different kinds of food. Then, there was the snow in the winter and the beautiful countryside in the summer."

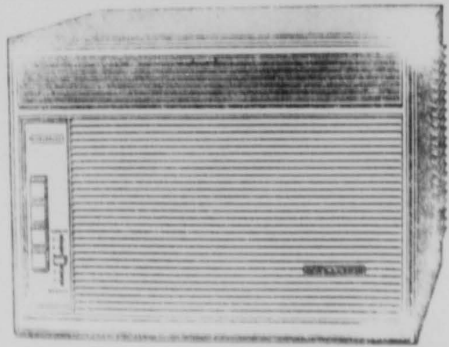
Coming back to the states in 1956, Miss Russell was a court reporter at Ft. Sam Houston. It was in 1961 at Kelly that she decided to broaden her scope of endeavor and at the same time "put my foot in the door" for a better job.

She took the FSEE (Federal Service Entrance Examination) and passed it. She then began a vigorous training program to become an inventory manager.

**CONGRATULATIONS TO KELLY ON THEIR 50th YEAR**  
**WHEN YOU THINK OF**  
**COOLING—THINK OF**



**ROOM AIR CONDITIONING**



**A SIZE TO FIT EVERY NEED**  
**at a PRICE to FIT EVERY BUDGET**

**EASY TERMS—TAKE up to**  
**3 YEARS to PAY**



**325 W. JOSEPHINE** Just East of the Josephine Theatre **PE 4-5115**



**DR. BUCKNER FANNING**  
Minister



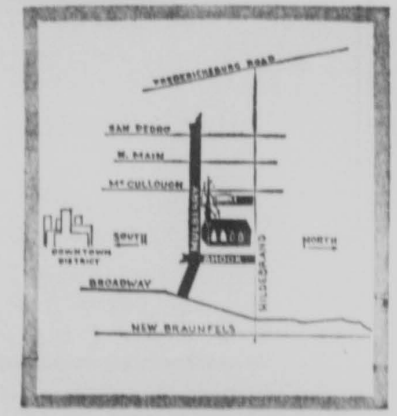
*Saves*

**KELLY AIR FORCE BASE**

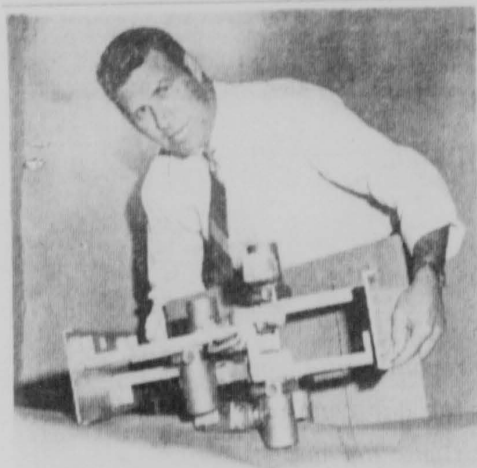
**Serving the needs of the nation**

**Meeting Total Needs**

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  - Through Education
  - Through Counseling
  - Through Music
  - Through Recreation and Fellowship
  - Through Children's Work
- Buckner Fanning, Minister  
R. F. Wideman, Minister of Education  
B. David Edens, Minister of Counseling  
Leroy Yarbrough, Minister of Music  
Charles Hamill, Minister of Youth and Recreation  
Mrs. Leonard Darnell, Minister of Child's Work



**319 E. Mulberry**



WALTER W. ROSENBUSCH, supply packaging specialist, prepares to pack a selector antenna to be used on an electromagnetic intelligence system.

### Top Civilian Award Given

One of SAAMA's enterprising employees, Walter W. Rosenbusch, was recently presented the meritorious civilian service award for outstanding service in designing packaging improvements for major terms of equipment.

The award, highest for civilians given by the Air Force logistics command, was signed by Gen. Kenneth B. Hobson, A-1C commander, and presented to Rosenbusch by Maj. Gen. Frank E. Reuse, SAAMA commander. Rosenbusch, a preservation-packing specialist in the supply and transportation directorate, was commended for outstanding job performance during fiscal year 1966.

During this period, Rosenbusch designed some 300 improved packs covering 585 major items of supply. His work resulted in savings of \$77,650, an important contribution to the

personally designed packs for over 3,000 items ranging from delicate electronic equipment to complete aircraft. Instructions prepared from these designs have been used by Air Force installations and contractors to provide necessary protection during shipment and storage.

One such design, a fiberboard pack for aircraft engine cylinders is estimated to have saved over \$1 million in packaging and transportation costs since its original adoption.

In 1963, Rosenbusch earned a sustained superior performance award and a management improvement program certificate for an improved procedure which resulted in savings of over \$9,000. He was recommended for an outstanding performance rating in 1964 and awarded a quality service badge in 1965. He was selected for the supply and transportation direc-

## HAGGAR and PENNER'S, 2 GREAT NAMES, SALUTE KELLY ON THEIR 50th ANNIVERSARY . . .

# Haggar Imperial slacks



supply and transportation directorate, was commended for outstanding job performance during fiscal year 1966.

During this period, Rosenbusch designed some 300 improved packs covering 585 major items of supply. His work resulted in savings of \$77,658, an important contribution to the SAAMA packaging and materials handling branch total of \$341,716 validated under the Air Force cost reduction program. Since 1957, Rosenbusch has

award and a management improvement program certificate for an improved procedure which resulted in savings of over \$9,000. He was recommended for an outstanding performance rating in 1964 and awarded a quality salary increase in 1965. He was selected for the supply and transportation directorate "miner of the month" award in Jan. 1966 for a packaging design which resulted in an annual cost avoidance of over \$16,000.

# Saluting

## KELLY AIR FORCE BASE . . .



### A "BIG PICTURE"

ON THE  
SAN ANTONIO  
SCENE

ON  
ITS

# 50th ANNIVERSARY

RECORD THE OPEN HOUSE  
CELEBRATION ON FILM . . .

GET STUDER'S EXCLUSIVE

## "BIG PICTURE"

### 4"x4" PRINTS

WHEN A CAMERA CLICKS  
THINK OF

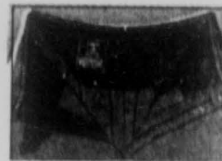


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Inside and out, the best tailored slacks you can buy. Look inside Haggar Imperials. What you'll see is the extra-deep Shape-O-Matic waistband that's especially tailored to conform to your body. It holds you in coolly, comfortably, for slimmer, trimmer fit and appearance. Tailored in a luxurious blend of 55% Dacron® polyester-45% worsted wool that stays wrinkle-free and permanently creased. Choose from these fashion-fresh colors:



DACRON® AND WORSTED WOOL

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**FREE PARKING IN REAR OF STORE**

# Penner's Inc.

THE STYLE STORE FOR MEN AND BOYS

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CA 6-2487

# S. A.'s Air National Guard--The Space Age Minutemen

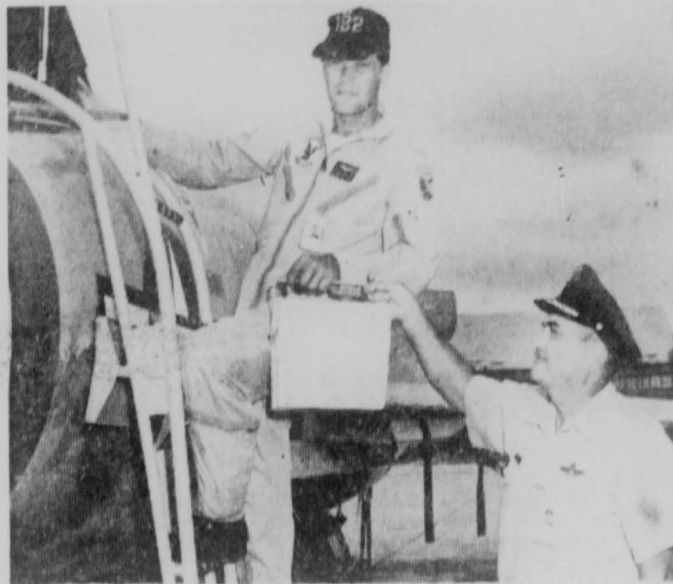
San Antonio's Air National Guard, based at Kelly, has a responsibility unknown to the majority of our citizens. With a proud and unique history dating back to October 1947, the 149th Fighter Group with the 192nd Fighter Squadron has been challenged with commitments of "Fighting the Mosquitos" in Bexar County and various areas of South Texas to the combat task of defending the Free World during the Korean conflict in the 1950s.

Our local Air National Guard units currently have the primary responsibility of providing the means of air defense of the United States and the continent covering all of the Southwest Texas borders.

Because of the strategic location of Air National Guard units, a major complex of the U.S. Air Defense Command, additional responsibility of warning and supplying the information with which the U.S. can alert the Free World in event of an attack on the North American continent has been established. Warning must be given at the earliest possible moment, so that all of our forces may be on their way to engage enemy targets.

These responsibilities, along with the task of training forces as a "ready" component of our regular services, gives the ADC Air Guard units a unique and most important position in the initial phases of any air attack against this continent.

The story of the Air National Guard has been one of continuous growth and modernization. The herculean task of scanning and defending 100,000,000 cubic miles of air space demands a 24-hour vigil from the Arctic Circle to the Mexico border. To meet this challenge, San Antonio's Kelly AFB based 149th



AIR GUARD GROUP here is called } ford Hall Hospital, Lackland, to patient upon to deliver human eyes from Wil- } at Langley AFB, Va.

Fighter Group stands poised for instant response against any would-be aggressor.

The Air National Guard (ADC) is no longer concerned with only the problem of atmosphere-bound aircraft. Today, and in the future, it is entirely possible for an air attack to come from outer space. The concepts of Aerospace Defense are exactly the same as Air Defense. Both must have surveillance, intercept capability, communications and data processing.

San Antonio's Own Air Guard



"SCRAMBLED" to detect, intercept and identify an unknown flying object penetrating the defense perimeter of the nation are three F102 Delta Daggers of

San Antonio's own 149th Fighter Group, Air National Guard, located at Kelly Air Force Base. Here, they make pass over San Antonio.

## Cryptologic Chief at Kelly

Col. Harold E. Reichenberg is commander of the Air Force Cryptologic Depot, Kelly AFB, which is responsible for providing physical communications security equipment throughout the Air Force, Department of Defense and other government agencies.



Zachry Properties



Col. Harold F. Reichenberg is commander of the Air Force Cryptologic Depot, Kelly AFB, which is responsible for providing physical communications security equipment throughout the Air Force, Department of Defense and other government agencies.

The colonel earned the bachelor science degree in chemical engineering from the University of Wisconsin (1941) and the masters degree in industrial engineering from Ohio State University (1956).

From 1941 to 1945, Reichenberg held maintenance and command assignments at base and wing level and was in an inactive duty status in the engineering consulting business between 1945 and 1951.

In the early 1950s he served with the San Bernardino Air Materiel Area, Alaska Air Command, and Hq AFIC at Wright-Patterson AFB, Ohio. Upon completing the Advanced Logistics School at Wright-Patterson in 1956, he was assigned as Deputy Director of Supply and Chief of Missions Support Division, Air Materiel Forces, Europe (AMFEA).

Following a brief period as Deputy Chief of the Air Force Materiel Branch, European Command, Colonel Reichenberg was assigned from 1958 to 1962 as Chief of the International Interdepartment Branch, Directorate of Supply and Services at the Pentagon. In the latter part of 1962, he was transferred to



COL. REICHENBERG Commands Cryptologic Depot.

the office of the assistant secretary of defense, (installations and logistics).

Prior to assignment at Security Service Headquarters in September 1965, where he served as assistant deputy chief

of staff, logistics, Reichenberg was deputy J-4 for the United Nations Command, U.S. Forces, Korea.

His decorations include the Bronze Star Medal, Joint Services Commendation Medal, Office of the Secretary of Defense Service Badge and the Legion of Merit.

**No radiator. No water to boil over. No hose to leak. No rust. No water pump. No anti-freeze. No flushing. No cracked block. No big gas bills. No large repairs. No wonder you see so many. Even at Kelly Air Force Base.**



Inter-Continental Motors Corp.

3303 Broadway

# Zachry Properties

AN OPEN LETTER TO GENERAL ROUSE

Dear General;  
On behalf of the many Kelly families living in Harmony Hills and Colonies North, Zachry Properties congratulates you on the fiftieth Anniversary of Kelly A.F.B.



## Colonies NORTH



# Industrial Hygiene Protecting the Health

The Occupational Health Branch at Kelly Air Force Base is vitally concerned with the stresses confronting each employee. To control environmental stresses within tolerable limits and safeguard the health of workers, there is an Industrial Hygiene Engineering Section.

This section, staffed by qualified engineers and technicians, visits each and every shop on a routine basis to assure the adequacy of ventilation systems, personnel protective equipment etc., and to look for early signs of occupational diseases. Seeking out and identifying occupational or environmental hazards is a team effort and all sources of information are exploited.

The Ground Safety Office, Fire Department, and industrial management are all sources which frequently furnish the industrial hygiene engineering section timely information as to the location and identity of hazards. Once the hazard is identified the industrial hygiene engineer will advise management and employes of necessary precautions and protective measures.

Large industrial bases like Kelly Air Force Base, with hundreds of toxic materials and hazardous processes keep their industrial hygiene sections quite busy. Kelly's industrial hygiene engineering problems range from air pollution to Zyglo processes (a special inspection technique using black light) to the industrial health physician (mutagens and developers). Such a broad spectrum of problems also require a considerable inventory of sampling instrumentation and laboratory capability.



**PREVENTIVE** medicine specialists test working conditions in paint shop. Left to right are Airman I.C. Ray E. Fritts, Airman 2.C. Jesse J. Hernandez, aircraft painter Julio R. Castro and Airman 2.C. Timothy Bunts.

Survey techniques used to evaluate these processes include sampling, information research, coordination with manufacturers, state agencies, etc. and patch testing of individuals by the industrial health physician. Ventilation, thermal stress, lighting, noise and environmental surveys are the most frequently performed types of surveillance. However, surveying and sampling alone do not get the job done. Facts gathered must be put in a form useful to doctors, management and employees. Educating the employee and obtaining his cooperation is frequently a problem because he can seldom feel, see, or smell the hazard at the time of exposure and visible physical effects on his body usually do not appear until after repeated and prolonged exposure. In addition to the Occupational Health Branch at Kelly Air Force Base, there is a Regional Environmental Health Laboratory. The consulting engineers when more specialized equipment and procedures are required. The Regional Environmental Health Laboratory possesses the latest in space age equipment, and a large staff of professional engineers, chemists and industrial physicians.

## A Work Test

# Kelly Employs the Handicapped

Kelly Air Force Base, a leader in employment and retention of the handicapped, has one of the best employ the handicapped records in the entire Southwest. Latest statistics available indicate there are over 1,500 handicapped workers on the rolls or better than 7.4 per cent of the total work force.

Generally these workers fall into the category of those having impairments of the lower limbs and back, impaired vision

including the totally blind, respiratory ailments and controlled diabetes.

These employes, over a period of years, have proved themselves valuable additions to the Kelly family and require no excuses for their work performance within their abilities.

At Kelly, handicapped people can be seen almost everywhere. They work in jobs that vary from management positions to clerical tasks and manual labor.

These workers demonstrate daily that when given a job to do, they do it willingly and well, setting examples for others.

Kelly AFB was the first Department of Defense installation in the local area to participate in the federal government's program for employment of the mentally retarded in cooperation with the vocational rehabilitation division, Texas Education Agency.

Over the years Kelly has been recognized for its efforts in placement of handicapped workers and many citations have been received. Included have been the award of merit from the President's Committee for Employment of the Handicapped and citations from the governor's and mayor's committee as well as the "Employer of the Year" award from the Blinded Veterans Association.

# Canyon Lake Hills

ON THE SAN ANTONIO SIDE OF CANYON LAKE  
PERFECT For VACATION And RETIREMENT

Just 30  
Minutes  
from  
San Antonio

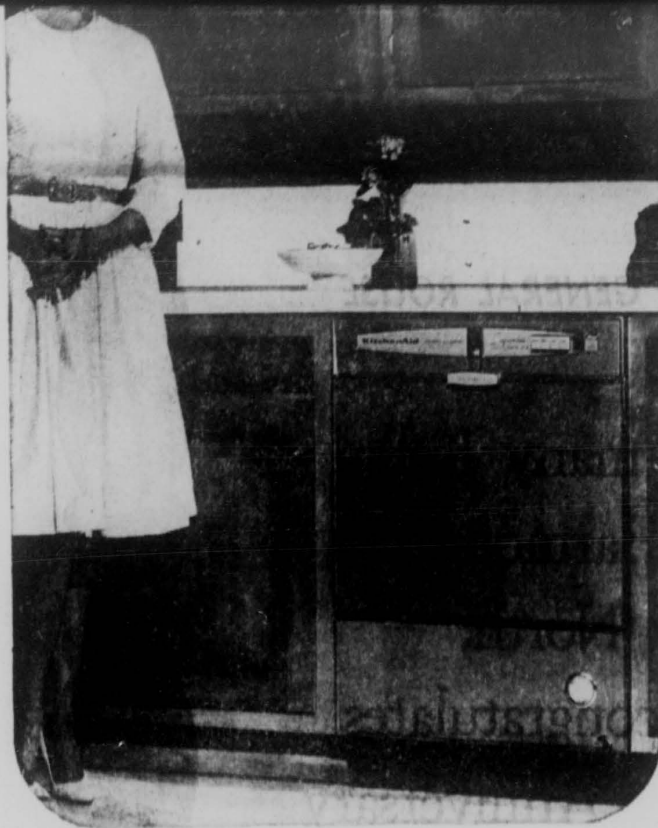


## A Salute To Kelly AFB on it's 50th Golden Year



## Marketing Unit Grows

The geographical area for surveillance and assistance furnished by the Redistribution and Marketing Division, Supply and Transportation Directorate, San Antonio Air Materiel Area, to air force bases within the SAAMA area was enlarged on July 1, 1966. Previous surveillance included AF bases located within New Mexico, Louisiana and Texas. Realignment between the AMAs provided SAAMA with AF bases located in Texas, Louisiana, Mississippi, Alabama, Tennessee, Puerto



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**DECORATORS**

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**KitchenAid**  
dishwasher  
almost  
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is possible!

Match curtains, walls, floors, counter-  
tops, you name it. KitchenAid Vari-  
Front panels also come in white, stain-  
less steel, brushed chrome, copper  
tones, woods and primed finish that  
can be matched to any color.

There's a KitchenAid dishwasher for  
every kitchen, every budget. And every  
model, regardless of price, has the  
same effective, KitchenAid 4-Way Hy-  
dro Sweep wash and Flo-Thru drying.  
Go ahead. Come see us.

**KitchenAid.**  
DISHWASHERS



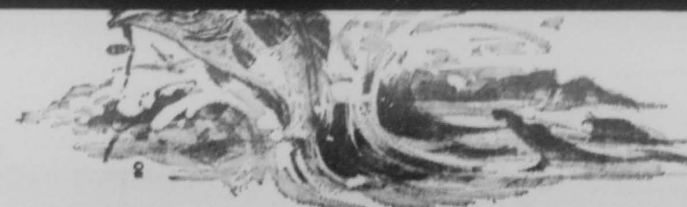
**ELECTRICAL**  
**DISTRIBUTING CO.**  
LIGHTING · BUILT-IN APPLIANCES

102 West Josephine CA 3-2991

SAAMA area was enlarged on  
July 1, 1966. Previous surveil-  
lance included AF bases locat-  
ed within New Mexico, Louisi-  
ana and Texas. Realignmen-  
t between the AMAs provided  
SAAMA with AF bases located  
in Texas, Louisiana, Mississip-  
pi, Alabama, Tennessee, Puerto  
Rico and the Panama Canal  
Zone.

Realignment of the R&M area  
surveillance is a result of phase-  
out in the Mobile AMA respon-  
sibility. For the first time the  
new area places Kelly's R&M  
activity with overseas surveil-  
lance responsibility. The area  
surveillance team consists of  
Arthur H. Mathis, Albert O.  
Spencer and Paul L. Loven Jr.

It is their responsibility to  
perform area surveillance and  
technical assistance visits to AF  
bases within Kelly's assigned  
geographical area, with regard  
to overall operation of R&M  
functions. Visits are made as  
required, but not less than semi-  
annually, to 16 AF bases in the  
United States and two AF bases  
overseas.



LAKE SITES AS LOW AS  
**\$25** down **\$15** month

- SWIMMING POOL
  - RECREATION AREA
  - BLACK-TOP STREETS
  - WATER SYSTEM
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Make the discovery of your life by driving to Canyon Lake Hills today! Drive north on Highway 281 (San Pedro) to Highway 46. Turn right and follow the signs to Canyon Lake field office. You'll be glad you did! Rain or shine!

## THE ALAMO FUNERAL HOME

*Congratulates Kelly AF Base on its Golden Anniversary in serving San Antonio, the Nation and the World, through Air Power, Leadership, and Dedication to a cause.*

Our Professional staff stands ready 24 hours a day to Serve Military and Civilian Personnel during Their Time of Need.

*The Cude Family*

FHA & FR

# YOU ARE JUST FREEWAY MINUTES TO ANY POINT IN SAN ANTONIO

when you buy your home in...

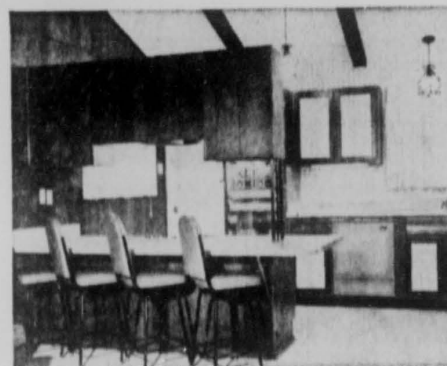
**Camelot** **park village** **VALLEY-HI**

COMPLETELY PLANNED COMMUNITIES by RAY ELLISON INDUSTRIES

San Antonio's Largest Homebuilder

These three communities — unique in every way — were planned by Ray Ellison Industries, an acknowledged pioneer in the homebuilding field in San Antonio. Years of experience and know-how in the production of fine homes blend with imagination and foresight — so that — regardless of where you work — you and your family can live a full life in a fine home always convenient to your job.

Ray Ellison Industries has seen to it that the vital elements in the full life are built into each community. Camelot, Park Village and Valley-Hi are served by excellent school districts and Catholic schools, all of which enjoy reputations of scholastic excellence. Downtown San Antonio is within easy reach of all three communities via modern expressway systems. Each community provides its residents with an Olympic-size swimming pool.



Glamour Award Tappan Kitchen



Idea Home with double faced fireplace



Idea Home with split level living room enclosed with wrought iron fence



**CAMELOT • PARK VILLAGE**

- minutes to banks, shopping centers and churches
- minutes to Randolph Air Force Base, Fort Sam Houston, Brooke Army Medical Center and Brooks Air Force Base
- 3 and 4 bedrooms, 1½, 2 or 2½ baths
- Priced from \$11,300 to \$25,000
- 72 excitingly different floor plans

**WRITE FOR FREE BROCHURE**  
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 San Antonio, Texas 78218  
 PHONE: OL 5-4123

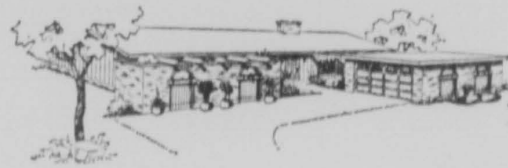
**VALLEY-HI**

- literally touches Kelly and Lackland Air Force Bases, and Security Service. The country's largest Air Force Hospital, famed Wilford Hall, is on Lackland Air Force Base. Brooks Air Force Base and the Aerospace Medical Center are within minutes of Valley-Hi. Valley-Hi is the home of the Air Force Village Retirement Center.
- churches . . . almost every denomination is represented
- minutes to banks, shopping centers and schools
- 2, 3 or 4 bedrooms
- 1, 2 or 2½ baths
- priced from \$11,300 to \$25,000
- 50 excitingly different floor plans

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COMPLETELY PLANNED COMMUNITIES  
 BY  
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THE MONTEREY



THE MONROE



THE GEORGETOWN



THE FRANKLIN



THE NOGALES



Idea Home with split level living room enclosed with wrought iron fence



Idea Home with family living centered around the fireplace



Idea Home with enclosed patio off the master bedroom



Idea Home with a unique sunroof in the kitchen

COMPLETELY FURNISHED  
 IDEA HOMES IN ALL AREAS

FHA & FHA (In-Service) Loans are available. VA Loans — nothing down — are also available.

### Military Cargo

# Kelly Keeps 'Em Flying to Asia

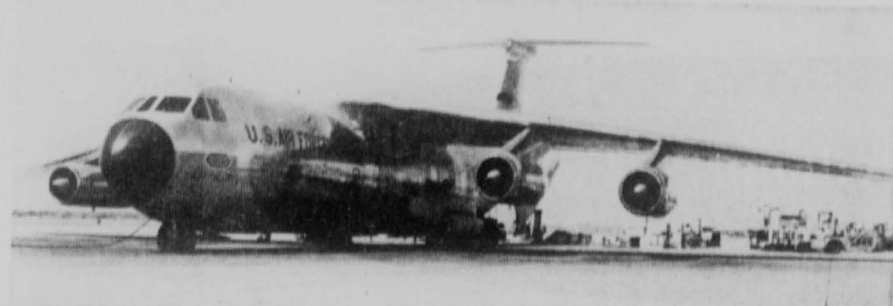
Kelly Air Force Base serves as a focal point for direct plane service to military organizations stationed in the Pacific Area and Southeast Asia.

The aerial port of embarkation (APOE) at Kelly AFB has become a vital link in the logistic support effort to our fighting men in Vietnam, since it was established in 1964.

Vital supplies and equipment are transported by commercial contract airlines, and by the Air Force's Military Airlift Command. Through plane cargo service is provided to Japan, Korea, Okinawa, the Philippine Islands, South Vietnam, and other vital Southeast Asian points.

#### HOURS SAVED

Extension of the supply pipeline in the sky from San Antonio to Vietnam (some 11,000 miles away) has saved many hours, sometimes days in sup-



THE GIANT C-141 STARLIFTERS are seen daily on the flight line at Kelly AFB, where they take on loads of supplies for direct flights to Southeast Asia and other Pacific installations.

### Flight Line

plying high priority items to our combat forces stationed there.

An item placed aboard one of the huge C-141 cargo transporters departing Kelly will be in the hands of a supply man in Saigon some 42 hours later, and conceivably in the hands of an Air Force mechanic or Army infantryman in a forward area a few hours after reaching Saigon.

A recent civilian volunteer returned from Kelly AFB found that supplies were issued as fast as he could place them in stock. About 30 per cent of the cargo passing through this busy port originates at Kelly and the remaining comes from other Air Force bases, Army and Navy depots, and commercial contrac-

tors east of the Rocky Mountains. 72 MILLION POUNDS Since activation of the port at Kelly, some 72 million pounds of cargo have passed through Kelly. There is an overriding demand for shipment of supplies and equipment via Kelly to SEA air supply pipeline. Space aboard the aircraft dispatched to these points must be utilized to the maximum. Supply's Air Terminal personnel at Kelly deserve praise for achieving a near perfect weight and space utilization.

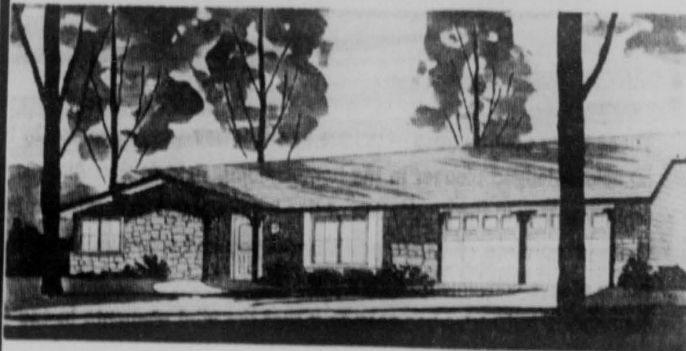
## Active in Civic Affairs

Lloyd R. Kitchen, chief, F102-106 Electronics, Armament and Infra-Red Systems Section, Materiel Management, has been active in church, civic and service organizations during his civil

service career. He has served as coach of the Northeast Branch of the YMCA basketball team and led the club to the second place in its league. In 1962 he enrolled in night ses-

sions at San Antonio College. Later, he attended Trinity University and earned a bachelor of arts degree in mathematics and physics from St. Mary's University in May 1965.

# Now is a good time to buy a new home.



If you invest in a new home you'll be 'way ahead financially. And think of that new home with all the room your family needs: plenty of bedrooms . . . spacious closets . . . air conditioning . . . central heat . . . a modern kitchen . . . two car garage . . . all the privacy you have yearned for.

Whatever your income, we've got a home to suit your needs. Three and four bedrooms, two bathrooms. Select from a variety of designs by many famous builders.

Select from three of the finest neighborhoods:

- 1. **Rainbow Hills.** Serving Lackland-Kelly area. Loop 410 and Highway 90 West.
- 2. **Oak Hills Terrace.** Serving popular and fast-growing northwest San Antonio. Loop 410 west of Fredericksburg Rd. Exit at Evers Road.
- 3. **Glen Oaks Park.** High in the rolling hills of Northwest San Antonio. Loop 410 west of Fredericksburg Rd. Exit at Evers Road.

Send for free brochures.

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Edgar von Scheele, Developer  
1739 Babcock Road  
San Antonio, Texas

Dear Mr. von Scheele:

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NOV. 1, 1936

**O. R. MITCHELL**

Opens in San Antonio

**The Integrity and Dependability that has been a tradition at O. R. Mitchell Motors for more than 30 years is extended to the folks in the Kelly Field Shopping Area by our Southside location.**

**Congratulations to our neighbors at Kelly Field for 50 years of outstanding service to our country.**

MAY 7, 1967

**The Same Dependable Dealership**

**O. R. MITCHELL (Southside)**  
2435 S.W. Military Drive

## Stanley One Of New Breed

1st Lt. Earl A. Stanley III is an electronic engineer in the service engineering division of materiel management at Kelly Air Force Base. One of the new modern day breed of Air Force officers, he is a combination of egg head, brawn, and talent.



Stanley was graduated from Mississippi State University in August, 1963, with a bachelor of science degree in electrical engineering.

In October, 1963, he was assigned to Middletown, Pa., Air Materiel Area, as a project engineer on electronic test equipment and by December, 1965, had already headed the value engineering program at Olmsted

has been assigned to Kelly since June 27, 1966, as an engineer on electronic test equipment. In addition to his career, this 25-year-old, blond, blue-eyed, single, Mississippian enjoys participating in all types of vigorous, competitive sports. Besides competing once in the Air Force Logistics Command softball championship and twice in the Air Force Logistics Command tennis championship, he has won numerous trophies, medals, and plaques for competitive shooting in his two years with the Air Force.

He started to shoot in college in 1959, when he was a member of the Air Force ROTC smallbore rifle team. After entering the Air Force, he and several others formed a smallbore rifle team at Olmsted

Ala

BRIG. GEN. MA  
433rd Comm

Mac

Follow the Terrace. A

Strategically North East District.

MacARTHUR tract of land just across the John Garner mile away and approximately Wursbach High available through

SHOPPING Center North Star Motor drive and area.

KELLY FIELD, Randolph area

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DIRECTIONS: D of Loop 410 to ing right a few Turn left two entrance

**O. R. MITCHELL**  
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The Dependable Dealership

Mississippi Stanley has won numerous trophies, medals, and plaques for competitive shooting in his two years with the Air Force.

In October, 1963, he was assigned to Middletown, Pa., Air Materiel Area, as a project engineer on electronic test equipment and by December, 1965, had already headed the value engineering program and held the position of chief of the Operations and Support branch. He

hand tennis championship, he has won numerous trophies, medals, and plaques for competitive shooting in his two years with the Air Force.

He started to shoot in college in 1959, when he was a member of the Air Force ROTC smallbore rifle team. After entering the Air Force, he and several others formed a smallbore rifle team at Olmsted AFB, Pa., and placed second in the Air Force Logistics Command matches in 1965.

free brochures.

San Antonio, Texas  
 Dear Mr. von Scheele:  
 Yes, I am interested in receiving more information about a new home in:  
 Rainbow Hills  Oak Hill Terrace  
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 Please send me a free brochure.  
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*Value-Fashioned Communities by Edgar von Scheele*  
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OLYMPIC All Modern  
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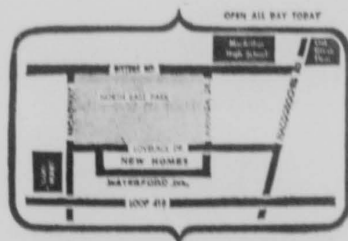
*The most wonderful world of living for you and your family*  
 Just 15 minutes to Kelly A.F.B. and Lackland  
 5 minutes to Ft. Sam Houston  
 10 minutes to Randolph Field

IN

## North East Park



We're proud of North East Park and so are the happy people who live here. Safety-designed streets, quiet, peaceful atmosphere, preferred North East schools.



Drive out Broadway 1 mile past Loop 410. Turn right on Lovelace then to Waterford Dr. and new homes are out Nacogdoches Rd. to Lovelace turn left.

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**CONSTRUCTION CO.**

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The Distinctiveness and beauty of an exclusive subdivision are yours at lackland

Plaza Mobile Home Park No. 2

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 and  
 Members of the  
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Now you can have the luxury of residential living in a mobile home park.

## San Antonio's Newest and Finest

South Texas' most fabulous trailer park development

Here's everything a mobile home owner could want in a mobile home park.

Here is one of the southwest's finest parks, bringing the utmost in modern conveniences, mixed with traditional and natural beauty.

Here are attractive community buildings and elaborate recreational areas. Here are quiet and private surroundings with easy access to thoroughfares leading to fashion and food centers. Here are spacious sites that only wide open spaces can offer. Plus residential comforts provided by creative master planning.

**FEATURES:**

Accommodations for 109 trailers/Large recreation area and Cabana/Sidewalks, paved streets, crosswalks/Well-lighted entrances/Children's playground/All city utilities: telephone, sewers, water, electricity, gas/Olympic-size swimming pool/Double-sized patios/Overnight spaces/Private lock mailboxes/Parking vehicle/Butane Bottle exchange/Private fenced yards/Individual clotheslines/Central car wash area/Storm tie-downs/Hot and cold showers.

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**MOBILE HOMES PARK NO. 2**

Loop 410 and Latigo Dr. just west of Lackland Terrace near Highway 90 West. OR4-1386. "Jack" and "E." Mason, Managers.



Bulverde H... and most of Texas. With wooded background a pleasant designed fe...

When you leave and crowd minutes from and North...

Here, an of beautif tree-covere...

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THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part II—47

# Alamo Wing Reserves Fly Regular Missions to Vietnam Area



BRIG. GEN. MARCHBANKS  
433rd Commander.

The Alamo Wing of the Air Force Reserve — designated the 433rd Troop Carrier Wing — converted to the C119 "Flying Boxcar" in 1958 and has logged thousands of hours by reserve crewmen from the San Antonio area.

The 433rd moved to Kelly AFB in early 1960 and has operated the C119 from the Kelly runways to points all over the world. In 1966 the unit received nine giant C123s, and has groups of both aircraft.

The present 433rd operates under a new concept of organization — known as the Air Reserve Technical Plan. It provides for the administration and support of units on a day-in-

day-out basis by Civil Service personnel who are simultaneously members of the reserve unit they administer. The ART personnel form the hard-core nucleus of the Alamo Wing today.

### WING'S GROWTH

As the Air Force Reserve has grown, so has the Alamo Wing. From the small group of 100 reservists who first met in September of 1951, the wing has grown to a present strength of near 2,000 officers and enlisted men. The wing's members come from all over Central and South Texas for monthly unit training assemblies, and crew members

frequently take time off from work to make a flight to Pacific islands or the war-torn Southeast Asia area.

By reaching a high state of readiness with the newly assigned C124 aircraft, the Alamo Wing now flies support missions into Vietnam almost weekly.

With regular Air Force units committed heavily to Vietnam operations, the importance of the reserve units has taken on added meaning and also added duties. According to Air Force Chief of Staff General John P. McConnell, "Pending decision to bring them to active duty, the reserve forces must fill the gap left by those regular forces which have been assigned to become, in fact, the strategic reserve. Their state of readiness, therefore, becomes a critical matter."

### READINESS SHOWN

The readiness of the Alamo Wing has many times been publicly shown. Only one year ago the 433rd was named winner of the "Outstanding Air Force Reserve Flying Unit Award" presented by the Air Force Association.

The twin-tailed C119 and giant pot-bellied C124 can be seen in the San Antonio skies almost every day.

Commander of the Alamo Wing is Brig. Gen. Tom E. Marchbanks Jr., who was born in San Benito, Tex., on June 27, 1922.

Marchbanks entered the pilot training program at Lackland AFB in March, 1942. He was subsequently assigned to the central instructor's school, Kelly Field, for qualification as a two-engine instructor pilot. Upon completion, he was transferred to Blackland Army Air Field, Waco, Tex., where he served as squadron commander in the pilot training program until June, 1944.

In November 1944 he was reassigned overseas to the 8th Air Force, 601st Bomb Squadron in England, where he served as squadron operations officer and squadron commander. While serving in the European Theater, he participated in 35 combat missions with a total of 252 combat hours.

### INSTRUCTOR'S SCHOOL

Upon his return from overseas in 1945, Marchbanks was assigned to the central instructor's school at Randolph AFB as operations officer.

He was later reassigned to Kelly where he served as assistant to the base commander until his release from active duty in June 1946.

Marchbanks has been an active member of the 433rd Troop Carrier Wing since its activation in 1953. He was assigned as commander



CREWS OF C119 of the 433rd Troop Carrier Wing's 922nd Troop Carrier Group holds a briefing before taking off on a paratroop drop at nearby Hondo Field. The wing is stationed at Kelly AFB.

# MacARTHUR Terrace

A SHORT CUT TO BETTER LIVING

a proud address . . .

Follow the crowds to MacArthur Terrace. A Huddrey Development

Strategically located in the famed North East Independent School District.

MacARTHUR HIGH SCHOOL is on the same tract of land and Oak Grove Elementary is just across the street from the main entrance. John Gainer Junior High is less than one mile away and St. Pius X parochial school is approximately the same distance on Harry Wurzbach Highway. School bus service is available throughout the area.

SHOPPING CENTERS, on Nacogdoches, just 3 minutes. North Star Mall and Wonderland are less than 10 minutes drive and churches of all faiths are in the immediate area.

KELLY FIELD, LACKLAND, FORT SAM HOUSTON and Randolph are less than 15 minutes drive.

OLYMPIC SIZE POOL and Recreation area—All Modern Utilities—Sidewalks Throughout.

DIRECTIONS: Drive Broadway north of Loop 410 to Bitters Road, turning right a few blocks to Mayfair. Turn left two blocks to the main entranceway.

Eight Blocks North of Loop 410 on Nacogdoches Rd.

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See Our Model Homes



## Maj. Locke Heads Kelly Police Force

Personnel records at Kelly in 1941 included James R. Locke — occupation, guard. This year's



MAJ. J. R. LOCKE

roster reads Major James R. Locke — chief, security police. Locke, who heads Kelly's 250-man police force, held a similar assignment in Wiesbaden, Germany, prior to coming to Kelly last August.

He entered the Army at Ft. Sam Houston in 1942 as a private and has spent his entire career in the intelligence and law enforcement field. During World War II, Locke saw service as a chief of a counter-subversive unit; as military police company commander; a short tour with the OSS; and later in the Pacific Theater as chief of the interrogation branch, War Crimes Division, Supreme Commander, Allied Powers, Pacific.

Recalled to active service in 1951, he was assigned to headquarters, Cambridge Research Center, Mass., as Provost Marshal.

The security chief is married

**Kelly A.F.B.**  
and  
Members of the Armed Forces  
See  
**FLAMINGO HOMES, INC.**  
by Tommy Smith  
IN  
**Village North**

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Eight Blocks North of Loop 410 on Nocogdoches Rd.



**Model Homes**

**INSTRUCTOR'S SCHOOL**  
 Upon his return from overseas in 1945, Marchbanks was reassigned to the central instructor's school at Randolph AFB as operations officer.  
 He was later reassigned to Kelly where he served as assistant to the base commander until his release from active duty in June 1946.  
 Marchbanks has been an active member of the 43rd Troop Carrier Wing since its activation in 1953. He was assigned as commander June 26, 1962.



**MAJ. J. R. LOCKE**  
 Chief, security police.

World War II, Locke saw service as a chief of a countersubversive unit; as military police company commander; a short tour with the OSS; and later in the Pacific Theater as chief of the interrogation branch, War Crimes Division, Supreme Commander, Allied Powers, Pacific.  
 Recalled to active service in 1951, he was assigned to headquarters, Cambridge Research Center, Mass., as Provost Marshal.  
 The security chief is married to the former Margery Bole.

**LEARNING HOMES, INC.**  
 by Tommy Smith  
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**Village North**

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 And Members of the  
**Armed Forces**  
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 in beautiful Bulverde Hills



Bulverde Hills is one of the finest and most desirable subdivisions in Texas. Winding streets and large wooded homesites set against a background of rolling hills create a pleasant, attractive community designed for enjoyable living.

When you live in Bulverde Hills you leave behind the city's noise and crowds. Yet you are just a few minutes from the new outer loop and North Star Mall.

Here, amid many square miles of beautiful, refreshing, lush-green tree-covered hills and valleys, your

family can exact the most from this way of life.

Act now. All you do is select one of the choice estate homesites. Get the size you want. The shape you want. The location you want. One to four acres, from \$1,195.

Buy now and build later. Or start your home immediately. Drive out and choose your homesite today. Or call Jerry Bucher at OX4-2321.

*Bulverde Hills is another community development by Gilbert E. Kinder.*

Drive out today. Take San Pedro Ave. six miles past North Star Mall. Sales office is on the left.



**YOU CAN WORK AT KELLY FIELD**  
 and **LIVE ON A MOUNTAINSIDE**

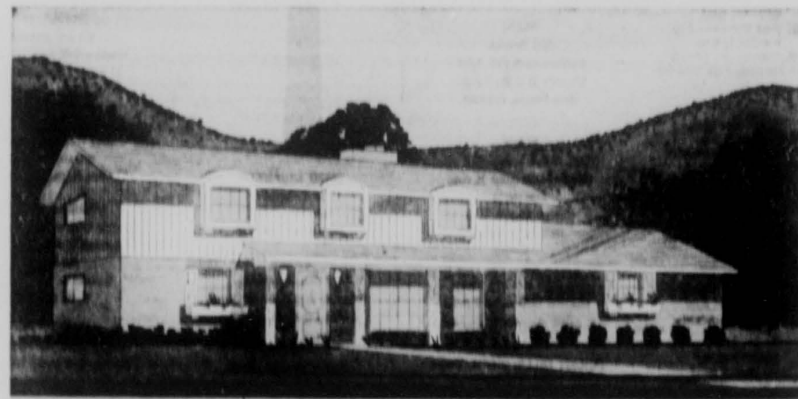


Imagine. Living in a lovely home with a view like this. What a great life! No hustle. No bustle. Just peace and quiet.

Helotes Park Estates is big country. Clean sweet country. A sweeping view of mountains. The warmth of ranch living that's so wonderful for the kids, so relaxing for Mom, so unwinding for Dad.

You can buy a new home today in Helotes Park Estates. 1 and 2 stories, 3 and 4 bedrooms, complete electric kitchens, some fireplaces, air conditioning, carpeting.

Only 20 minutes from downtown. MY 5-3447.  
 Bandera Rd. (Texas Hwy. 16) 8 miles past Loop 410.



# Cordell, Frazier--The Jet Age Storekeepers



Frank W. Klye is the deputy chief of the precision measurement equipment item management division in materiel management at Kelly AFB, Kyle, a native of Indiana, has served in that position for eight years.



Col. Lawrence R. Poundstone directs the activities of the precision measurement equipment item management division at Kelly AFB. The division previously was located at the Middletown Air Materiel Area. Poundstone was moved from the Pentagon to MAAMA to provide military management and continuity in the move of the division from Middletown to Kelly.

The directorate of supply and transportation's largest operation is headed by Lt. Col. William F. Cordell, chief, with the assistance of John B. Frazier, deputy. The materiel facilities division receives, stores and issues Air Force material and equipment in support of local base operations and SAAMA worldwide customers.

The operation employs automation in the form of a mechanized drag line conveyor system to process the huge cargos handled daily in accomplishing the prime mission of rapid supply support to customers.

The monoveyor system used in the supply operation is composed of overhead conveying chain equipped for the attachment of dollies and trailers. Spaced 20 feet apart, the dollies and trailers move at the rate of 100 feet per minute. Three independent systems are presently in operation.

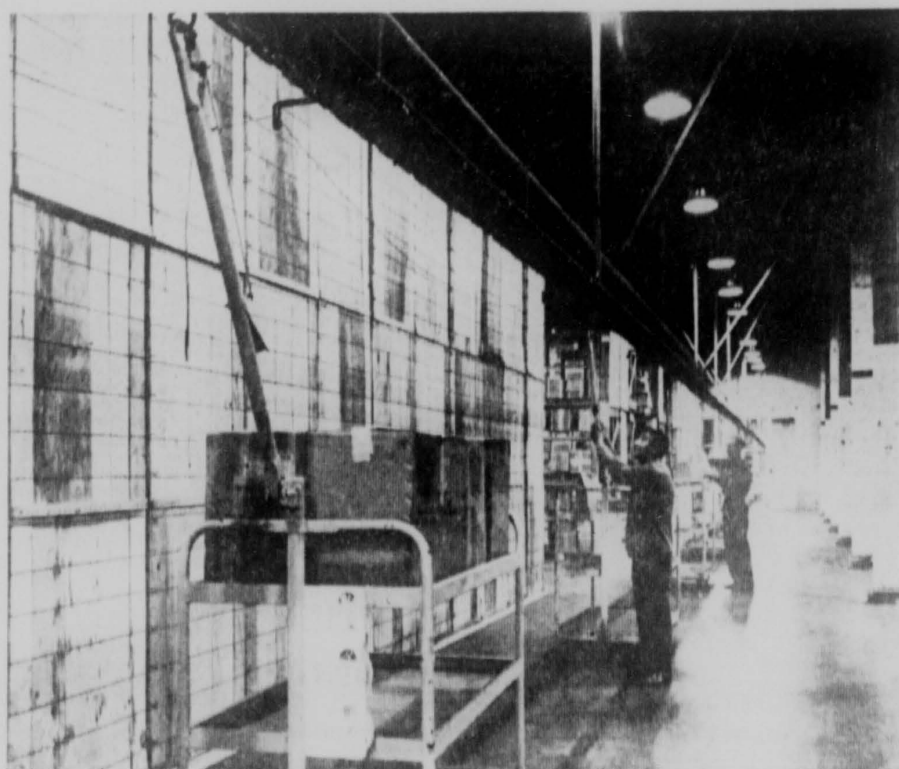
The East Kelly system measures 5,464 linear feet extending

through three buildings operated by three fifteen horsepower units. The capacity of the system is 278 dollies with a load limit of approximately 500 pounds to each dolly.

The North Kelly system measures 5,413 linear feet and services six warehouses. The route of this system passes over two railroad tracks made possible by the use of drawbridges.

The 15 horsepower units are used to power the system with a capacity of 271 dollies. A load limit of approximately 250 pounds for each dolly runs at the speed rate of 100 feet per minute, making a complete revolution every 54 minutes.

Building 1534, located in the North Kelly Area, has a towveyor system that operates by a chain running along a trench in the floor in lieu of the overhead chain of the other systems. The towveyor system is 2,350 linear feet in length and has a capacity of 118 dollies spaced twenty feet apart.



DRAG-LINE MONOVEYOR SYSTEM — Warehouseman Elizaldo Martinez (L) demonstrates method of fastening dollies to drag-line monoveyor. Supervisor C. R. Ruiz checks material for off-loading.

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the new BFG  
Silvertown  
Radial 990  
tire gives  
you up to  
50% more  
mileage than  
regular tires



(so,  
put your  
money  
where the  
mileage  
is!)

### Johns Deputy Fuel Director

Oliver R. Johns has served as deputy director of AF Aerospace Fuels since 1952. In this position he assists the director in planning, coordinating and directing the activities of subordinate organizational components and provides administrative and technical continuity of directorate operations.

Johns  
Born in Mt. Joy, Pa., he graduated from Millersville High School in 1941. He has completed



COL. C. B. SHEAD  
Aerospace fuels chief.

### An Important Section

The PR-MIPR section (Purchase Request-Military Interdepartmental Purchase Request), at San Antonio Air Materiel Area is in materiel management data products division, under John P. Bernardoni. This section carries out an important responsibility since it is the control point for all requests for procurement of equipment supplies and services in accordance with an approved planned procurement program. More than 6,000 procurement requests, other authorized related documents and correspondence within SAAMA, to and among Air Force systems commands, departments of the Army and Navy, defense supply agency centers and other governmental agencies are handled through the PR-MIPR control office monthly.

GET \$1000 MORE  
VALUE FOR YOUR  
MONEY IN  
HUNTLEIGH PARK



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Mancha operates

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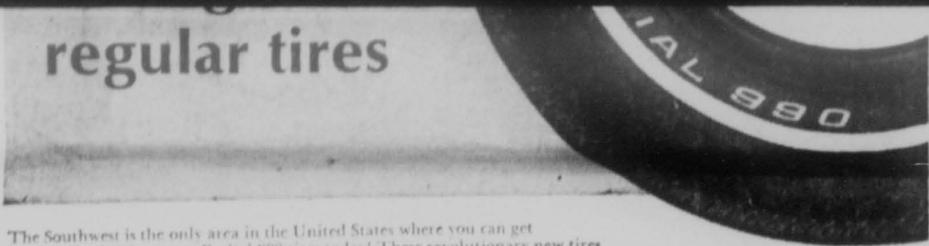
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The Southwest is the only area in the United States where you can get B.F. Goodrich Silvertown Radial 990 tires today! These revolutionary new tires are completely different from regular passenger tires... in engineering, construction, and performance!

They carry extreme loads safer, provide greater stability. They give you improved high speed performance, handling and cornering ability. They provide up to 50% more mileage than regular tires — and more mileage from the same gasoline you now use!

Learn how much easier and safer everyday driving can be with the new BFG Silvertown Radial 990... first tire to break the mileage barrier!

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**The Straight-Talk Tire People**

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- 111 So. Leona St. CA6-5306
- 2311-19 Fredericksburg Rd. PE4-4251



**Johns**  
Born in Mt. Joy, Pa., he graduated from Millersville High School in 1941. He has completed numerous training courses which include squadron officers course, base fuels supply officers course, command and staff course, industrial engineering course at Pennsylvania State University and the executive development course at the University of Michigan.

During World War II, he served for three years in the African - Mediterranean and Southern European theaters as a member of a C47 crew flying combat and cargo missions. He presently serves in the Air Force reserve with rank of major.

He has had continuous Air Force employment since 1946, serving in capacities of supply management analyst, logistic specialist, and his present position of deputy director.

He is an active member of the San Antonio Chamber of Commerce, the SAAMA Community Affairs Council, the Air Force Association, the Kelly Management Club and the Reserve Officers Association.



**Col. C. B. SHEAD**  
Aerospace fuels chief.  
**Col. Shead Fuels Chief**

Col. Carleton B. Shead, USAF, has been the director of Air Force aerospace fuels since August 18, 1961.

Born in Norman, Okla., Shead was graduated from the University of Oklahoma in 1937, receiving a BS degree in chemical engineering. He later earned a BS degree at petroleum engineering at the University of Pittsburgh. He has also completed the Command and General Staff School and the Armed Forces Staff College.

Shead has had continuous active military service since Oct. 25, 1941. He is a rated command pilot and a veteran staff officer. His 12 decorations include the Distinguished Flying Cross, the Legion of Merit and the Air Medal.

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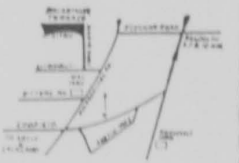
<p><b>ALAMO HEIGHTS</b> 231 Broadway Worship 8:45 a.m.; 11 a.m. William H. Arnold, Minister</p>	<p><b>DIVINE REDEEMER</b> 401 North Calceens St. Worship 11 a.m.; 7 p.m. Robt. A. Brown, Minister</p>	<p><b>HIGHLAND PARK</b> 251 Hammond Worship 10:45 a.m. G. R. M. Mungovan, Minister</p>	<p><b>OAK HILLS</b> Cullinan and Babcock Road Worship 11 a.m. John P. Williams, Minister</p>
<p><b>BEACON HILL</b> 101 West Woodlawn Ave. Worship 11 a.m. J. E. Cochran Jr., Minister Ralph Madison, Asst. Minister</p>	<p><b>FAITH</b> 7015 Oakton (Across from R.E. Lee) Worship 11 a.m.; 7 p.m. Earl Phelps, Minister</p>	<p><b>JERUSALEM</b> 411 Las Palmas Worship 8:45 a.m. (English) 11 a.m.; 7 p.m. (Spanish) C. J. McClelland, Minister</p>	<p><b>PILGRIM</b> 1846 Busse Road Worship 11 a.m.</p>
<p><b>BETHANY</b> 1110 Chicago Blvd. Worship 11 a.m. Robert H. Beales, Minister</p>	<p><b>FIRST</b> North Alamo and Fourth Sts. Worship 8:30 a.m.; 11 a.m. Ministers: George Moore, D.D. Neil H. Theologis</p>	<p><b>LOS ANGELES HEIGHTS</b> 202 West Olmos Drive Worship 11 a.m. Thomas R. Brewer, Minister</p>	<p><b>ST ANDREW</b> 821 Kenney Road Worship 11 a.m. L. B. Horn Jr., Minister</p>
<p><b>BOLDVILLE</b> New Sulphur Springs Road Worship 11 a.m. A. William Benson, Minister</p>	<p><b>GOOD SHEPHERD</b> 725 Cabelford Worship 11 a.m. John Davy, Minister</p>	<p><b>MADISON SQUARE</b> Corner Camden and Lexington Worship 10:30 a.m.; 7 p.m. Ministers: Samuel L. Terry, D.D. T. G. Wilbanks</p>	<p><b>ST STEPHEN'S</b> 4015 Eisenhower Road Worship 8:30 a.m.; 10:45 a.m. Gerold Blackburn, Minister</p>
<p><b>COVENANT</b> 211 Buleto Drive at Loop 410 Worship 10:45 a.m. Quentin Payne, Minister</p>	<p><b>GRACE</b> 910 Donalton Ave. Worship 8:30 a.m.; 11 a.m. J. Allan Guther, Minister</p>	<p><b>NORTHWOOD</b> Union Crest and Pike Road Worship 8:45 a.m.; 11:10 a.m. Robert H. Bullock, D.D. Minister</p>	<p><b>UNIVERSITY</b> Bismell and Shank Worship 10:55 a.m. A. E. Shupe, Minister</p>
<p><b>CRESTHOLME</b> 1402 Colinet Road Worship 10:30 a.m.; 7:00 p.m. Will Fred Galtbraith, Minister</p>	<p><b>FIRST CUMBERLAND</b> 814 West Kinross Place Worship 10:55 a.m.; 7 p.m. J. Grant MacMillan, Minister</p>	<p><b>HARLANDALE</b> 1420 Pleasanton Road Worship 11 a.m. J. Kelly Neal, Minister</p>	<p><b>WESTMINSTER</b> Worship 11 a.m.; 8 p.m. 1441 South St. Mary's St. John E. Parks, Minister</p>
<p><b>FOREST HILLS, Hopedale, Texas</b> Worship 11 a.m. Jerry Alexander, Minister</p>			

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BER  
Mr.





**OUTLOADER OPERATION AT KELLY AFB**—Daniel Mancha operates the mechanized roller conveyor which automatically loads the trucks for delivery to the SAAMA storage operation at the base.

## Daily Cargo--760,000 Pounds

The material processing branch at Kelly Air Force Base, a key part of San Antonio Air Materiel Area's supply and transportation directorate, under the direction of Victor G. Raphael, branch chief, receives and processes an average of 760,000 pounds of cargo daily. The cargo is shipped to Kelly by Log Air, railway express, parcel post, commercial trucks and railroad cars.

Employing some 323 personnel on a 24-hour, seven-day-a-week schedule, an average of 70 trucks and 2 railroad cars are unloaded daily. The cargo is processed and routed to storage facilities in widely separated areas, North, East, Industrial Kelly, San Antonio Air Force Station in Ft. Sam Houston and tenant organizations.

### 6,600 RECEIPTS

The material processing operation, located in Building 1550, through the medium of automation averaging 6,600 receipts processed daily for storage, receives AF material and equipment from off-base activities world wide as well as new material entering the AF for the first time. The operation employs automation in the form of a 6,500 foot conveyor system of rollers, slat and belt conveyors equipped with automatic pushoffs.

Numerous aircraft parts move through the system without a hand touching the packaged equipment. A V-belt and pneumatic tube system is used for processing receiving documents. After commercial trucks and railroad cars deliver supplies to the building's freight docks, trucks and RR manifest are checked at this point.

Property is separated into AF classification for processing through screening and inspection lines to assure correct condition, identification and packaging before routing to storage.

### OUTLOADING DOOR

The mechanized conveyor system separates the goods and guides them to outloading doors, where the material is mechanically loaded on a waiting truck. The truck is also equipped with a mechanized conveyor on its bed. The parts are dispatched to the receiving area for warehouses in North, Industrial, East Kelly or the San Antonio AF Station at Ft. Sam Houston. It is then delivered to the storage location by the mechanized conveyor system or the Guide-Mate delivery system service.

er than the manual system replaced. It enables a roller-bed truck to be loaded or unloaded in less than one minute. Packaged goods are processed through the Material Processing operation for distribution in four operation.



**A Special Salute  
to our Friends at  
KELLY A.F.B.**



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## Communication Center Chief

Col. William M. Hamilton is commander of the Air Force Special Communications Center, Kelly AFB.

Enlisting in the Army Reserves in September, 1942, Hamilton entered meteorology cadet school. He was commissioned in September 1943 and served as base weather officer, Kearney Army Air Base, Neb. In 1945 he was transferred to Chanute Field, Ill., as chief of the weather officer course.

After earning 30 graduate semester hours in meteorology at UCLA he was assigned to the Air Force Weather Service (MATS) and served in five different assignments with that command until February 1950.

From August 1950 to July 1953 Hamilton was stationed on Honshu Island, Japan. Back in the United States in July 1953, the colonel attended the Air Command and Staff School, Maxwell AFB, Ala.

He then was assigned to the National Security Agency, Washington, D.C. until April 1955 when he returned to Japan as deputy chief, National Security Agency (Pacific) in Tokyo.

In July 1955 he was assigned to the Security Service headquarters at Kelly AFB to the



**COL. W. M. HAMILTON**  
Communications chief.

In June 1963 he assumed command of the 6910th Radio Group Mobile, Darmstadt, Germany, and in July 1963 was promoted to deputy commander of the 6910th Security Wing. He became commander of the Special Communications Center in August 1966.

In addition to his medals



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**COL. W. M. HAMILTON**  
 Communications chief.

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In addition to his medals Hamilton wears the Republic of Korea Presidential Unit Citation ribbon.

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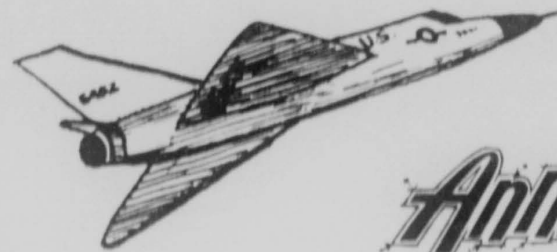
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**Disposal  
 Projects**

The property disposal program at Kelly AFB has vastly improved by consolidating numerous off-base property disposal functions with Kelly's redistribution and marketing division, supply and transportation directorate.

A study was conducted to determine the economic feasibility of consolidating the property disposal functions of one major United States Army post and four U.S. Air Force bases. The study proved both economical and feasible and the consolidation was approved and physically accomplished July 1, 1966.

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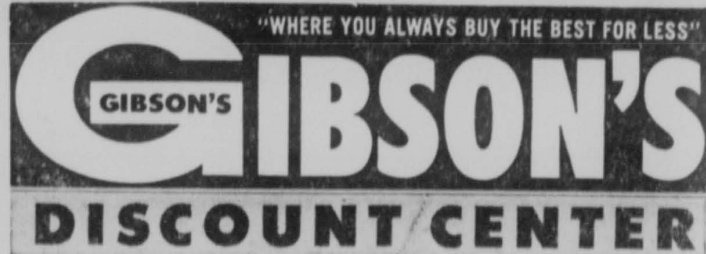
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48

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# Kelly Building Is One of the Largest



**ENGINE STORAGE** — Warehouseman } Ulysses Clark remove engine from  
Horace Robinson and forklift operator } storage for shipment.

Folks at Kelly say it's the largest!

Believed to be the largest one-story office structure in the Southwest, Bldg. 171 is occupied by more than 4,000 personnel in Materiel Management plus a number of supporting personnel.

Formerly an old warehouse, with a very small office area, the 24-year-old building has been undergoing complete modernization and conversion into office space during the past two years.

Previously, personnel in Materiel Management, which is now composed of 12 divisions, were housed in 10 different buildings located in three major areas in Kelly AFB. Seven of the 10 buildings were of semi-permanent or temporary construction.

To get some idea of the enormity of the office layout, the finished facility has nearly 450,000 square feet. Four modern restaurants are open daily for employees. In the office area, there are about 4,000 desks, nearly 6,000 chairs, some 1,500 office machines plus supporting files, tables and other equipment valued at more than \$7 million.

About 1,100 tons of air conditioning keep the building cool while nearly 10,000 fluorescent light fixtures give the interior a daylight atmosphere.



**BELIEVED TO BE** the largest one-story office } is occupied by more than 4,000 personnel in ma-  
structure in the Southwest, Bldg. 171 at Kelly AFB } teriel management, plus support personnel.



**COL. R. H. HOLLOWAY**  
Support group commander.

## Col. Holloway

Col. Rufus H. Holloway, commander of the 600th Support Group, Kelly Air Force Base,

## Keeping Tabs On the Jet Engines

The materiel facilities division, supply and transportation directorate at San Antonio Air Materiel Area, directs the functions of the huge storage complexes for receipt, storage and issue of Air Force material and equipment for SAAMA's local base operations and customers worldwide.

An integral part of the division's vast and complex storage operation known as the aircraft engine storage, under direction of Albert Donn, receives, stores and issues aircraft engines for use throughout the world. Handling of aircraft engines requires technical know-how and experience of trained warehousemen and materiel handling

# Hats off to KELLY for 50 years



**COL. R. H. HOLLOWAY**  
Support group commander.

### Col. Holloway

Col. Rufus H. Holloway, commander of the 6060th Support Group, Kelly Air Force Base, is a native Texan.

Prior to joining the Kelly-headquartered Air Force Security Service, Holloway served for three years as deputy chief of the production center, defense intelligence agency out of Arlington Hall, Va. He commanded the Strategic Air Command's 9th Bomber Wing, Mt. Home AFB, Idaho; was wing commander of Tactical Air Command's 3rd Bomber Wing, Johnson AFB, Japan; and was chief of the plans and operations group, 1126th USAF Field Activities Group, and served as chief of manpower and organization for the Far East Air Forces.

A 1939 West Point graduate, the colonel graduated from the Air War College in 1953 and is completing requirements for the master's degree in engineering from George Washington University, Washington, D.C.

During World War II Holloway served in the Eastern Mandates and Asiatic-Pacific Theater where he flew 170 combat hours. He is rated a command pilot.


Among the colonel's decorations are the Distinguished Flying Cross, the Bronze Star Medal and Air Medal.

An integral part of the division's vast and complex storage operation known as the aircraft engine storage, under direction of Albert Denn, receives, stores and issues aircraft engines for use throughout the world. Handling of aircraft engines requires technical know-how and experience of trained warehousemen and material handling operators. Their duties are to accomplish the required functions of unloading, stacking and loading of engines ranging in weight from 500 to 10,000 pounds.

Kelly is the overhaul depot for many types of aircraft engines including the T56 series for C130 aircraft, T34 series for C119 aircraft, auxiliary airborne power plant and complete power pack unit for a quick engine change. During the past year, Kelly received 6,920 and shipped 6,948 engines. A total of 12,968 engines handled weighed 58,576,547 pounds and were valued at \$930,805,649.

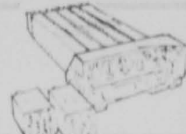
In addition to the preparation, physical movement and stockage of engines involved, it is of paramount importance that accurate records be maintained and location of each engine be known at all times to insure SAAMA accomplishes its prime mission of supplying customers with equipment when and where needed.

During the 12-month period personnel of the engine storage unit accomplished two inventory cycles with a 100 per cent accuracy and without any accidents causing damage to the engines or injury to personnel.

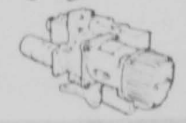


**LUNDY MILITARY SYSTEMS**

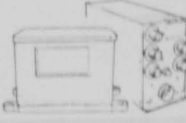
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# SAAMA's Talon Top Training Aircraft



MANAGEMENT RESPONSIBILITY for the all-weather supersonic T38 Talon is part of the workload shifted to the SAAMA at Kelly Air Force Base from the Middletown Air Material Area, Pa.

When SAAMA's materiel management responsibility for the most sophisticated and fastest aircraft system support manager for the Air Force inventory, according to Col. Conrad Herlick, director.

Herlick pointed out that management responsibility for the T38 is part of the workload shifted to SAAMA because of the phaseout of Middletown Air of the T38 aircraft, Herlick said: Material Area, Pa. Speaking

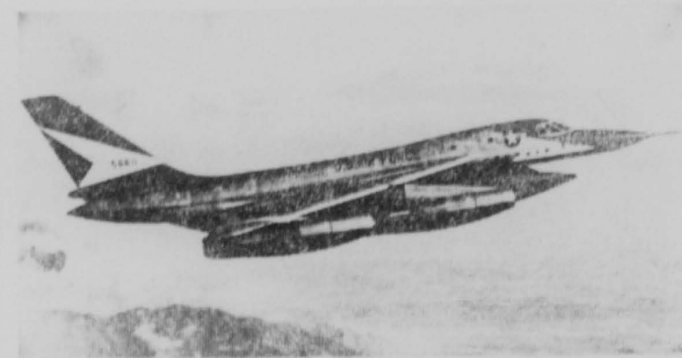
"The twin engine, two-place trainer, better known to pilots as the Talon, is the most modern and only jet aircraft trainer of its type in the operational inventory.

"The aircraft is used primarily by Air Training Command for jet pilot training. It is powered by two J855 engines which provide flexibility inflight for the pilot. It is capable of speeds up to 682 knots at 43,000 feet during navigation training and 726 knots at 40,000 feet during supersonic training."

Among Air Force bases using the aircraft are Randolph, Webb, Williams, Reese, Vance, Moody, Laughlin, Laredo and Craig. They are also used by NASA and West Germany.

A skilled team of technicians, industrial specialists, requirements and other specialists plus supporting personnel carry out the system support management of this aircraft. As part of their exacting and important management task, the group develops annual programs for maintenance and modernization of the aircraft and assure that these programs are accomplished.

The ultimate goal is to make certain that each craft is kept in first class operating condition, capable of performing its training mission for the using Command at all times.



THE B58 HUSTLER (above) is a management responsibility of the San Antonio Air Materiel Area at Kelly Air Force Base here.

## B58 Has Many 'Firsts'

The first operational B-58 Hustler was delivered to the Strategic Air Command Dec. 1, 1959. The B-58 supersonic bomber has in the intervening years established many "Firsts" while becoming almost as familiar to the general public as the family auto.

A review of the many feats accomplished by the San Antonio Air Materiel managed air vehicle will recall many thrills enjoyed by SAAMA personnel who contributed to their successful accomplishments.

Management of the B-58 Hustler is shouldered by the B-58-C 5A-B 70 system support management division in the materiel management at Kelly.

On 18 Sept. 1959 the B-58 made the first low level flight from Fort Worth, Texas to California at less than 500-foot altitude at an average of 700 mph.

A new world speed record of 1,961.80 mph was recognized for the B-58 on Jan. 12, 1961. Yet another speed record of 1,284.73 mph was set on Jan. 14, 1961.

The B-58 averaged 1,302 mph around 669.4 mile closed circuit course at Edwards AFB to set sustained speed record on May 10, 1961 and on May 26, 1961, the B-58 set a record for New York-to-Paris flight of three hours and 19 minutes.



COMPUTER AGE—Airman 2.C. Hoyt L. Kosterson II, Kelly comptroller programmer specialist, types a difficult problem for solution by a computer located at Santa Monica, Calif. How long for the answer? The correct answer is returned immediately.

## Computer Needs Grow

During the past year, San Antonio Air Materiel Area has made great strides in processing computer applications. The need for computer services to support the industrial and service engineering mission at SAAMA was recognized in late 1965. Today, these services are in existence and are being used extensively by SAAMA engineers.

The SAAMA time-sharing system is one of the computer services available to engineers.

### Sharing System

applications are processed. The savings in manhours is unlimited enabling the engineer to devote more time to the solution and analysis of his problem rather than to spend all of his time performing tedious manual computations.

applications are processed. The savings in manhours is unlimited enabling the engineer to devote more time to the solution and analysis of his problem rather than to spend all of his time performing tedious manual computations.

**HATS OFF!**  
to the men and women of  
**Kelly Air Force Base**

Big State takes this occasion to congratulate the personnel of Kelly Air Force Base for its achievements in the interest of our community and of our nation.

We extend to all of you a hearty invitation to visit our store in the near future.

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Automatic Ice Maker that freezes and dispenses ice cubes automatically.

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Needs No Special Wiring  
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**Side-By-Side In Only 32 Inches Of Floor Space**  
4-Shelf Adjustable Shelves  
Slim-Wall Insulation that increases food storage area by 25%  
Automatic Ice Maker built in, freezes and dispenses ice cubes automatically.  
**Slide-Out Freezer Basket**  
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Model RP17A77

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Today, these services are in existence and are being used extensively by SAAMA engineers.

The SAAMA time-sharing system is one of the computer services available to engineers. This system is comprised of two remote Western Union teletypes connected by 1400 miles of telegraph line to a large scale computer located at Systems Development Corp. in Santa Monica, Calif. This service enables the SAAMA engineer, through use of a computer language similar to algebra, to solve complex mathematical problems in a matter of minutes that would otherwise take days, months, or even years.

SAAMA engineering personnel are also making use of on-base computers to solve various types of technical problems using formula translation (FORTRAN) and common business oriented language (COBOL).

Large scale data systems dealing with fatigue analysis and reliability of various types of weapons systems are also being processed at SAAMA. Preliminary plans have been made to obtain computer aided machine tools, computer aided drafting equipment, and computerized engine test cells at SAAMA.

Savings from these scientific

**50<sup>th</sup> Anniversary**

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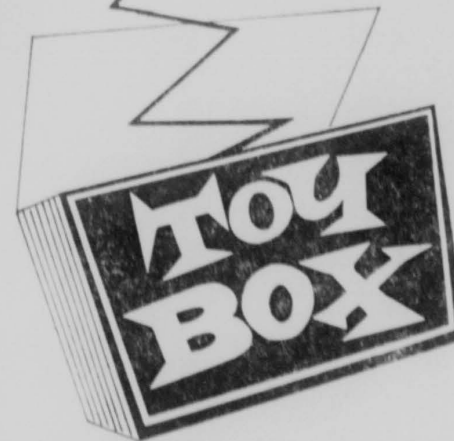


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# Base Automotive Backbone of Kelly



**BASE AUTOMOTIVE DIVISION STAFF** Includes (L-R) William Wulfers, Larimore Lamberth, James W. Cannon, secretary Mrs. Norma F. Miller, division chief Charles E. Smith and Sammy Trollinger.

The base automotive division is the backbone of Kelly Air Force Base in various locations throughout the installation. Its some 1,600 vehicles, 624 of which are general purpose, may be seen from Kelly AFB to San Antonio Air Force Station, near Ft. Sam Houston, to the International Airport.

Many of these vehicles carry priority materials bound for Southeast Asia while some move routine cargo from directorate, supply and transportation to the maintenance directorate; some may carry high government officials—the ambassador to Guatemala or possibly the Secretary of the Air Force—or the station wagon you meet may carry children on their way to school and the driver training instructor in the sedan just ahead may be road testing a new employee for a driver's permit.

Vehicles operated by the base automotive division traveled 2,216,832 miles during the year and with no major accidents recorded. Safe driver awards were presented 93 drivers totaling 1,307 years. In addition, quarter century safe driving certificates totaling 127 years of safe driving were awarded three division employees, Messrs Larimore S. Lamberth, Oscar Bucher and John Kelley.

Manager of this enormous organization is Charles E. Smith, who resides at 230 Sussex Ave. with his wife, Helen, and three children. Larry is a freshman at South Texas State College, Barbara, a junior at McCollum High School, and Jeffy, a seventh grader at Terrell Wells Jr. High.

Smith has been "in the business" for more years than he cares to admit.

He started his career in the motor pool as a Master Sergeant in 1944.

Upon his discharge from the service in 1945, he accepted employment as a dispatcher in the dispatch and operations section of the motor pool. In 1949 he was promoted to the driver training section where he held the title of training instructor until 1955 when he was promoted again to administrative assistant to the chief of the motor pool.

Upon the retirement of Walter C. Miller in 1959, Smith was promoted to his present position as chief of the base automotive division.

## Now, Here's a Popular Section

Next to the military and civilian pay sections, the most popular office in the accounting and finance division—so far as Kelly personnel are concerned—is the travel section, for it is here that they submit claims for reimbursement for expenses incurred while traveling on official business for the Air Force.

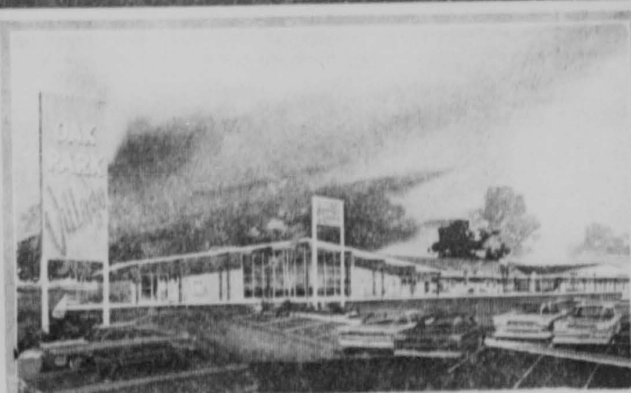
If they are short of funds, they may request advance payment of travel allowances to be deducted from the total amount due when travel is completed.

This section also controls, accounts, and reports for almost \$6,000,000.00 annually for travel of military and civilian personnel, travel of their dependents and shipment of personal baggage and household goods.

This amount includes money furnished other stations, many overseas, to pay SAAMA employees on duty as technical advisors on weapons systems and maintenance of aircraft.



**SERVICE WITH A SMILE** — Airman 3.C. Charles Queen delivers a travel claim to Karen Toles, voucher examiner, who reviews voucher details.



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**EDWINA EHRLER**  
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**DON PHILLIPS**  
Manager, O'Dell's Barber Shop



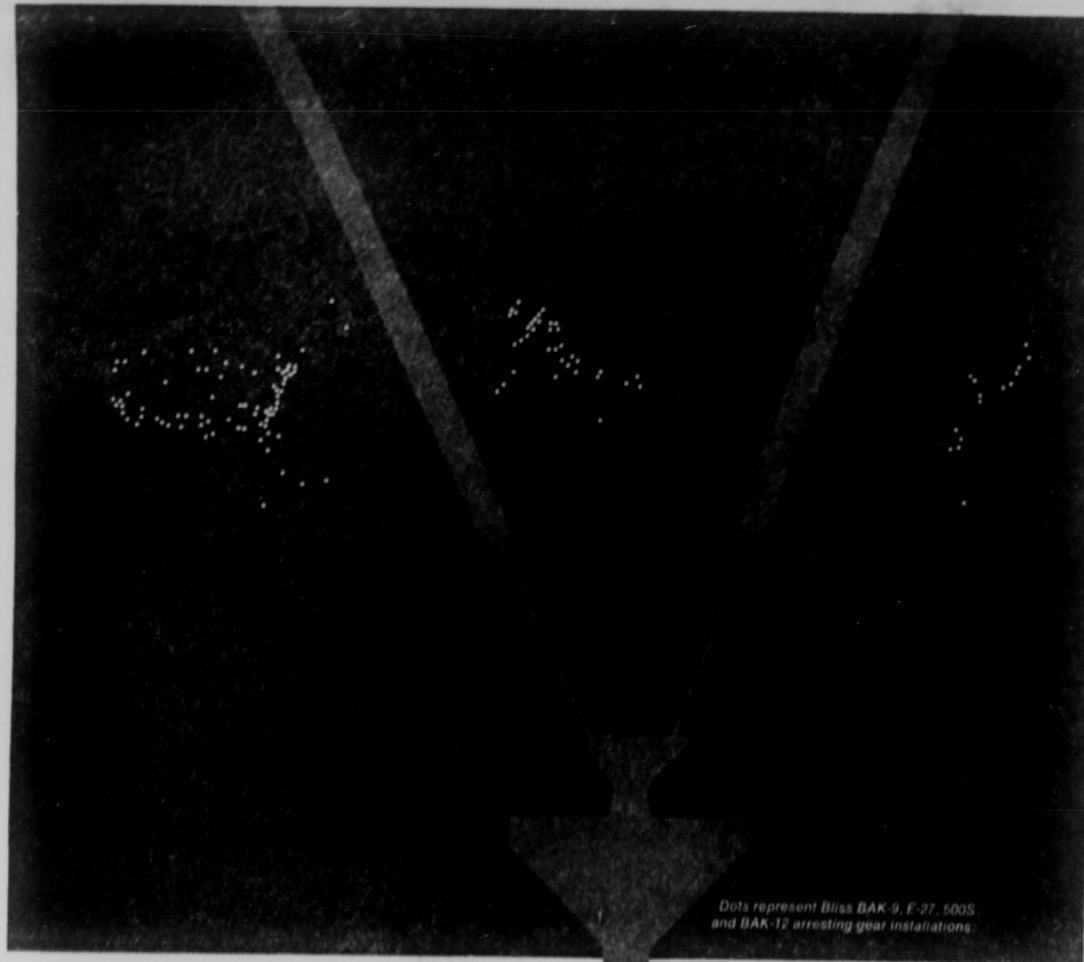
**MRS. JOE HORWITZ**  
Village Casuals



...and expenses of personal baggage and household goods. This amount includes money furnished other stations, many overseas, to pay SAAMA employees on duty as technical advisors on weapons systems and maintenance of aircraft.

**SERVICE WITH A SMILE** — Airman 3.C. Charles Queen delivers a travel claim to Karen Toles, voucher examiner, who reviews voucher details.

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Dots represent Bliss BAK-9, E-27, 500S and BAK-12 arresting gear installations.

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Over and over again, Bliss aircraft arresting units have met and surpassed expectations, in all sorts of climates and under widely varying operating conditions. The evidence speaks for itself: Today, more than 500 Bliss BAK-9, E-27, 500S and BAK-12 arresters are installed on runways at over 200 United States and other military air bases around the world...installations credited with saving more than 1000 overrunning jet fighters from damage or loss. Thus, it comes as no surprise that the U.S. Air Force is continuing to add to its installations of Bliss arresting gear. All these fully-developed and tested Bliss models are available on an "off-the-shelf" basis, and are backed by Bliss' worldwide plant and service facilities. For bulletins and detailed information, write E. W. Bliss Company, 101 Chester Road, Swarthmore, Pa. 19081. In England: C. T. (London) Ltd., 27 Ashley Place, London, S.W.1.

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**MRS. MARY F. SANDOZ**  
Fox Co.



**LLOYD NELSON**  
Handy Andy



**MRS. JOE HOEWITZ**  
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**MIKE H. KOMERO**  
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**OAK PARK Village**  
N. NEW BRAUNFELS AT Nacogdoches  
LOOP 410  
N. NEW BRAUNFELS  
OAK PARK VILLAGE  
NACOGDOCHES RD.

**Salute to Men and Women in the Armed Forces**

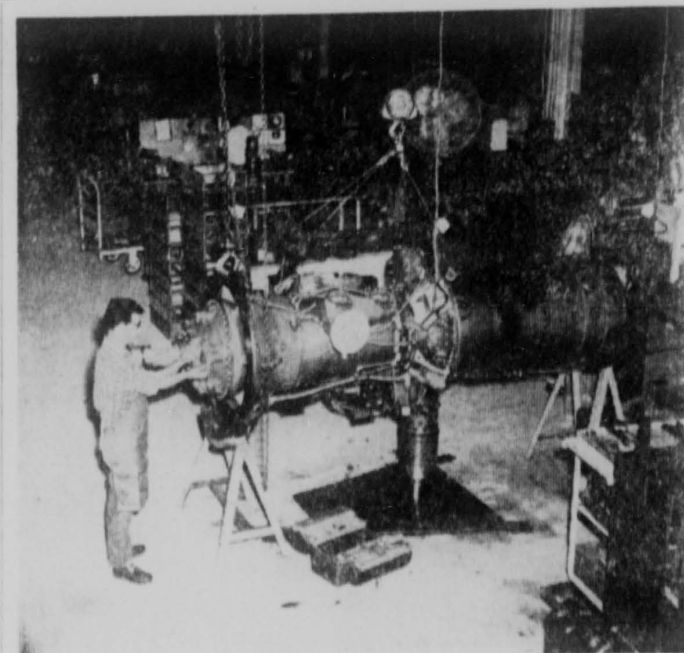
# Armed Forces Day Spectacular

## PROGRAM

ARMED FORCES DAY OPEN HOUSE  
KELLY AIR FORCE BASE, TEXAS  
SUNDAY, MAY 7, 1967

**The Schedule of Events:**

- 12 Noon—"Star Spangled Banner," Lackland Band of the West
- 12:03—Welcome, Col. Gaines
- 12:05—Band medley
- 12:15—Sentry dogs performance, Lackland Canine Corps
- 12:35—Model airplane flying, Alamo Radio Control Society
- 1:25—Air Force Song, Lackland Band
- 1:30—F-102 take off starts air show
- 1:32—C-119 formation fly by
- 1:34—HC-130 rescue demonstration
- 2:05—F-102 take off
- 2:07—Piper Cub aerobatics, Capt. Schram
- 2:21—B-52/KC-135 low level air refueling demonstration
- 2:24—F-102 formation fly by
- 2:25—Army Special Forces combat demonstration
- 2:58—T-38 fly by
- 3:00—Hilliard aerobatics show
- 3:20—F-102 recovery demonstration
- 3:25—Skydiving by Army's Golden Knights
- 3:51—Hoover aerobatics show
- 4:11—F-111 fly by



DAVID G. MENDOZA disassembles a T34 aircraft turboprop engine in the Engine Repair Branch located here at Kelly Air Force Base.

### Turboprop Repair Group

The Directorate of Maintenance at Kelly AFB marked its 12th anniversary in February as being the only aircraft turboprop engine specialized repair facility in the Air Force.

From the beginning of the overhaul program through Feb. 28, 1967, engine mechanics have overhauled 8,957 turboprop engines in the Kelly maintenance facility. This quantity includes the T56 series built by Allison Division, General Motors, and the T34 series built by Pratt and Whitney Aircraft Corp.

The T56 and T34 turboprop engines which power the C130 and C133 cargo aircraft respectively, are vitally needed in the day-to-day support of the Southeast Asia conflict.

Engines received for overhaul are taken through a succession of steps or processes referred to as specialized overhaul. The major operations in the overhaul line include the disassembly, cleaning of parts, inspection, rework, reassembly and testing.

On the 7th main overhaul line the San Antonio Air Materiel was in our wooden building



REYES A. NAJERA, veteran civil service worker, inspects property on receiving line at Kelly.

### Najera Began in 1930

Reyes A. Najera is an old-timer within the directorate of supply and transportation of Kelly. In 1930 the supply directorate



CHECKING lined sorted small aircraft port equipment

Sa

In the year... a his chief we... San and Virg... ne that their... become the fi... chief at the... largest ind... rial comp... in the 500 U... west — Kel... Air Force Bas... At the age... nine, Taylor... family mov... first to Miss... sippi, then... the city.

Ge

3:25—Skydiving by Army's Golden Knights  
 3:51—Hoover aerobatics show  
 4:11—F-111 fly by  
 4:15—Lackland Drum and Bugle Corps  
 4:30—Closing remarks, Col. Gaines

## THIS IS OUR SALUTE TO ALL OF THE U. S. ARMED FORCES

**ROY AKERS FUNERAL CHAPELS**  
 "Serving All Faiths, Faithfully Throughout the World"  
 515 N. Main Ave. CA 6-7201

**BEXAR COUNTY NATIONAL BANK**  
 325 N. St. Mary's St.—CA 7-8271  
 Member F.D.I.C.

**BLAIR'S BODY & PAINT WORKS**  
 All Makes & Models  
 Satisfaction Guaranteed  
 503 1/2 W. Martin CA 6-6379

**BRACKENRIDGE EAGLE**  
 World's Longest Miniature  
 Railroad

**BUDDY'E DRIVE-INS**  
 "Always Good Hamburgers"  
 2627 Vance Jackson Rd. DI 2-2451  
 4311 Fredericksburg Rd. PE 5-8721

**CARLETON PRINTING CO.**  
 Natalie G. Martinez, Mgr.  
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"Dine on The River Walk"  
 or Air-Conditioned Dining Room  
 River Boats—Bikeboats Rental

**CASA RIO MEXICAN RESTAURANT**  
 100 W. Commerce CA 5-6718

**RALPH DURKEE**  
 Equitable Life Assurance Society of U.S.A.  
 700 Kallison Tower CA 6-0161

Compliments of  
**JOE FREEMAN & HARRY FREEMAN**  
 1015 Tower Life Bldg. CA 6-1207

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**HARLANDALE STATE BANK**  
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 THE SONS OF HERMANN IN TEXAS**  
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Greetings To The Armed Forces  
**HOLT MACHINERY CO.**  
 CARTERPILLAR®  
 Holt Ave. MI 8-1111

**INCARNATE WORD COLLEGE**  
 Undergraduate and Graduate Divisions  
 4301 Broadway at Hildebrand TA 6-3292

**KELLY CONSTRUCTION CO.**  
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 Complete Service on All Fine Cameras  
 Our Best Recommendation—Over 5,000  
 Happy Customers Each Year.  
 1504 Fredericksburg Rd. PE 5-7412

**MIM'S CLASSIC BEAUTY COLLEGE**  
 5121 Blanco DI 4-3181

**O. R. MITCHELL  
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**NATIONAL SHIRT SHOPS. INC.**  
 5 Conveniently Located Shops in  
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**NATIONAL BANK  
 FORT SAM HOUSTON**  
 Serving The Military Since 1920  
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**F. A. NUNNELLY CO.**  
 "General Contractors"  
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**COMPLIMENTS OF A FRIEND**

**PHILIPS PAPER & BOX COMPANY**  
 321 South Salado CA 7-2397

**RENKEN & KUENTZ  
 TRANSPORTATION CO., INC.**  
 201 Burnet St. CA 6-8662

**REPUBLICAN PARTY OF  
 BEXAR COUNTY**  
 Seagal Wheatley, County Chairman  
 P. O. Box 12404 CA 7-6221

**ROYAL CROWN BOTTLING CO.**  
 120 W. Josephine

**SAN ANTONIO INN**  
 (Formerly Wayside Inn)  
 10803 Austin Highway OL 5-4220

Compliments of  
**SECURITY NATIONAL BANK**  
 Member F.D.I.C.  
 707 Bandera Rd. GE 2-2323

**SOUTHSIDE FUNERAL HOME**  
 "San Antonio's First Suburban  
 Funeral Home"  
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**SOUTHWEST OFFICE SUPPLY CO.**  
 Fast City Wide Delivery Service  
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**ST. MARY'S UNIVERSITY**  
 Main Campus Cincinnati Ave. GE 2-7821  
 School of Law 213 E. Travis GE 2-7821

Stop At The  
**TRAVELER'S HOTEL**  
 Ivor Billberg, Manager  
 220 Broadway CA 6-4381

**WEDGWOOD APARTMENTS**  
 The Most Magnificent Apartment Complex  
 In San Antonio  
 6701 Blanco at Loop 410 DI 4-0261

**H. B. ZACHRY COMPANY AND  
 H. B. ZACHRY PROPERTIES**  
 WA 2-1213

steps or processes referred to as specialized overhaul. The major operations in the overhaul line include, the disassembly, cleaning of parts, inspection, rework, reassembly and testing.

On the T36 engine overhaul program alone, enough engines have been processed to equip 1,700 C130 aircraft. This has resulted in a total log of over six million flying hours, which when converted into mileage, is equivalent to over 3,200 trips to the moon.

### Najera Began in 1930

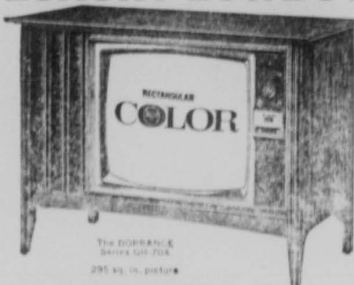
Reyes A. Najera is an oil timer within the directorate of supply and transportation of the San Antonio Air Materiel Area at Kelly Air Force Base. He began his Civil Service career in supply in 1930. The only Civil Service test required in those days was a physical examination. If you could lift a 100 pound sack, you were hired.

In 1930 the supply directorate was in one wooden building. Other buildings at Kelly were metal hangars. Najera figures there were only about 490 employees assigned to Kelly then. Today the supply and transportation directorate is housed in more than 90 buildings and employs 4,730 employees.

## OLMOS

... has the most complete selection of color TV's in San Antonio.

### LUXURY LOWBOY



RCA VICTOR *New Vista* COLOR TV

- Powerful 25,000-volt Color chassis
- Rectangular RCA Hi-LITE Color Tube
- Super-powerful New Vista VHF, Solid State UHF tuners
- New RCA solid integrated circuit performs key FM sound functions
- Automatic Color Purifier "cancels" magnetism
- One-set VHF line tuning, stay-set volume control
- Two 6" oval duo-cone speakers

### OLMOS TV HAS THE BEST COLOR TV PICTURE IN TOWN

Here's why . . . we at Olmos Radio & TV have been in the Color TV business since the beginning—over 12 years. Our staff has had RCA Victor Factory Training and is authorized to service RCA Victor Color TV. We can properly install a color TV, thus insuring a perfect picture. Being the largest Color TV dealer in South Texas we must make the best deals. Our showroom has the largest Color TV display in San Antonio. Come in today—let us show you the best Color TV in town . . . RCA Victor.

### SEE US FOR EXPERT ANTENNA INSTALLATION

Large or Small

EASY TERMS  
 3 YEARS TO PAY

### Color Television HEADQUARTERS

YOU GET THE ULTIMATE IN SERVICE AT . . .

## OLMOS

RADIO AND TV  
 3205 N. McCullough TA2-3441

### 10 REASONS TO BUY YOUR COLOR TV AT OLMOS

1. Conveniently located at 3205 N. McCullough Ave.
2. We are an authorized Sales & Service RCA VICTOR DEALER
3. We're Color TV EXPERTS  
 Take advantage of our 12 years of experience in recommending installing and servicing RCA Victor COLOR TV.
4. Largest Selection in Town. See the ALL NEW smaller than ever cabinets. In blond, mahogany, walnut, cherry, maple, ebony and fruitwood.
5. We have our own service dept.
6. FREE DELIVERY and EXPERT installation according to factory specifications.
7. FREE — One-year Warranty on All Parts including Picture Tube.
8. GIANT TRADE-INS
9. EASY TERMS.
10. 1-Year Warranty on all parts and tubes including picture tube.

Classified Want Ads—LA 6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part II— 55

# Mechanization Is Goal of the Group



CHECKING memory device of stream-lined sorter system for consolidating small aircraft parts and ground support equipment are (L-R) Carlos Zapata, industrial engineering technician; James A. Armacost, supply deputy director, and Clyde Salzman, packing and preservation branch chief.

Many technical advances have recently been made within the supply and transportation directorate of the San Antonio Air Materiel Area at Kelly Air Force Base. Each change resulted in a better way to do the job.

During the past five years, mechanization of existing systems has been the goal.

### RECEIVING SYSTEM

In 1961, Kelly opened a central receiving system. Mechanical improvements, such as 3,000 feet of conveyors and pneumatic push offs, reduced time required to process receipts by 75 per cent. The system seems to have been worth every cent of the \$650,000 it cost.

A completely new shipment packing system, including the most modern electrically powered and pneumatic equipment and the first mechanical sorting system used in the Air Force, was installed in 1965. This resulted in more timely supply from the San Antonio Air Materiel Area to military components around the world.

To reduce packing costs a carton making facility for fabricating boxes and cartons was also installed in 1965.

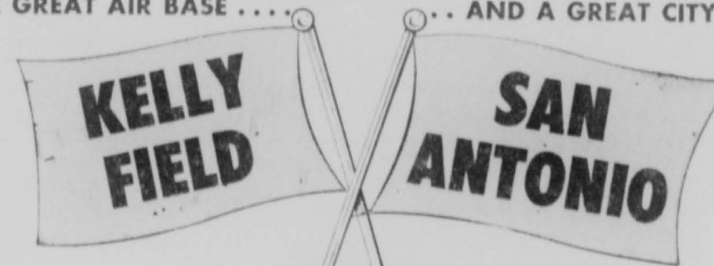
### 2,000 PACKAGES

The facility used for packaging about 2,000 packages a month of items repaired at Kelly Air Force Base was modernized in 1966. Rather than get supplies now arrive by conveyer, they are ready for packing, such same time as units to be packed. In the next four or five years, it is planned to enlarge the Kelly Air Force Base Air Terminal. They also plan to improve the capability of the computers so the location, in one of the 87 warehouses or in outside storage areas, for requisitioned units will automatically be listed on the requisition.



*- Walgreens Salutes -*

A GREAT AIR BASE . . . . . AND A GREAT CITY!



To The  
Airmen  
of Kelly...

ON THIS ANNIVERSARY AND  
EVERY DAY - :

OUR ADMIRATION,  
OUR ENCOURAGEMENT,  
OUR PRAYERS,  
OUR THANKS.

## Sam Taylor Kelly Fire Chief

In the year 1910 in Rome, Ga., Hope, Ark. where at 18 he became a fire chief was born. Little did Sam and Virginia Taylor realize that their son, Sam, was to become the fire chief at the largest industrial complex in the Southwest - Kelly Air Force Base.

At the age of nine, Taylor's family moved first to Mississippi, then to the city of Little Rock, Ark. where at 18 he began his career as a firefighter. With nine valuable years of experience behind him, he moved to Texas where he worked for a steel construction company. Times were hard and he was forced to seek employment wherever available.

Strange but true, his destiny brought him to Kelly during his fourth year of employment with the Texas Steel Construction Co. At that time he was working on the steel superstructure of a hangar under construction, when he heard and saw fire trucks responding to an alarm. With fire fighting still in his blood and the sight and sound of fire equipment around, the desire to return to his beloved profession was triggered. He followed about to the site of the emergency almost as a natural instinct.

After the fire was extinguished, he approached the base fire chief and asked if he could join the Kelly Fire Department. And join he did. In 1941 Taylor began his career at Kelly Air Force Base as a firefighter. The years 1942 through 1946 found Taylor acquiring more experience. This experience however was gained during World War II, and while in the uniform of a firefighter in the Army Air Corps. When the war was over, he came home to Kelly in 1946. Two years later he became the chief of fire protection at Kelly.

In his role as chief of the fire protection branch, Taylor is ably assisted by Chief Adell L. Damerall who supervises the fire operations section and Chief Walter R. Rogers, who heads the technical services section.



Taylor

## Centeno Salutes Kelly!

# HOUSEHOLD FURNITURE CO.



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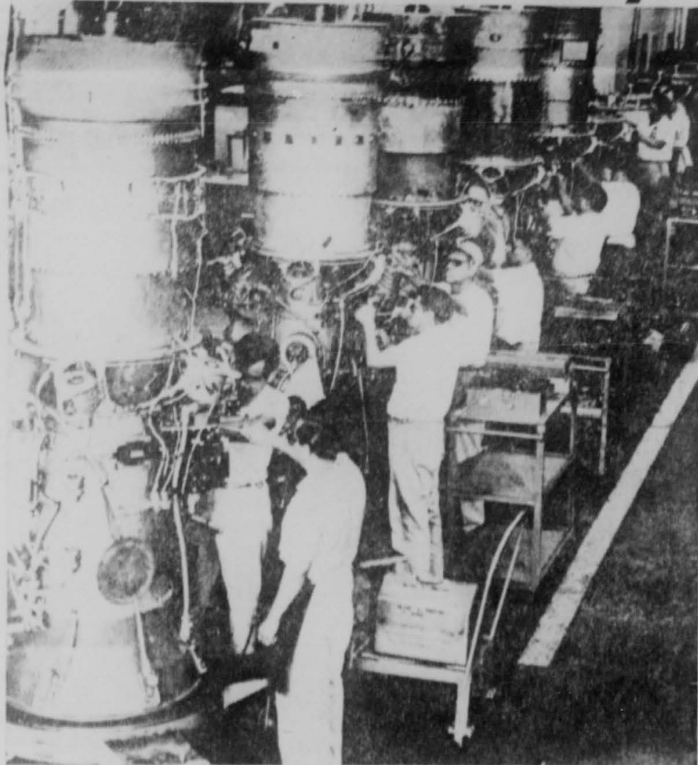
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Force Base as a firefighter.  
The years 1942 through 1946  
... insral who supveises the fire  
operations section and Chief  
Walter R. Rogers, who heads  
the technical services section.

FOR PRESCRIPTIONS

### Centeno Salutes Kelly!



HIGHLY SKILLED MECHANICS AT KELLY REPAIRING JET ENGINES

### Jet-Age Assets to Our City and Nation!

ALL OF US at Centeno are mighty proud of Kelly Field—and of our thousands of customers who are such highly valued Kelly workers!

On its 50th Anniversary, Centeno salutes Kelly Field—and its capable Air Force and civilian personnel . . . all of whom are indeed jet age assets to our city and nation . . . helping us to grow faster and more secure in today's world!

# Centeno

**SUPER MARKET**

2300 W. COMMERCE CORNER OF LAS MORAS  
WHERE EVERY CENT BUYS MORE!

# HOUSEHOLD FURNITURE CO.

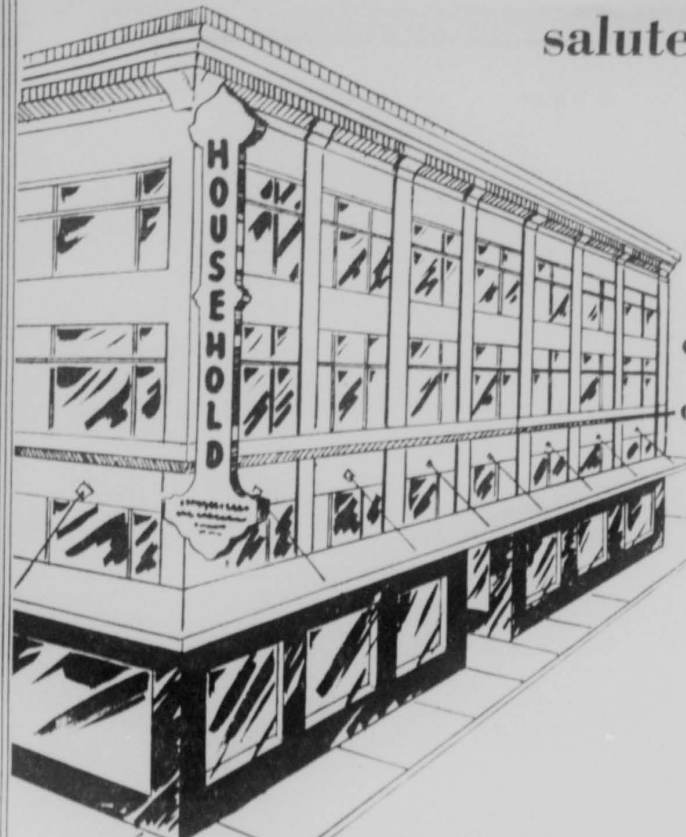
salutes . . .

## KELLY AFB

on its 50 Golden Years  
of Service to America...

Now celebrating our  
69th year of service  
to San Antonio and  
South Texas

Homemakers!



• DOWNTOWN Commerce at St. Mary's St. • NORTHSIDE 302 Rector Dr. Across from North Star Mall

..Where you always find the right  
merchandise at the right price!..



## MARGO'S VOGUE

NORTH STAR HOUSTON AT NAVARRO WONDERLAND



MARGO'S VOGUE

CONGRATULATIONS TO KELLY AIR FORCE BASE ON ITS

**50<sup>TH</sup>**  
ANNIVERSARY!

WE, AT MARGO'S VOGUE, KNOW HOW IT FEELS TO BE 50, BECAUSE WE'RE CELEBRATING OUR 50TH FASHION YEAR IN SAN ANTONIO!

OUR VERY BEST WISHES GO TO THE KELLY AIR FORCE BASE PERSONNEL!



# Printing Facilities Are Second to None

Over the past 25 years the printing activity on Kelly AFB has developed into one of the most modern facilities in the southern part of the United States and ranks second of all Air Force-operated printing plants.

Assigned originally to the air-materiel area adjutant office, the plant has been one of five units operated as reproduction units. Its equipment was limited to three mimeograph and two ditto machines until 1942 when its first 10x15 offset press was installed. During the next three years, which were World War II years, each of the units greatly increased in size, and in 1945 all the units were consolidated and placed under single supervision.

With the development of high speed aircraft and supporting ground equipment came the requirement for operating and maintenance manuals, and Air Force printing increased to the degree a majority of the materials were placed on contract with commercial printers for accomplishment.



FRANK S. RENDON, Jose P. Cavazos Jr., Waldo E. Humberto M. Gonzales (L-R), publication clerks, pack Cullip, Arthur Hernandez, Pedro R. Flores Jr. and and ship technical publications.



MRS. MARY SWANSON, supply's accounting function chief, and Norman Springs, supply clerk, check the listing on the new accounting machine in the redistribution and marketing division of SAAMA at Kelly AFB.

## DO88 Data Processing: Another SAAMA First

Another first for the San Antonio Air Materiel Area is the DC-3 data processing system.

The system has simplified the flow of documents, centralized responsibility and control, reduced the probability of error and improved the capability to locate and identify documents.

It has increased R&M capability to control and manage disposal operations by means of machine product listings.

The modernized system has made SAAMA compatible with other governmental supply systems in that it controls, reports and issues by the card method instead of by manually prepared documents.

By integrating the operations of the accounting and redistribution functions into a centralized property control, R&M is enabled to have absolute control of all property being utilized, transferred, donated and sold. This again insures that R&M is truly the "watch dog of the Air Force."

Plans, procedures and operations conceived at SAAMA will be used as a basis for future implementation and training of personnel from other AMA R&M activities.

From the inception of the disposal activities with its manual records system, R&M has now been streamlined to meet aerospace age requirements.

"This system of accounting," explained T. J. Ewing, R&M Division chief, "has enabled R&M to have an 'in-house' capability for providing accurate and timely accounting and reporting to various Department of Defense and other governmental agencies.



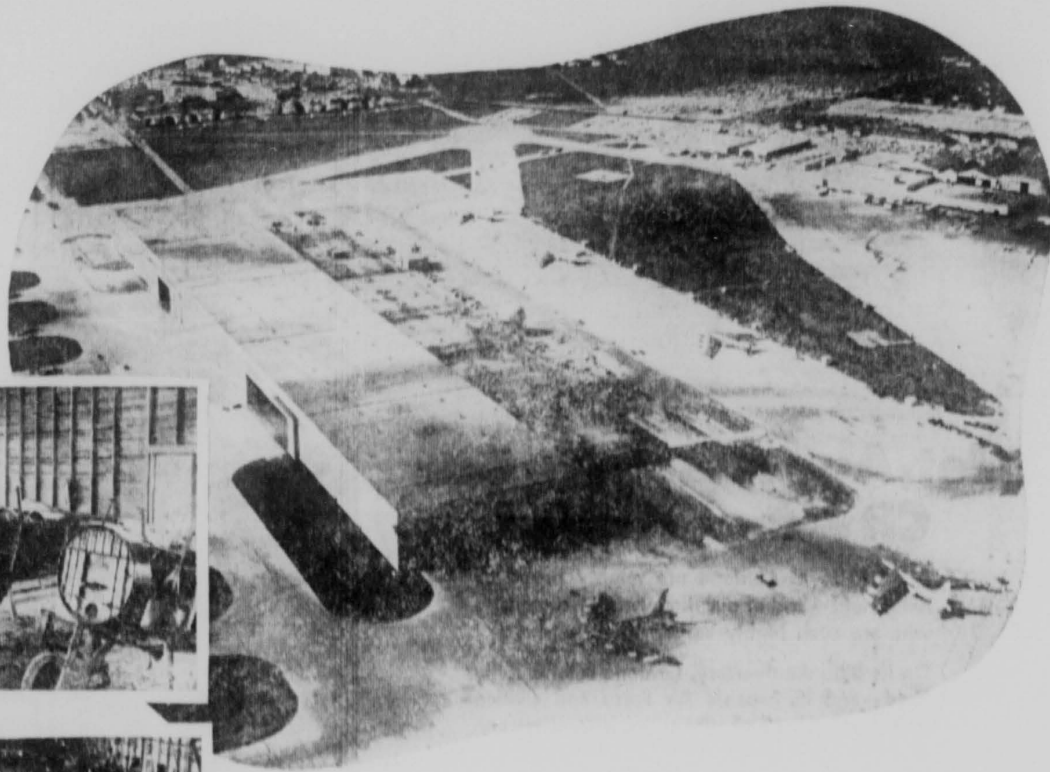
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# CONGRATULATIONS KELLY A.F.B. on 50 years of service to America and the Free World

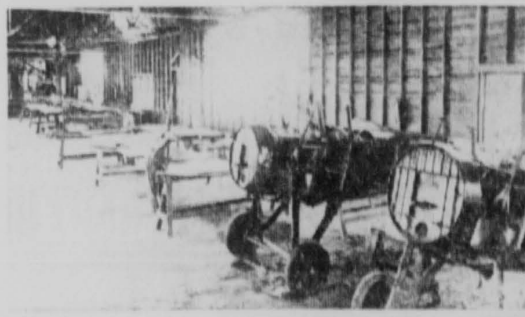
The management and staff of BLOWERS INC. salute General Frank E. Rouse, SAAMA commander, and the entire military and civilian populous of Kelly AFB on their "golden occasion".

BLOWERS, INC. of Blue Island is proud of the part they play in the prime mission of SAAMA in supplying coupling assemblies, fuel cell inspection lights, MA-1 blowers, Hi-Lo welding fume exhausters and other vital items in the maintenance and repair of aircraft.



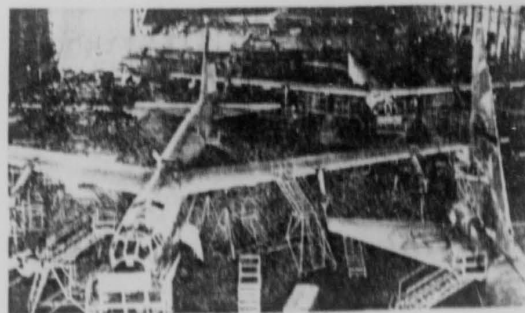
## *In the Beginning . . .*

. . . much has happened in military aviation since our early days at Kelly when maintenance and repair on the old "SPADS" was a prime mission.



## *Kelly Today . . .*

. . . today Kelly has many prime missions in support of world peace with facilities such as this giant SAAMA maintenance and repair hangar in which as many as 14 "Stratofortresses" can be overhauled at one time.



# *Blowers,* INCORPORATED

12655 S. Western Blue Island, Illinois

Classified Want Ads—CA 6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part II—57

# \$36,750,000 Military Payroll at Kelly



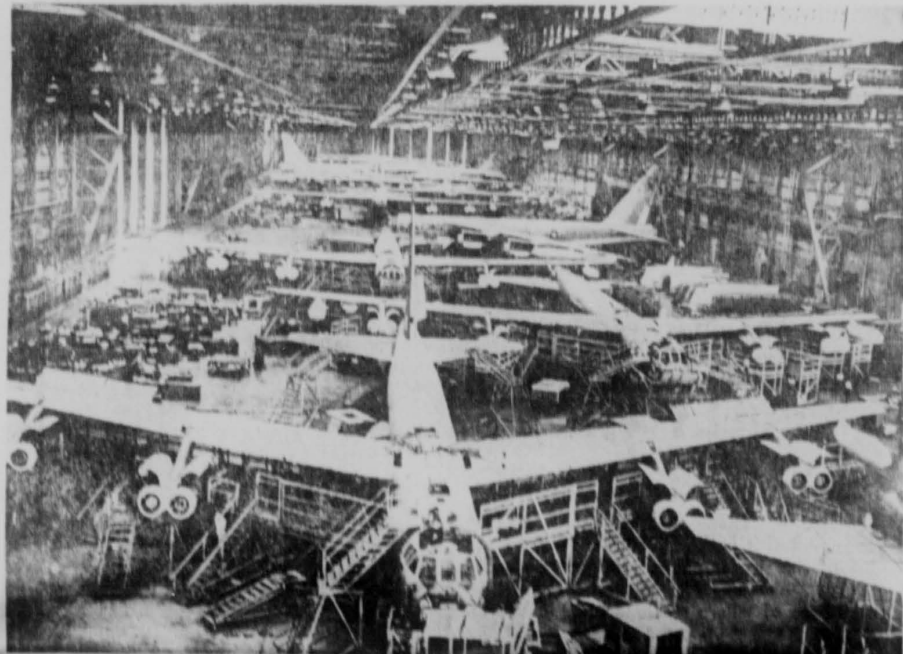
AT THE CONSOLE of the NCR 390 } Charline Lonas updates military pay  
electronic data processing system, } records in file (right).

The Military Pay Section of the SAAMA Accounting and Finance Office has an annual payroll of approximately \$36,750,000, paying about 6,200 officers and airmen stationed at Kelly Air Force Base and Headquarters USAF Security Service in San Antonio and at Ellington AFB and the National Aeronautics-Space Agency (NASA) in Houston.

Personnel of the Military Pay Section take keen interest in the space program since the NASA payroll includes the Air Force astronauts.

The SAAMA accounting and finance office was one of the first to mechanize its military payroll in January, 1964, using a low cost NCR 390 electronic data processing system which had been developed by the Air Force to provide effective administration of funds appropriated for pay of its military personnel.

Through the use of the NCR 390 computer, pay technicians are responsible not only for the accurate maintenance of military pay records and timely payment of military personnel but also for the accounting and reporting of accurate obligations for pay of these personnel.



## Confidence is Cavender

Congratulations from Cavender to Kelly A.F.B. on their 50th Anniversary



JAMES M. CAVENDER JR.



JAMES M. CAVENDER III



W. B. CAVENDER

The purchase of a New or Used car is an investment you want to make with care. You should seek the Council of a Dealer who has a reputation of Integrity. A Dealer in whom you can place your Confidence.

CAVENDER GENERAL OLDSMOBILE CO. has put forth every effort during their 28 years in business, to establish a Reputation in which you can have confidence . . .

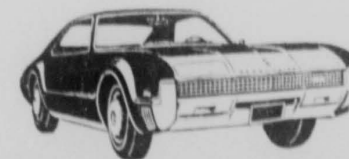
CONFIDENCE . . . in the Oldsmobile they sell.

CONFIDENCE . . . in the Service they render.

CONFIDENCE . . . in the Deal they Give.

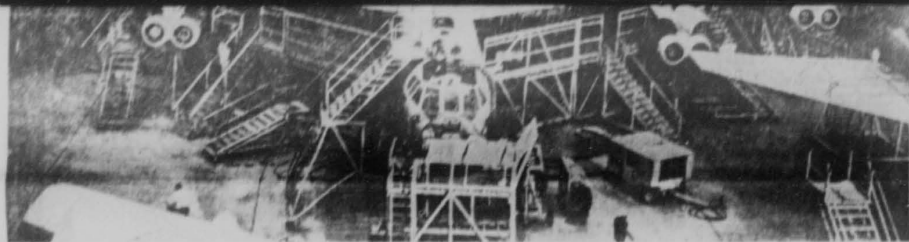
Oldsmobile sales are backed by Guardian Maintenance in Cavender General Oldsmobile's vast service facilities. Yes . . . the prestige Oldsmobile, the best deal and service follow-through have given Oldsmobile buyers in San Antonio and the great Southwest . . . confidence in Cavender General Oldsmobile Company.

"Confidence is Cavender"



by manually prepared  
gating the operations  
counting and redistri-  
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ity control, R&M is  
have absolute con-  
property being util-  
ferred, donated and  
again insures that  
ruly the "watch dog  
Force."

.B.  
orld



OVER THE YEARS—Giant B52s are overhauled just about every type bomber in the U.S. in-  
at Kelly AFB, where technicians have repaired ventory since the base opened in 1917.



Since 1939 . . . for 28 Years

- Growing with San Antonio and
- Helping San Antonio Grow . . .

Because

**YOU  
ALWAYS  
PAYLESS**  
AT **Pay-Less**  
**DRUG STORE**  
400 E. HOUSTON

Continually

OFFERING SAN ANTONIO THE  
**LOWEST of LOWER PRICES**  
FOR THE  
**HIGHEST of HIGH QUALITY**

of Nationally Advertised Brands

Drugs . . . Cosmetics . . . Medicines . . . Prescriptions  
Electrical Appliances, Household Accessories  
Gift Items as well as literally Thousands and  
Thousands of other Dependable Home & Personal Needs

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d, Illinois



*Cavender* GENERAL OLDSMOBILE CO.  
801 BROADWAY • CA 6-7353

**CONGRATULATIONS  
TO KELLY A.F.B.** 

**ON 50 GOLDEN YEARS  
OF SERVICE TO  
OUR COUNTRY**



**DWIGHT TV**

2722 SOUTHCROSS

947 So. W. W. WHITE RD.

# Electronic Digital Computers Show Big Growth at SAAMA

In 1950, there were only 10 electronic digital computers in existence. This figure grew to 6,000 by 1960 and to 30,000 by 1965. By 1975, it is projected that over 85,000 electronic digital computers will be in operation performing a multitude of various business and scientific applications.

SAAMA is keeping pace with this giant growth of the computer industry. SAAMA's current computer complex consists of two large scale, solid state IBM 7080 data processing systems, five small scale IBM 1401 data processing systems, a medium scale IBM 1401-1301 data processing system, six medium scale RCA 301 data processing systems (one of which is a special purpose random access computer), and a small scale NCR 390 military payroll computer.

These computers are operated 24 hours a day, seven days a week, 52 weeks a year, and provide SAAMA with the high speed management capability which is required to fulfill its worldwide logistics mission for the United States Air Force.

SAAMA's Data Services currently maintains 168 different data systems manned by 152 computer operators and 161 programmers plus supporting staff.

## GROWING WITH KELLY AND THE COMMUNITY

Graduates—Your Future Can Begin With a Professional Employment Service.

Upon graduation, every young man and woman wants and needs a job.

Ever considered enlisting the aid of a Professional Employment Service? We think you should. For a number of sound reasons.

It's their business. Who could possibly be any better at it? Who works with more companies every day? Knows all about them and their people? Knows their employment needs, their growth possibilities, their philosophies? Today, the best ones are staffed with thoroughly trained Employment Counsellors who are specialists in every phase of the business. They are interested in helping you . . . not just fitting someone into an available job.

There are definite advantages when you seek the services of a Professional Employment Service that is national in scope. More job opportunities locally and nationally. Discuss your particular desires with a friendly, helpful Professional Employment Counsellor.

A MOST IMPORTANT NAME IN YOUR FUTURE

WE PLACE PEOPLE

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PERSONNEL CONSULTANTS

This Office is Independently Owned and Operated Under Separate Management.  
291 WONDERLAND CENTER PE 2-2261

### Congratulations Kelly Field

These apts. accessible to all Military Installations around San Antonio

#### LASSES TOWN HOUSES

Newest Concept in Luxurious Living

- Faceted patios
- Individual air
- 1 1/2 baths
- Park or garden
- Faceted pool
- Carpets and drapes
- Beautifully landscaped
- No lease required
- Brooks-Kelly
- Children Welcome

TA4-5755 ED3-1841

#### Brentwood Arms

1307 Cupples Rd.  
KELLY-LACKLAND  
1-2 BEDROOMS  
AIR-CONDITIONED  
CENTRAL HEAT POOL  
FURNISHED  
UNFURNISHED

GE3-3246 — CA5-2398  
Anytime

FOGIEL CONSTRUCTION CO.  
247 BEECHWOOD, SAN ANTONIO, TEXAS

#### College Park

2111 NO. FLORES  
OPPOSITE SAN PEDRO PARK  
NEAR FT. SAM

1-2 Bedrooms

- CENTRAL AIR-HEAT—
- REASONABLE RATES

Convenient to SA College and St. Mary's University.

PE5-1131

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APARTMENTS  
DE CHANTLE &  
3700 FREDERICKSBURG  
TA 4-5755

- Select choice now.
- NEARING COMPLETION
  - FURNISHED-UNFURNISHED
  - NEAR METHODIST HOSPITAL
  - WONDERLAND SHOPPING
  - 410 EXPRESSWAY

## Congratulations on your 50th Birthday

From

# The Big M The Aerospace Union LL 1025

## on our 79th Birthday

## IT IS WITH PRIDE WE SALUTE KELLY AFB

### On This Their Golden Anniversary Year

Welcome Visitors To Our City

- BARLITE CONCRETE MASONRY UNITS
- READY-MIX CONCRETE
- LIGHTWEIGHT AGGREGATE
- BARCRETE

We Are Pioneers In This Business

## BARRETT INDUSTRIES

2718 Military Dr. S.W.

WA 2-1271

### St. Mary's University Salutes KELLY A.F.B. 1917-67

PRE-REGISTRATION

COUNSELING

MAY 8-12

FOR

## Summer

## Sessions

For further information, call GE 2-7821

**ST. MARY'S** 2700 Cincinnati Avenue  
San Antonio, Texas



It gives us great Pleasure to extend sincere congratulations To **KELLY FIELD** ON THEIR **50<sup>TH</sup> ANNIVERSARY**

SPECIAL SERVICES FOR MEMBERS OF THE ARMED FORCES SINCE 1920

One of the first banks to inaugurate special "Career" services for military personnel — regardless of where stationed in the World.

### NATIONAL BANK OF FORT SAM HOUSTON

1422 E. Grayson St. — CApital 3-2981

## WE SALUTE KELLY A.F.B.

### Broadway Motor Mart 920 Broadway CA7-5007

WE ALWAYS KEEP ONE OF THE LARGEST AND CLEANEST USED CAR STOCK IN SAN ANTONIO



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"It's Time  
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Northside Bra

**Congrat**  
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**MEXI**  
FOODS  
100 W. COMM  
(Half Block From J

**DINE on RIVE**  
CLOSED SUN  
Open May 13, Thu  
11 AM-9:30 P  
Lob: Day Thu May 13, 11  
A. F. Peyer - Johnson Int

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2-5410  
3-4535  
4-5412  
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**Summer Sessions**

For further information, call GE 2-7821

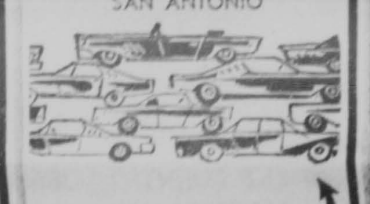
**St. Mary's** OF TEXAS  
2700 Cincinnati Avenue  
San Antonio, Texas

SPECIAL SERVICES FOR MEMBERS OF THE ARMED FORCES SINCE 1920

One of the first banks to inaugurate special "Career" services for military personnel — regardless of where stationed in the World.

**NATIONAL BANK OF FORT SAM HOUSTON**  
1422 E. Grayson St. - Capitol 3-2981  
San Antonio, Texas 78208  
Member - F.D.I.C.

SAN ANTONIO



**HAPPY 50TH ANNIVERSARY KELLY**

FROM A FRIEND

We Salute Kelly AFB

On its 50th Anniversary

CACTUS MOBILE HOMES  
2272 Austin Hwy.  
OL 5-4431



**Ursuline Academy**  
Established 1851  
OLDEST CATHOLIC SCHOOL IN CITY  
**GIRL'S SCHOOL**  
Conducted By Ursuline Sisters.  
In Our Sixth Year at New Buildings  
4802 YANCE JACKSON  
SPECIAL SUMMER TYPING CLASS  
June 5-8 weeks — 8 A.M. to Noon  
We Too Extend Greetings To  
**KELLY FIELD**

Congratulations to Kelly Air Force Base on their 50th Anniversary

**Billy Mitchell Bowling Lanes**  
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**Goliad Riviera Apartments**

South Side's Finest  
QUIET REFINED LUXURIOUS LIVING

FURNISHED—UNFURNISHED  
Central heat, air—Two swimming pools  
Sauna bath—5 Maytag laundry rooms  
Convenient to all Military Bases — McClellan and Brookhill shopping areas, City bus service.

3203 Bolmore Dr. ED 3-5241  
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**BAVARIAN + INN**

HAPPY GOLDEN ANNIVERSARY KELLY  
WELCOME TO ALL VISITORS

ART and FRIEDEL ADERS, Owners

AUTHENTIC GERMAN FOOD  
REAL BAVARIAN ATMOSPHERE

Local and Imported Beer and Wine  
"We Cater to Private Parties"

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Congratulations to KELLY AFB on their 50 Golden years of Service in San Antonio

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SAN ANTONIO'S VOLUME DEALER OFFERS YOU SELF-CONTAINED TRAILERS, REGULAR TRAVEL TRAILERS AND PICKUP COVERS

WITH BANK FINANCING AVAILABLE

**TRAVEL TRAILERS**



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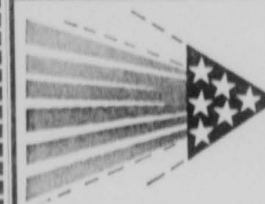
**HEIMER CAMPER SALES**  
3329 S.W. Military Dr. WA 2-1291  
San Antonio, Texas 78211  
1 Mile West of Fed-Mart

Congratulations To Kelly A.F.B. Which has been a vital part of Our city—San Antonio, Texas

**INGRAM EQUIPMENT CO.**  
4455 DIRECTOR ED 3-3210  
Construction Machinery And Supplies

Congratulations To Kelly AFB on its Golden Anniversary

**Doyle Motor Co.**  
1409 Broadway CA6-3183



CONGRATULATIONS TO KELLY FIELD ON THEIR 50TH ANNIVERSARY

**BERRENDO SQUARE**  
515 E.aveler TA 2-0990  
1-2-3 BEDROOMS . . . STUDIO APTS.

TEXAS CATHOLIC BOYS' CAMP "CAMP TECABOCA" (Ages 8 to 14)

Mountain Home Texas  
Conducted By The Brothers Of Mary  
FOR APPLICATION WRITE OR PHONE  
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Kelly Field Air Force Base We Salute You On Your 50th Anniversary

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Congratulations on Your Golden Anniversary

**Salvation Army Needs**

- Electrical Appliances • Furniture
- Clothing • Bedding • Shoes

Visit Our Family Thrift Shops  
3701 1/2 Nogalitos 3417 So. Flores

All Profits Go to Aid in Rehabilitation of Handicapped  
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A Salute To KELLY AFB ON THEIR FIFTIETH ANNIVERSARY

**NIPPER'S FLOWER SHOP**  
FLOWERS GIFTS  
Francis Nipper Hopp  
120 5th St. CA 7-8246 ED 3-0433

The Golden Year Is Yours Everyone Is Proud Of Kelly Field's Part In The Progress Of Our City

**CENTRAL CATHOLIC HIGH SCHOOL**  
For Boys—Nine Grades  
Summer Program June 5

1403 NO. ST. MARY'S ST. CAS-6794  
BROTHERS OF THE SOCIETY OF MARY

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Featuring

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For Your Bu

6 A.M.-10 P.M.

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6100 So. Flore

# Civilian Volunteers Acting as 'Trouble Shooters' for SAAMA

It is an accepted way of life with military personnel to be subject to call on short notice for assignment in various parts of the world.

However, a group of volunteer Air Force civilian employees at Kelly AFB are also always ready to travel to various parts of the world in support of their country.

These volunteers are supply "troubleshooters" ready to move on short notice to any spot in the world when emergencies cause a breakdown in normal supply pipelines to USAF combat units. Maj. Gen. Frank E. Rouse, SAAMA commander, said the

concept of using civilian volunteer teams was initiated by the Air Force Logistics Command in June 1965 to get supply and transportation operations back to normal when they are interrupted by natural disasters, major fires or which could cause the volun-

tors and warehousemen. The other group is known a Project RATS (rapid area transportation support) and consists of packers, craters, freight checkers and receiving personnel.

May We Extend Our Heartiest Congratulations To Kelly Field On Their 50th Anniversary

## SECURITY TITLE CO.

"Title Insurance"

"It's Time to Buy or Build that Dream Home"

Main Office 425 E. Pecan CA7-0131  
Alamo Hqts. Branch 120 Austin Hwy. TA4-3238  
Southside Branch 1929 Pleasanton WA2-6231  
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We are Happy to Be a Part of San Antonio and extend Our Congratulations to

### KELLY AIR FORCE BASE ON IT'S GOLDEN ANNIVERSARY



- \* '67 GMC Pickup with Sportsman camper
- \* Firetools • Heater • Gauges • Rear Leaf Springs
- \* Five 135 Tires & Wheels • 2 Speed Washcloth Wipers
- \* Turn Signals • Insulated Cabs • Seat Belts

36 MONTHS—BANK FINANCING


"General Motors' Finest Truck"

### PICKUP PAVILION

## MOTOR TRUCK SALES CO.

1133 Broadway

## Whopper-Burger Drive-Ins Salute You



- No. 2 1701 E. Houston ..... CA 6-0081
- No. 3 2758 E. Houston ..... CA 4-5291
- No. 4 4303 S. Presa ..... LE 4-8731
- No. 6 2211 Harry Wurzbach ..... TA 6-5881
- No. 7 2922 West Ave. .... DI 2-5710
- No. 8 2620 S. Presa ..... LE 3-9971
- No. 9 1012 Avondale ..... LE 3-5111
- No. 12 7102 San Pedro ..... TA 4-6521
- No. 14 Five Points 1507 N. Flores St. .... CA 6-3651
- No. 16 2738 E. Commerce St. .... CA 4-7072
- No. 17 1001 N.W. Military Dr. .... DI 4-9041
- Office 2922 West Ave. .... DI 2-5710

### Congratulations To Kelly Field

We have sold many cars to many persons in Military Installations

**EVERYONE DOES NOT BUY A NEW CAR**

For the best buys in

**Fords-Chevrolts '66-65 models**

**IMPALAS—SUPER SPORTS**

Standard or Automatics

## THE CAR MART

1315 BROADWAY OPEN 'TIL 9 P.M.  
LLOYD CLARK, MANAGER

CA 5-7266

### Congratulations Kelly AFB on Your 50 Golden Years

## CASA RIO MEXICAN FOODS

100 W. COMMERCE (Half Block from Jukes)



### DINE on RIVER WALK

Serving out doors on the bank of the beautiful river. Catering in the Old Mexico Atmosphere in our air conditioned dining room. Fine Mexican food and steaks.

CLOSED SUNDAYS  
Open May 15 Thru Labor Day, 11 AM-9:30 PM  
Lab. Day Thru May 15, 11 AM to 8:30 PM  
A. F. Beyer - Johnson Smith, Owners-Mgrs.

CA 5-6718

ANNOUNCES HIS Association with

### BANNER FINANCE CO.

301 No. Main CA4-9215  
CORNER TRAVIS AT MAIN

Specializing in loans to suit your needs

\$10 to \$1500

All of his friends are invited to stop by.



W. F. "BILL" JOHNSON

## KELLY FIELD

Here's to Your 50th Anniversary

### LA LOUISIANE RESTAURANT

SALUTES AND INVITES ALL VISITORS TO ENJOY


### Our Famous French Cuisine

Fifteenth Year Holiday Award For Dining Distinction

Banquet Room for Private Parties

Open 12 Noon to 10 P.M. Closed Sundays

2432 Broadway CA5-7964



## NORTH LOOP VOLKSWAGEN, INC.

Located on Loop 410 at Fredericksburg Road, Only 8 minutes from the Kelly-Lackland Complex.

Extends a cordial welcome to all military and civilian personnel. Authorized dealer for VW cars, parts, accessories and specializing in fast efficient service.

4623 FREDERICKSBURG RD. PE2-7121

We too Salute Kelly Field In Their Fiftieth Year.

## EL TIPICO RESTAURANTS

- 1—7595 Highway 90 West
- 2—5410 S.W. Military Dr.
- 3—4535 Rigsby at Loop 13
- 4—5412 Broadway

### La Paloma Del Rio

Downtown on the River  
215 So. Broadway

Charcoal Broiled Steaks—Seafoods  
All Special Mexican Foods

Welcome Visitors

Providing a foundation to last a lifetime . . .

## St. Luke's Episcopal School

Grade 1 through 6 and Kindergarten

Small Classes Skillful Teachers

The Rev. Christopher Jones, Jr., Headmaster

11 St. Luke's Lane TA 2-7486

### Congratulations to Kelly Field

On Their 50th Anniversary

## Seven Seas Pet Shop

2612 W. Loop 410 S.  
Open 7 days week. OR3-0321

### CONGRATULATIONS TO KELLY FIELD FROM

## San Antonio Credit Finance Co.

An organization of, by and for San Antonio

- \$100, \$2500 or more
- FINANCING • REFINANCING

Save Time—Phone ahead for Loan Application

417 Broadway CA 5-2913      957 S. Gen McMullen GE3-3221



215 So. Broadway  
Charcoal Broiled Steaks—Seafoods  
All Special Mexican Foods  
Welcome Visitors

The Rev. Christopher Jones, Jr., Headmaster  
11 St. Luke's Lane TA 2-7486

2612 W. Loop 410 S.  
Open 7 days week. OR3-0321

FINANCING • REFINANCING  
Save time—Phone ahead for  
Loan Application  
417 Broadway CA 5-2913 957 S. Gen McMullen  
GE3-3221

### TOWN AND COUNTRY LODGE RESTAURANT

4903 SAN PEDRO (At Oblate)  
Under New Management  
WELCOME OLD and NEW FRIENDS  
We, too, Salute Kelly Field  
Featuring Luncheon and Dinner Specials  
Char Broiled Steaks and Chops—Vaal Parmesan Shikbabab—  
Pist—Beef Stroganoff.  
PARTY ROOMS AVAILABLE  
For Your Bunco, Bridge Or Social Events  
6 A.M.—10 P.M. Daily & Sun. DI 2-2641

The Nation-Wide And World Wide  
Importance of Kelly Field is  
Fully Recognized by all  
San Antonians In Its

### GOLDEN YEAR

Albert Palafox, Vice Pres.  
Texas Title  
Guaranty Co., Inc.  
Established 1899  
610 Tower Life Bldg. CA7-4251

### TRAIN FOR CIVIL SERVICE JOBS

Enroll for Day and Night Classes  
"Sure I got the job—I'm a  
Durham Graduate."  
IBM  
Key Punch  
Tab Machine  
Operation and  
Wiring  
Computer  
Programming  
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Clerk/Typist  
Nancy Taylor  
FRX Receptionist  
Stenograph Shorthand  
Speedwriting  
Free Job Placement  
\*State approved Veteran Training  
NO DOWN PAYMENT — 24 MONTHS TO PAY  
NO PAYMENT FOR 45 DAYS WITH APPROVED CREDIT

### DURHAM College

105 SAN PEDRO Between Jarrie's & Sears, CA5-5401

### HAPPY 50TH ANNIVERSARY KELLY

FROM A FRIEND

### CONGRATULATIONS TO KELLY A.F.B. ON YOUR 50th ANNIVERSARY

Eva Rosow  
REALTORS  
ROSOW & KLINE  
SERVING THE MILITARY SINCE 1927  
TA 4-0121  
ANYTIME

★ We Salute Kelly AFB ★  
When You Buy or Sell Your Home Call Us . . .  
For your complete, professional Real Estate Service from  
either of our 2 offices. Also, ask us about FARMS, RANCHES,  
RESORT PROPERTIES, RENTALS, AND INSURANCE.  
"The Real Estate Department Store"



SOUTHSIDE—LE4-8848  
1046 Highland Blvd.  
NORTHSIDE—PE3-9161  
2120 San Pedro  
REALTORS SINCE 1931

### SERVING OUR KELLY PATRONS SINCE 1921 NEW and USED FURNITURE

Across Street Southside of City Hall  
FAWCETT FURNITURE  
416 DOLOROSA ST. CA7-6512

### Congratulations to Kelly Field on their 50th Anniversary

Spend your weekend at the Travelers Hotel  
Downtown—1½ blocks from Houston St.  
• Coffee Shop • Lobby TV • Barber Shop  
Travelers Hotel  
220 Broadway Ivor Billberg, Mgr. CA6-4381

Congratulations to Kelly Field  
on their 50th Anniversary  
We Have the Best Buys in Homes  
and the Nicest Rentals



WA 3-7555  
3203 Pleasanton Rd.

Our Congratulations to  
Kelly Field on Their  
50th Anniversary  
Martha Blum, Realtor  
1914 Nogalitos LE 4-5455

Congratulations Kelly Field  
YOU'RE ALWAYS WELCOME HERE  
Olympia Mexican Restaurant  
SEAFOODS — STEAKS — CHICKEN  
WE WELCOME THE MILITARY—FRIENDLY ATMOSPHERE  
— Everybody's Welcome —  
Mr. and Mrs. Roy R. Botello  
413 N. ST. MARY'S CA 7-8492

Best Wishes To All Who Have  
MADE KELLY FIELD  
ASK FOR AMERICAN  
Complete line of wheel chairs  
Convalescent Equipment  
FOR HOME-CARE—HOSPITALS—NURSING HOMES  
Charlie Kymes Harold C. Prescott, Owners  
LUX ARTIFICIAL LIMB CO.  
503 SAN PEDRO CA7-2471

WE TOO SALUTE  
KELLY FIELD  
OAK HILLS FLORIST  
PAUL J. McCOIG, Owner  
INVITES CHARGE ACCOUNT SERVICE  
LATEST FLOWER ARRANGEMENTS  
FOR ANY OCCASION  
3307 HILLCREST DR. AT FREDERICKSBURG RD.  
Close to Northwest Shopping & Expressway  
FOR WORLD-WIDE SERVICE CALL PE2-1226

SEIBERT'S PHARMACY  
Salutes all Kelly Personnel whom we have  
been privileged to serve.  
Your All-Service Pharmacy  
Free Delivery on prescriptions and all drug  
merchandise  
1602 S. New Braunfels LE4-6167

The Members of the  
San Antonio Fire Department  
wish to add their  
congratulations to Kelly Field  
on their 50th Anniversary.

Newell Salvage Co.  
Salutes Kelly Field  
on the 50th Anniversary  
726 Probandt CA 7-3141

Hope the Future  
Brings Much Success  
And  
Great Prosperity  
Don's Ambulance Service  
And  
Brookhill  
Funeral Home  
6100 So. Flores WA 3-7523

Kelly A.F.B.  
Smooth Sailing  
on Your Anniversary  
RAY RUSSELL'S  
"ONE STOP MARINE SHOP"  
427 W. Hicks at Probandt  
CA 6-7676

★ STAY FOREVER ★  
Allied Auto Parts  
GOOD USED PARTS  
FOR ALL CARS  
On Hwy. 90 Toward Town  
1 mile from Lackland  
6112 Hwy. 90 West OR4-0310

Congratulations Kelly Field  
On Your 50th Anniversary  
GALINDO REALTY CO.  
Sales • Leases • Trades • Loans • Management  
Residential • Commercial • Industrial  
• Suburban Real Estate  
TELEPHONE CA 6-9126  
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SAN ANTONIO, TEXAS  
SERVING BUYERS, SELLERS AND REALTORS SINCE 1927



# Shaw's

TEXAS' GREATEST JEWELERS

Serving Kelly Field and South Texas  
Since 1914 . . .



## ...in San Antonio!

LOOK AT THIS  
GREAT SELECTION  
OF BRAND NAMES:

WATCHES:

- BULOVA-CARAVELLE
- LONGINES-WITTMANER
- HAMILTON
- LE COULTRE
- MIDO

DIAMONDS:

- SHAW'S FINE QUALITY
- ART-CARVED
- ORANGE BLOSSOM

SILVER:

- INTERNATIONAL



MRS. H.R. FRIEDSON  
President



LEONARD FRIEDSON  
Vice President



HERBERT SEROTA  
Vice President

For 50 long years...as long as there has been a Kelly Field (plus 3 years)...Shaw's Jewelers has been the leader in service and quality for South Texas. And Shaw's is keeping pace with the dynamic growth of the area. We opened our 3rd store just last year, and in July of this year we will remodel and expand our downtown store to nearly double its present size in order to offer you still more and greater values on famous brand name diamonds, jewelry and gifts!

*Congratulations*



- LONGINES-WITTHAUER
- HAMILTON
- LE COULTRE
- MIDO

- DIAMONDS:
- SHAW'S FINE QUALITY
  - ART-CARVED
  - ORANGE BLOSSOM

- SILVER:
- INTERNATIONAL
  - HEIRLOOM
  - LUNT
  - REED & BARTON
  - WILLIAM ROGERS
  - 1847 ROGERS BROS.
  - COMMUNITY

- CHINA and CRYSTAL:
- HAVILAND
  - CASTLETON
  - ROYAL TETTAU
  - GINORI, and other imports
  - TIFFIN
  - WATERLOO

- GIFTS and HOUSEWARES:
- SWANK, RONSON
  - REMINGTON
  - POLAROID, KODAK
  - WESTINGHOUSE
  - PHILCO
  - GENERAL ELECTRIC
  - UNIVERSAL
  - SUNBEAM
  - OSTER

and many other famous names  
too numerous to mention!



keeping pace with the dynamic growth of the area. We opened our 3rd store just last year, and in July of this year we will remodel and expand our downtown store to nearly double its present size in order to offer you still more and greater values on famous brand name diamonds, jewelry and gifts!

*Congratulations*  
to the more than 30,000  
Civilian and Military Employees



of KELLY AIR FORCE BASE on your  
50th ANNIVERSARY...

We are pleased to take this opportunity to salute you, as we have been pleased to serve you over the past 50 years . . . and we extend sincere best wishes for continued growth and progress in the future.

It's so easy to shop at Shaw's . . . with 3 stores serving all parts of San Antonio . . . and easy to buy, too. You have your choice of FOUR convenient credit plans: Cash, 30-60-90 Day Charge, Layaway and 12 Months Budget . . . plus our special Sterling Club Plan. **SHAW'S, Texas' Greatest Jewelers** invites Military Accounts, even if you've never had credit before. Truly, SHAW'S has the easiest credit terms in Texas . . . and the friendliest personnel. Shop at SHAW'S . . . see for yourself!

## 3 Great Stores for Your Shopping Convenience!



**NORTHSIDE . . .**  
**Wonderland**  
SHOPPING CENTER  
MR. LAURI DAL, Manager  
Phone PE 4-6654



**DOWNTOWN . . .**  
**Gunter Hotel**  
"HEART OF EVERYTHING"  
MISS FANNY NEWDING, Credit Supervisor  
Phone CA 3-4071



**SOUTHSIDE . . .**  
**Shopper's City**  
ACROSS FROM SEARS SOUTHSIDE  
MR. JERRY FRIEDSON, Manager  
Phone WA 4-4841

You Can Open, Re-Open, Add-On, or Make Payments on Your Account at All 3 Great Stores

*Kelly's 50th Anniversary*

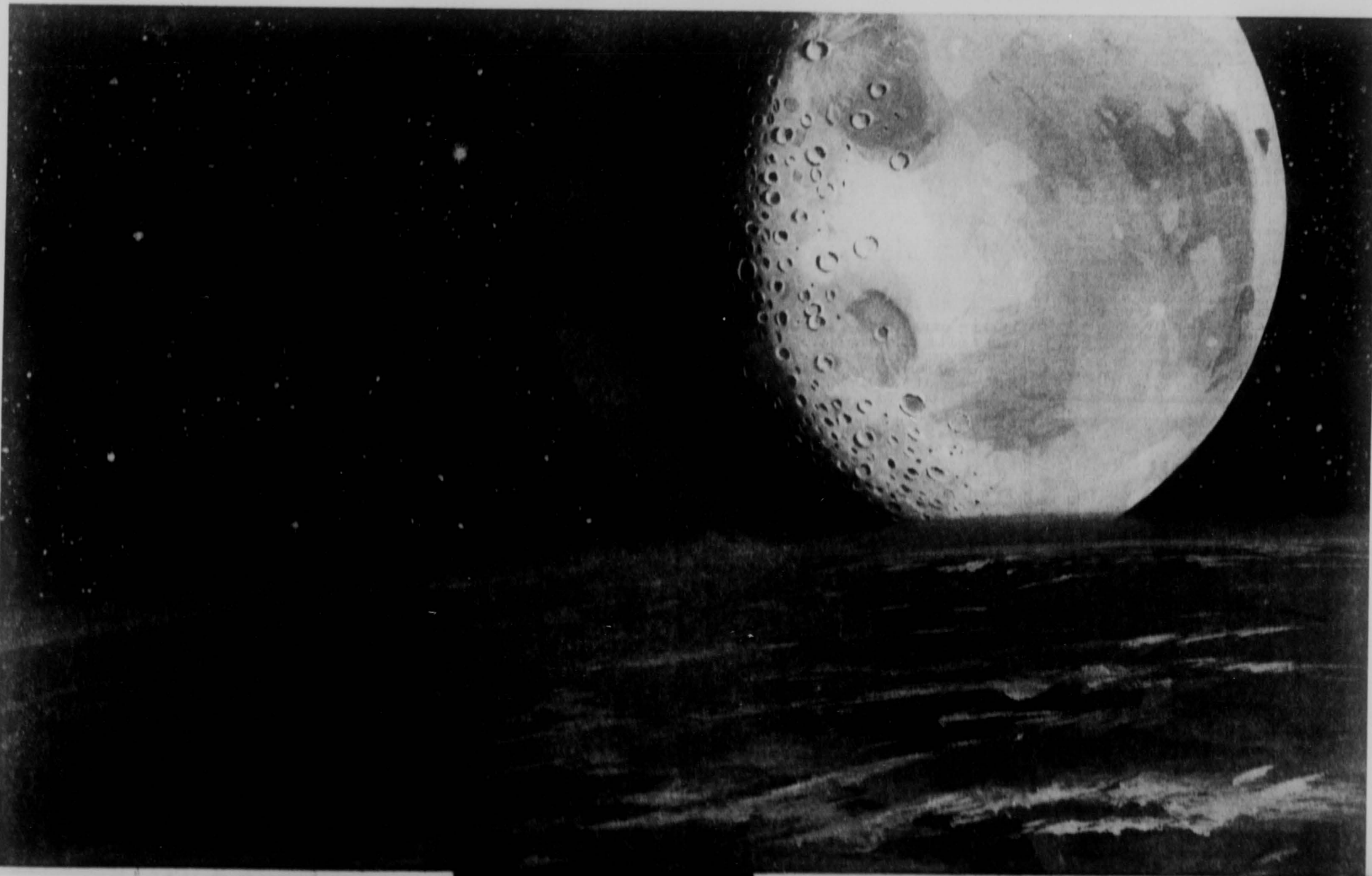
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**SUNDAY LIGHT**  
SAN ANTONIO TEXAS

SUNDAY, MAY 7, 1967

# Part III - The Future

**K**  
Special III





The sky no longer is the limit as Kelly AFB prepares to meet the challenge of the future which literally is written in the stars.

# Its Future Is as Bright as the Wild Blue Yonder

## Kelly and the Stars

By CARMEN COMPNEY

Military planners at Kelly Air Force Base are gearing for the future at an astounding pace.

The air base, largest single industry in the Southwest, and headquarters for the San Antonio Air Materiel Area, the Air Force Security Service and several smaller tenant military organizations, is racing higher, faster and further into the heels of a new evolution of military aircraft.

Col. V. M. Gillum, director of supply and transportation at the sprawling base and one of the principle planners, recalls that the future of military aviation seemed mighty dim back in the horse and buggy era.

He said when the first military aircraft lifted into the air an amazed public stared in disbelief and said "what will they think of next?"

"World War I brought the airplane into sharper focus," he continued, "and World War II seemed to cap the extent of its capabilities; but still new plans kept coming from the drawing boards until now the airplane is so common that hardly a child glances up when one roars overhead."

Gillum said since 1917 when Kelly Field began operations here the Air Force Base has shared the crystal ball that military aircraft planners use, and have planned accordingly.

"Former leaders of its complex composition foresaw the changes," he said, "just as its present leaders are preparing for its future."

Gillum pointed out that Kelly's future is tied directly to whatever aircraft planners come up with, and must

adjust itself according to the new concepts.

"This means we must also change our plans," he said, and either renovate from top to bottom, or build anew. Right now we're doing a little of both."

Gillum operates one of the largest aircraft supply, packing and shipping facilities in the United States. He has 4,300 people working for him who gather, pack and ship more than 500,000 airplane parts every month to all parts of the world.

### Rely on Computers

Gillum said that in order to operate on such a huge scale his people rely on computers to stock requisitions. He said the computers even detect how supplies will be shipped and schedules them for certain aircraft.

He compares the modern process with the old "hurry up and wait" methods and said the computerized system is not only faster, but saves money and manpower.

Gillum said his biggest problem was in packaging, and that his people always seek better ways to pack.

"Packaging may not sound like a glamorous business," he said, "but it costs a lot of money. The packaging sometimes actually costs more than the contents."

Gillum said the future of his operation depends upon the speed with which his workers can assemble, pack and ship any aircraft part from a big jet engine to a fuel line connection.

"We simply can't operate under the standards of 15 or 20 years ago," he said, "because nowadays every day a

jet plane is down for repairs it costs the United States thousands of dollars."

"We must meet the new criteria for getting those parts to the right place in as little time as possible," he continued, "or else we're in real trouble."

Another Kelly planner, Dick Beavouise, deputy base civil engineer, said construction projects and facilities currently underway and nearing completion will cost more than \$6 million. He said another \$2½ million is scheduled for engineer operations and maintenance.

He said although much new construction will take place at Kelly his department watches for buildings which can be renovated or renewed.

As an example he pointed out that when new office space was needed recently, a warehouse was renovated at a huge savings which provides more than 10 acres of office space and houses 4,000 office workers under one roof.

Beavouise said a project is now under way to provide a central plant which will hold equipment to provide

Kelly with 800 tons of air conditioning.

Oliver Johns, a Kelly planner who is deputy director of air force aerospace fuel, said his office is gearing to handle fuel for supersonic aircraft.

Johns explained that at present jet fuels are rated at JP4, 5, or 6, and that the higher the rating the more thermal stability it has in order for an airplane to operate at higher speeds. The highest ratings now is JP6 which is used in the B70 bomber.

"Future aircraft will need the much higher ratings of JP7 and 8, and maybe even higher," he said. "The superjet now coming off assembly lines will need much higher fuel stability for high speed capabilities."

Johns said these fuels are being developed and his department is planning accordingly.

He said the new fuel has to be super clean, free of dirt and water and meet rigid standards.

"The Air Force has a program under way to buy these type fuels," he said, "so we must develop storage facilities to preserve its specifications."

"We are modernizing our present storage and handling systems, and are training teams of specialized technicians to handle the new fuel and to advise individual air bases on how to handle it."

Johns said a side effect of the super-clean superfuel is that it will cost much less to test and won't require as much straining as present fuels.

He said that considering the United States' bill for aviation fuel, missile propellants and ground fuels will cost \$1 billion, \$100 million during fiscal year 1968, it will save a sizeable chunk of money.

### They Keep in Step

James W. Frizzell, deputy director of maintenance, is another Kelly planner whose department keeps in step with modernization.

Frizzell, whose department fixes everything at Kelly Air Base, said "as the aircraft industry gets more sophisticated, we must constantly keep in tune with the future."

He said there is always something new developing to challenge his 10,700 workers, and about 20 per cent of his personnel are always in training trying to close the gaps of aircraft advances.

Frizzell said his department last year reclaimed more than 6 million aircraft parts by using a new micro-braze method for sealing cracks in delicate engines.

He said his office is negotiating for an electron beam welding system which will repair parts to make them as strong, if not stronger than the originals.

Frizzell also said that his department will repair the new C5A super-plane when it arrives at Kelly.

"This means we will have to deal with more miniaturized parts," he said, and these will need more and more dirt controlled areas in which to work on them.

He explained that of 3.4 million square feet of floor space now used for repair operations, 400,000 is "clean room," or air conditioned dirt-filtered area in which to work on delicate parts.

"Aircraft engines of the future will require more computerized test cells," Frizzell said. "This will minimize requirements for manual testing and will instantly record changes in delicate engine parts which may otherwise go undetected."

"This type engine testing will grow with the future," he continued and Kelly is preparing for it now."

In the Data Service field, Col. Vernon H. Castle, chief of data service said his computers work 24 hours a day, seven days each week.

He said Kelly has 167 data systems representing all phases of its operations, and that his department processes 20,000 transactions a day for information which must be filled as quickly as possible.

"These transactions simply cannot be processed by human effort alone," Castle said.

Castle said his department has 37,000 reel of magnetic tape holding all types of aircraft information imaginable.

(Continued on Page 2.)

### Kelly and The Stars The Inside Story

- No Hit or Missile Affair..... Page 5
- Nuclear Logistics ..... Page 17
- The New One From Lockheed..... Page 7

# No Cloaks or Duggers Intelligence Unit Works Hard

The SAAMA intelligence mission is NOT the "cloak and dagger" operation so glamorously depicted in the latest James Bond movies and TV films.

It is the science of providing, as required, that specialized information related to worldwide support of combat forces of the United States and friendly countries.

Glamorous or not, the intelligence function is essential to effective support. Let us take a practical example that occurs frequently.

A call for technical assistance to a South American country comes to the Plans and Management Office. Field liaison representatives of the required skills are selected for temporary duty and preparations begin prior to start of travel.

The general nature of the support problem is known, but what are the factors which caused the problem or may affect the solution? These factors (Latin America and the Caribbean, but are not limited to the following: Operational conditions (weather, geography, etc.), warehousing maintenance facilities, skill level of personnel available, training,

political policies, economy, customs, insurgency problems, etc. A call is made to the Operations Division for a background and current events briefing on the country and forces involved to better understand such factors.

Now the intelligence planning specialist goes to work. No pushbutton or computer job here. From indices of information selectively extracted from classified and unclassified sources and categorized by country and type of date, information is reviewed. Specialized information required is selected, analyzed and summarized into a concise presentation of about 20 minutes.

The travelers are now ready for departure with a better understanding of the country and its problems in order to render far more effective support. In a similar manner, periodic briefings are also given to other personnel traveling with in the SAAMA geographic area (Latin America and the Caribbean) or worldwide. In addition, special intelligence backlogs, ground or emergency situation summaries are prepared and presented to the commander and his staff.

## Briefing Session



BEFORE DEPARTING on a trip to South America, (L-R) Richard C. Mussey, deputy chief, plans and management office, is briefed by Moses M. Rudy, assigned the SAAMA intelligence responsibility. Frank R. Moore and LeRoy T. Hansen, field liaison representatives, hear the latest intelligence data which Rudy keeps at his fingertips at Kelly AFB.

# Logistics Experts Long-Range Analyses

Logistics, as defined and practiced by the Air Force, is a fascinating and complex business.

Webster defines logistics as "the branch of military science having to do with moving, supplying, and quartering troops."

With the increasing complexity of warfare, the Air Force expanded this basic definition to denote "the art or science which provides for the buildup and support of a military force by furnishing supplies, equipment, transportation, maintenance, construction and operation of facilities, movement and evacuation of personnel, and other like services, so as to render the military force efficient and effective in both combat and non-combat operations."

NEW BREED  
Development of a new breed of professional — the logistics specialist — was a natural result of the redefinition of logistics. An exact definition of a logistics specialist poses many problems, to Air Force personnel as well as the layman, since an exact counterpart, by classification, does not exist in commercial history.



## Kelly's Nuclear Monitor

Construction and installation of equipment in an Air Transportable Radiac Package has been completed in Maintenance Directorate shops.

The "package" is a mobile repair shop-shelter about eight feet long, six feet wide, six feet high and weighs about 3,000 pounds.

It is furnished with selected items of radiological detection equipment and spare parts designed to provide monitoring capability at the scene of nuclear accidents.

The package also contains equipment for on-site repair of detection equipment.

SAAMA has been selected as the storage site for the package—one of three built by the Directorate of Maintenance for the Air Force.

It will be deployed to the scene of nuclear accidents only when directed by USAF Headquarters.

Two technicians from the Base Precision Measurement Laboratory of the SAAMA Accessories Repair Branch will accompany the package.

The men are specialists in calibration, maintenance and repair of radiac equipment.

Logistics specialists possibly can be compared to vice presidents of commercial companies who direct their attention to all details involved in producing the product or service but do not confine themselves to any specific operation.

They can be loosely described as a combined troubleshooter, long-range planner, "sidewalk superintendent," "Jack of all trades," system analyst on a broad scale, and statistical data interpreter.

However remote the connection may be, no task is completely removed from the scope of a logistics specialist's duties.

### HE'S DEVELOPED

A logistics specialist is not just born — he is developed. This type of specialist usually begins the evolutionary process of becoming a logistics specialist by becoming proficient in at least one of the numerous skills comprising the logistics system.

As experience and proficiency increase in this particular skill, he is steadily drawn into operations in other skills.

The budding logistics specialist then begins to realize how all the skills mesh and contribute to the end product — effective management of supplies. He realizes each skill is ineffective without the others, and unification of skills is far more essential than any individual skill.

As the astronomer must be able to grasp the enormity of the universe, the logistics specialist has an inherent ability to visualize the scope of the Air Force Logistics System.

The logistics specialists in the SAAMA selective management office came from many walks of logistic life. As a unit, they combine all the individual skills of the logistics system and are able to look upon the system as objectively as a complicated roadmap.

# Technology Explosion at Kelly

(Continued from Page 1.)

He said the computers are also used to determine the feasible cost of an operation, and how long it will take to complete the project. He said at Kelly Air Base computers have never been known to make a mistake.

Glimpsing into the future, Castle said he visualizes the time when aircraft engineers and repairmen will be able to dial information on new aircraft engines, such as one would with a telephone, and receive answers from a computer headquarters located miles away.

He said the computers would not only give the information, but also show part of the operations on closed circuit television.

"All this would require a new type training for personnel, and perhaps a new type language, much as the short-hand writing of today," he said. "When the inventors come up with such a thing, Kelly will have it."

airforce would provide his office with new generations of equipment as they are put on the market.

He said most all of the San Antonio Air Materiel Area's functions are on a computer basis, and that once a business as large as SAAMA's is completely computerized, there's no turning back. He explained that this is due to the business' dependency upon computers, and in order to change it would take months of retraining personnel and renumbering items.

But the real stake in the Air Force's future is how skilled and intellectually qualified are its people.

People are needed to punch the buttons which punch other buttons to turn the Air Force wheels.

To obtain qualified skills which it didn't need 13 or 20 years ago, Kelly has hired trained people from throughout the U.S. But a year ago the skilled market reached its saturation point and new methods

## Spending in Alamo City

SAAMA awards to San Antonio business concerns amounted to \$21.8 million in the first eight months of fiscal year 1967—already exceeding a previous record high of slightly over \$21.0 million in fiscal year 1966.

Procurement officials see awards to Alamo City business concerns exceeding \$30 million by June 30, 1967, the end of the fiscal year.

A new record high marks another peak in a long and continuous program by SAAMA to acquaint local businessmen with opportunities in military procurement.

Mal. Gen. Frank E. Rouse, SAAMA commander, said the steady increase reflects more sophisticated, knowledgeable

employs about 1,000 people in this category.

Under a new Kelly training program more than 900 employees are going to colleges and universities throughout the country. Some of them are students in local schools which teach their specialized arts.

Included in the list of courses are powder metallurgy, modern industrial spectroscopy, water works, and reinforced plastics.

Kelly planners said that just because a welder may be able to repair a car body doesn't mean he can do the same for an airplane. He must know airplane stresses, metal humidities, and dozens of other intricate factors.

At present Kelly Air Base is training 400 people for managerial positions. All these people will eventually take over offices and departments, and they, too, will be planners of the future.

Kelly's planners are optimistic about the future and agree that the base will more and more

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not only give the information but also show part of the operations on closed circuit television.

"All this would require a new type training for personnel, and perhaps a new type language, much as the short-hand writing of today," he said. "When the inventors come up with such a thing, Kelly will have it."

Castle said that future plans call for his department to keep up with advances in computerization as they come from the drawing boards, and that the

its people.

People are needed to punch the buttons which punch other buttons to turn the Air Force wheels.

To obtain qualified skills which it didn't need 15 or 20 years ago, Kelly has hired trained people from throughout the U.S. But a year ago the skilled market reached its saturation point and new methods had to be employed.

Swift advances in aircraft technology has forced the base to hire people with skill

end of the fiscal year.

A new record high marks another peak in a long and continuous program by SAAMA to acquaint local businessmen with opportunities in military procurement.

Maj. Gen. Frank E. Rouse, SAAMA commander, said the steady increase reflects more sophisticated, knowledgeable bidding by the local business community.

potentiality, and let them serve apprenticeships. The base now

factors.

At present Kelly Air Base is training 400 people for managerial positions. All these people will eventually take over offices and departments, and they, too, will be planners of the future.

Kelly's planners are optimistic about the future and agree that the base will more and more be scheduled to share in the airforces plans as aircraft technology advances.

As one planner said, "We have hardly scratched the surface."

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## Analyze Past-- Look to Future

The management engineering division is a part of the plans and management office.

The tasks it performs vary widely.

Speed and change have always been a part of the U.S. Air Force. In 1909 the U.S.'s first military airplane had a top speed of 42 miles per hour.

The velocity of some of today's airplanes is measured in "Mach" numbers and as yet there is no word for speed in covering the light years of space.

At the start of World War I the primary mission was observation. Today the mission is to deter and defend if necessary on a global scale. Tomorrow the range extends to the universe.

These changes in speed, range, mission, and technology must be reflected by corresponding changes in the forces that provide support and management.

**EVER-CHANGING**

Management engineering is just about what the name implies -- the application of engineering technology and methodology to help management move forward to get that ever-changing job done.

One of the basic things a management engineer does is to develop the means through which a manager will get current information about the job he has to do.

An engineered management system is a means of developing and transmitting information about jobs to the responsible manager. Such a system, basically, is composed of four elements, the measurement of the job in terms of manhours; a means of planning and scheduling the jobs, materials and manhours; the conversion of materials and manhour time to dollars; and the collection of actual costs of materials and manhours.

To determine time and cost on a job, first identify the job. A logistic system officially defined is a complex of related procedures, processes and methods required and utilized to perform an element of the AFIC mission.

A logistic system may be the purchasing of components for an airplane, the processing of an employe's pay check, the receipt and issue of an item or any of a multitude of other jobs.

**LOGICAL SEQUENCES**

The logical sequence of events is portrayed in flow chart form using symbolic language such as rectangles, circles, and arrows.

A circle for example, is the symbol used for an "operation." An operation is one part of a total job.

For an operation determine time and materials required, analyze the method for improvement, and logical sequencing in relation to other operations.

If there is materiel such as metal stock for lathes associated with the job, the kind and quantity is established. With these basic bits of knowledge move into the information system for managers.

If a manager knows what jobs his organization has to do and on the average what it takes to do them, he is then in a position to look back at what has been done and forward to do it better in the future.

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Kelly Special—Part III— 3



MSGT. ROY H. HUFF, command post superintendent, receives an emergency call over the telephone system connected to Military Affiliate Radio System.

## Command Post A Nerve Center

Command post — a place unknown to many. The very thought of a command post causes many eyebrows to raise in looks of bewilderment. Most people think of a command post as a highly secret, unapproachable, hallowed sanctum devoted to top-level operations. This is partially true, especially during periods of national emergency.

However, during normal peacetime, the San Antonio Air Materiel Area (SAAMA) command post functions primarily as a vital communication link in the nerve center of the de-

upon receiving any given emergency message, such as aircraft crashes, fires, accidents, incidents, natural disasters, etc.

What makes the command post work interesting? The unknown and the mystery of it all. In most jobs one can plan for tomorrow, but for the command post personnel each new day brings with it new problems and situations to be dealt with.

Communications make the unknown a fact. Each airman assigned realizes the mystery of the phone talk that he must

# PIGGLY WIGGLY

## Salutes KELLY AIR FORCE BASE

on it's 50<sup>th</sup>  
Anniversary





People think of a command post as a highly secret, unapproachable, inviolable, devoted to top-level operations. This is partially true, especially during periods of national emergency.

However, during normal peacetime, the San Antonio Air Materiel Area (SAAMA) command post functions primarily as a vital communication link in the nerve center of the defense of the United States, and as the SAAMA focal point for any type of local or national emergency.

The SAAMA command post is operational 24 hours a day, seven days a week and is maintained by a small group of dedicated noncommissioned officers and airmen. These enlisted men are among our nation's finest and work in harmony to accomplish their mission.

**THEIR DUTY**

Dedication does not truly describe these enlisted personnel who are often called upon, while you are asleep, to accomplish additional tasks to insure your safety. These men are proud of their positions and are trained to react immediately and accurately during emergency situations.

Exciting? Yes, but these men are trained to have the presence of mind to overcome the immediate fear which often appears

work interesting? The unknown and the mystery of it all. In most jobs one can plan for tomorrow, but for the command post personnel each new day brings with it new problems and situations to be dealt with.

Communications make the unknown a fact. Each airman assigned realizes the mystery of the phone; fully alert, he picks up the phone, ready to act on any emergency affecting national or local security. The command post is in touch with the world through communications.

**ALL TYPES**

Today it may be a call from Southeast Asia concerning problems in Vietnam. Tomorrow, it may be a call from Europe, Canal Zone, Alaska, Japan, or it may be a call from the local law enforcement agencies asking for help in locating a lost child; need for the services of a chaplain after duty hours; help to locate a military person for an emergency call from home; what time it is in Saigon; or notification on time of arrival and departure of dignitaries. You name it, they deal with it!

The SAAMA command post personnel are constantly available to alert you in the event of a local or national emergency. So, all in all, your life may depend upon theirs.



# AF Technical Data Office Plays Vital Role

In the fall of 1952, AFLO transferred to each AMA responsibility for providing technical data on its assigned aircraft, engines, and commodities.

Three people were transferred from AFLO to provide a nucleus for the "technical data office" as it was first called.

**PRINTING FORMS**

Those three people are no longer with us, but there are few "oldtimers" left who were reassigned to the technical order system branch from other jobs at Kelly.

**EARLY ARRIVALS**

Among the "early arrivals" are Ray Larralde, Eileen Morsey, Eve Browne, and Harvey Burrer. The first time compliance technical order published at SAAMA was illustrated by Ray Larralde. This technical order was numbered OI-3EU-254 and titled "Roller Guides to Pilots' Clear Vision Windows."

The addition of B-36D, F, RF-36D, E, and F," Edgar A. Suter wrote this TCTO.

The technical order system branch has grown considerably

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# F5A--The Future Now

The F5A supersonic tactical fighter aircraft is not a figment of the imagination. It has already made its mark in the free world family of fighter aircraft and proved itself in Southeast Asia.

The F5A joined SAAMA ranks when materiel management assumed system support management responsibility for the craft from Middletown Air Materiel Area, Pa.

Col. Conrad J. Herlick, director of materiel management, said management for both the F5A fighter and F6B trainer aircraft rests with the Aircraft and Equipment System Support Management Division, under the direction of Col. Cletus Wray.

who held this responsibility at Middletown.

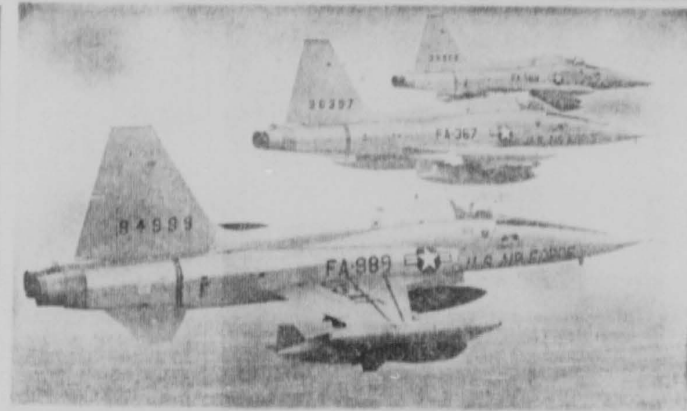
The sleek, single place, twin turbojet F5A has many advantages which do not meet the eye. It is a small, fast, high performance aircraft. There is nothing complicated, yet the aircraft is thoroughly dependable and is highly maneuverable. Other features which are especially attractive to the pilot are its flexibility and built in safety features.

A comparison of the F5A and F5B finds very little difference. They are basically alike with the exception of the cockpit area. The F5B has an additional cockpit instead of the 22 mm gun installation in the F5A, and, of course, the B version is used for pilot training.

The cockpit on both aircraft is 30 inches wide which gives the pilot plenty of room. In addition, the cockpit is fully pressurized and has an upward ejection powered seat for a safe escape at high altitudes.

Powered by twin J85-GE-13 turbojet engines, the F5's are capable of supersonic flight at 50,000 feet and are one of the few supersonic aircraft which can land safely within its own takeoff distance.

SAAMA welcomes the management challenges of keeping this versatile tactical fighter in first class operating condition, and, thus, assuring that each mission for the craft will be on target and dead center.



THE F5A FREEDOM FIGHTER joined SAAMA ranks when Materiel Management at Kelly assumed system support management responsibility for the craft from Middletown Air Materiel Area in Pennsylvania.

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# Selective Management

Management by selection may be unique to the Air Force; however, the techniques employed are basic tools used by every good manager.

Selective management is the science of organizing facts for the decision-making process.

The role of the selective management officer is to create an environment within which all levels of management can work most effectively. His job as a manager is to monitor the implementation phase of all materiel management systems. He should not, and does not, do the operational manager's job for him.

At the same time, the selective management officer must know, and he will know in detail and in real time, how various echelons of management are meeting the requirements over the period of this implementation phase.

In the implementation of materiel management systems, information is reported in such a way that only data of value or interest to a given level of management are routinely reported at that level.

There is no real mystery in identifying the basic information needed for management at any level. It is simply the data required for periodically evaluating actual performance against the plan. For example, when presenting the plan at a high

level of summarization, progress reporting against the plan is at the same summary level.

However, at the management level where the plan is in great detail, summary data are inadequate for assessing actual progress against the plan.

The selective management officer presents, recommends and leaves matters at the proper level of management for decisions.

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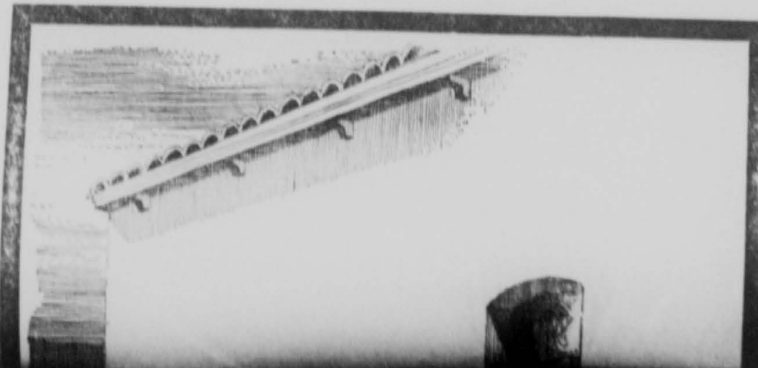
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like the rest of my generation, I've been so bombarded with high-pressure selling that I know how to 'tune out' exaggerated claims.

"That's why I like Penney's. They don't have to exaggerate because they believe in good value all the time. And, when they have special buys or reduced prices you know it's for real! I've found out this is an old tradition at Penney's . . . to give the best quality at the lowest possible prices **always**.

"I've also discovered they're sure of what they sell because their Testing Center sees to it before anything gets on their counters. This means a lot to me, what with all the new fibers and processes coming out every day. I can't possibly keep up with them. Take durable press, for instance. I know that Penney's Penn-Prest really lives up to its claims. Saves me hours of ironing. Yes, I've learned from experience, if Penney's sells it, it's good.

"I get more in lots of other ways. I hate feeling pushed around, or, having to push to get what I want. Penney's is a comfortable, pleasant place to shop. It's a friendly store. They like being helpful. It's a funny thing, but there's something in the atmosphere there that's different. Penney people like each other and their customers.

"Guess it all boils down to one word 'confidence'. Sure, I shop around, but for day-in, day-out dependability, I can always count on Penney's."



Come see how Penney's can do a little more for you. We mean every word of our generations-old promises your satisfaction always.



Congratulations Kelly Air Force Base  
**ON YOUR ANNIVERSARY**

Penney's joins in the celebration with big excitement all through the store to honor this special occasion!

**SHOP ALL 4 GREAT STORES FOR FABULOUS VALUES!**

**DOWNTOWN** 401 E. Houston  
**NORTHWEST CENTER** 3672 Fredericksburg Rd.  
**TERRELL PLAZA** 1200 Austin Hwy.  
**MCCRELESS CITY**—S. New Braunfels and E. Southcross

Classified Want Ads—CA6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

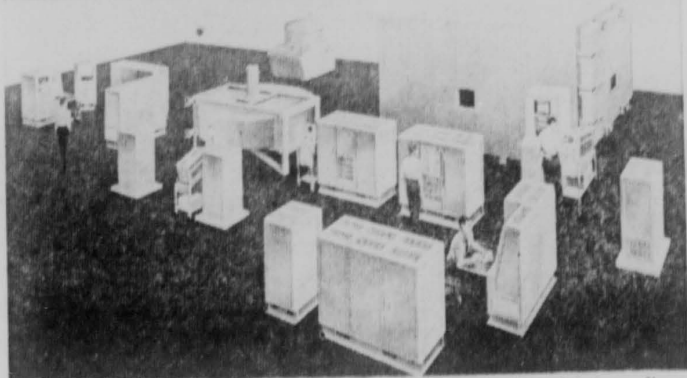
Kelly Special—Part III 5

# Engineers Studying the Modern Math

Three times a week more than by Ben Williams, aerospace engineer in service engineering division, material management, Col. Darrell G. Welch, division chief, said the course was set up, on a voluntary basis, for engineers and specialists who are interested in keeping up with the latest trends in mathematics. He said:

"All of our engineers are professional people who hold one or more degrees, but to provide engineering support for our modern complex systems requires continual updating of engineering knowledge. We designed the course to give these students a stronger foundation in the new math concept, since nearly all of the new scientific literature is written around the new math." Williams is well qualified as the instructor. He holds a bachelor of science degree from A&M University and is working toward a masters degree in mathematics at St. Mary's University. For the past year he has taught algebra at San Antonio college.

## SERVICE STAR Test Complex



TEST COMPLEX is automated to simulate real flight environments to operational reentry systems being tested in San Antonio Air Materiel Area directorate of special weapons' reliability assessment program.

## 'Service Star' No Hit or Missile Affair

Project "service star" was established June 1962 at the direction of Headquarters Air Force in the special weapons directorate of the San Antonio Air Materiel Area at Kelly Air Force Base. The purpose of the program is to provide an independent assessment of the reliability of our operational ballistic missile nuclear re-entry systems after they have been on operational alert status for a period of time.

Re-entry systems and the associated booster systems that comprise ICBMs are designed and built to have very high reliability. Since these systems are not flown for evaluation as

marginal or defective components during the early life cycle of the re-entry system so immediate action can be taken to correct the deficiency.

Information gained from the tests is also made available to the design agency so that potentially weak designs can be avoided in the future.

**SPECIAL WEAPONS**

The reliability assessment test directorate of special weapons facility — operated by SAAMA — is equipped with complex, highly specialized electronic equipment which measures vehicle performance during simulated intercontinental flights.

Measurement of actions and

**Mr. Dunderbak's**  
SALUTES  
KELLY AIR FORCE BASE  
ON IT'S  
50th Anniversary

Mr. Dunderbak's is proud to serve Kelly and All San Antonians with the finest in gourmet foods.

460 North  
Star Mall  
DI 4-8541



### ROY AKERS FUNERAL CHAPELS

Roy Akers and Staff take this opportunity to pay tribute to the fine civilian and military personnel who at this time are celebrating the Golden Anniversary of Kelly AF Base.

Their Progress and Loyalty has helped to make San Antonio, the nation and the world, a safer place in which to live and rear our children.

Our trained and understanding personnel with years of experience, have helped so many through so much in their time of need.

Thoughtfulness of

*Roy Akers*



**Growing With Kelly AFB!**

Force Base. The purpose of the program is to provide an independent assessment of the reliability of our operational ballistic missile nuclear re-entry systems after they have been on operational alert status for a period of time.

Re-entry systems and the associated booster systems that comprise ICBMs are designed and built to have very high reliability. Since these systems are not flown for evaluation as are aircraft, but stand on alert status over long periods of time, it is necessary to evaluate them through special tests.

**TEST SOURCES**

The "service star" program utilizes data from many test sources, such as Strategic Air Command flight tests in the Pacific and the manufacturer's qualification and acceptance tests. The most extensive data, however, is generated in "service star's" own test complex. The "service star" tests simulate gravity forces, altitudes and other environments encountered by a re-entry vehicle from launch to target.

In addition, the testing provides a means of detecting

potentially weak designs can be avoided in the future.

**SPECIAL WEAPONS**

The reliability assessment test directorate of special weapons facility — operated by SAAMA — is equipped with complex, highly specialized electronic equipment which measures vehicle performance during simulated intercontinental flights.

Measurement of actions and interactions of components within the vehicle are taken throughout the "flight" and are recorded to precisions as close as one one-millionth of a second. The entire operation is controlled by a programmer-comparator which directs each operation to be tested and records the result of the test. Testing is conducted in "real" time over critical parts of the flight path in order to rigorously test reliability.

Utilizing advanced statistical techniques, data from "service star" tests are then combined with applicable data from other sources to determine the reliability of Air Force re-entry systems with a high level of confidence.



**WE SALUTE  
KELLY  
AIR FORCE BASE**

**ON ITS 50 YEARS  
OF SERVICE TO  
OUR NATION**

**O. R. MITCHELL  
TRUCKS INC.**

YOUR AUTHORIZED  
DODGE TRUCK DEALER



**1130 Broadway  
CA 7-2281**

# Growing With Kelly AFB!



Zachry Properties is currently adding a total of 200 more units to its various apartment communities. These will be available in June, 1967, and will rent from \$125 up. One, Two, and Three Bedroom units, furnished or unfurnished . . . Air conditioned, Built-in kitchens, Recreation

Zachry  Properties

**AIRWAYS**  
RENTAL CAR

**CONGRATULATES KELLY AFB ON ITS 50TH ANNIVERSARY**

YOU ARE ALWAYS WELCOME

MUSTANG VOLKSWAGEN  
IMPALA COMPACTS & LUXURY CARS

Gas & High PL-PD & Collision Ins.  
Free Immediate City Wide Pickup & Delivery

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**ROBINHOOD'S PANCAKE INN**

3304 BROADWAY

30 Varieties Of Pancakes  
Also Complete Menus For  
Breakfast, Luncheon & Dinner

—Something New—  
Robinhood Barbecue  
Beef, Ham And Pork  
4:00 a.m. 'til 12:30 a.m.  
Fri. & Sat. Open 'til 3 a.m.  
Phone TA4-4961  
For Orders To Go

# 'Aerospace Defense' Is Mission of 149th ANG

Both deterrence of war and national survival in the event of war are to be a considerable extent dependent on our aerospace defense capability.

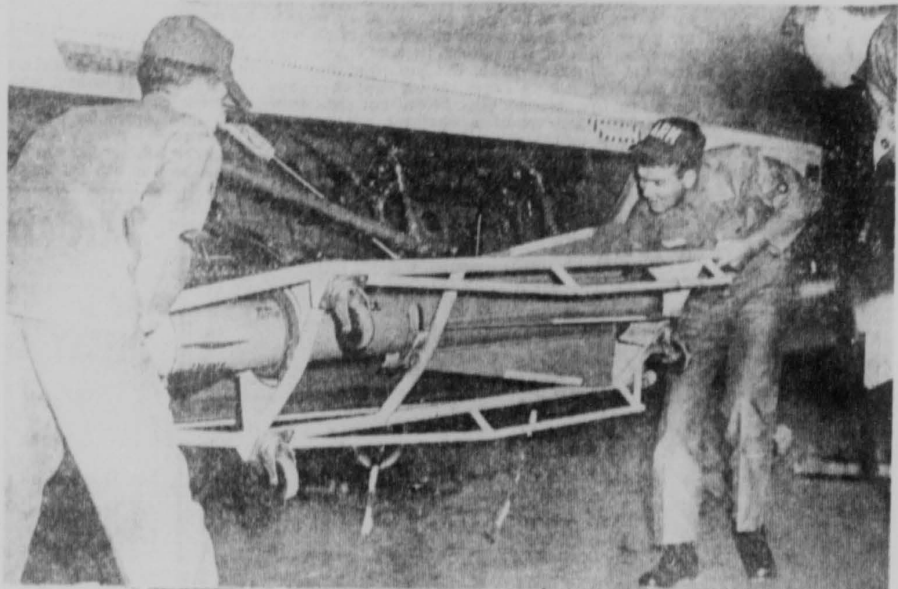
Credible deterrence arises from the combined capability of our offensive and defensive forces to destroy any attacking forces.

Of the "citizen-defense," San Antonio's own Air National Guard unit, the 149th Fighter Group, is in the first category of importance.

The Air Guard unit must be healthy and strong, ready to take its place in the first line of defense in the first weeks—even hours—of an emergency; and not dependent upon a year or more of training before it can be conditioned to take the field against a trained enemy.

For more than 300 years, the volunteer organized militia has been an inseparable part of the American scene, yet never before have the written works about this vital part of the life of our country been gathered together under one "roof."

From the Old North Regiment of the Colonial militia in 1636 to the massive, complex Air Guard units of today, the National Guard has been a fundamental part of our system of government and American military philosophy. Civilian in peace, soldier in war, the Guardsman typifies the willingness of free men to stand ready for emergencies and spring to our na-



A GUIDED MISSILE is attached to the underside of an Air National Guard fighter-interceptor at Kelly Air Force Base preparatory to readiness for no-notice air defense alert mission.

## Success Story Stewart Plans Chief

Colonel William R. Stewart Jr., chief, plans and management office, is an American success story of private to colonel.

Rising through service ranks from Army private in 1937, Stewart was graduated from the U.S. Military Academy, West Point, in 1943 and from the Industrial College of the Armed Forces in 1965. He also holds a master of science degree in business administration from George Washington University.

Various staff assignments have given him keen insight into Air Force management entities such as planning, military assistance, data automation, and the science of personnel management. Data computer programming and operational techniques were developed, evaluated, and adopted for the Pacific Command by Stewart during his tour as original chief, Pacific



COL. W. R. STEWART JR., Private to colonel.

agement assistance enabling the Commander, SAAMA, to coordinate the efforts and assure maximum utilization of resources in his direction of 16 directorates and staff offices. He is the nearest thing to a vice president for marketing of any organization managing over 22,000 people and \$10 billion in Air Force assets.

Other vital responsibilities of this staff office are formulation, establishment, and maintenance of Air Force short and long-range plans, programs and policies, supervision of the SAAMA command post and emergency actions, and monitoring of industrial engineering efforts. Plans and management office functions also encompass selective management, field liaison, the focal point activities for inspection affairs, reserve affairs, auditor general, general accounting office, and congressional matters.

LIBRARY GLOBE, handsome Replogle globe in rich coloring, distressed cherry wood frame. Brass trim with casters. Will fascinate the entire family. Diameter 16", overall height 31 3/4"



CONTOUR CHAIR-LOUNGE For year-round relaxation! In six styles. Choice of fabrics. Over-All Massage, Heat and Power Position-Control optional.

THE GENUINE  
**Contours**  
CHAIR LOUNGE  
Northtowne Plaza  
TA 6-5973

**CONGRATULATIONS TO KELLY AFB**  
on their  
**50th ANNIVERSARY**  
Rosenberg's  
NORTH STAR MALL

**Congratulations**  
We Proudly  
Acclaim Your  
Growth and  
Progress in Our  
Dynamic Community.



THE GENUINE  
**Contour**  
CHAIR LOUNGE  
Northtowne Plaza  
TA 6-5973  
6934 SAN PEDRO

assistance, data automation, and the science of personnel management. Data computer programming and operational techniques were developed, evaluated, and adopted for the Pacific Command by Stewart during his tour as original chief, Pacific Command Military Assistance Program Data Center. As chief, plans and management officer, he functions as a

COL. W. R. STEWART JR.  
Private to colonel.  
primary advisor to the commander, SAAMA. Stewart provides staff planning and management functions also encompass selective management, field liaison, the focal point activities for inspection affairs, reserve affairs, auditor general, general accounting office, and congressional matters.

**Native of S.A.**  
**R. C. Mussey**  
**Plans Deputy**

Richard C. Mussey, deputy Post and focal point for inspector general, auditor general, General Accounting Office and congressional matters are centered in this important staff office.



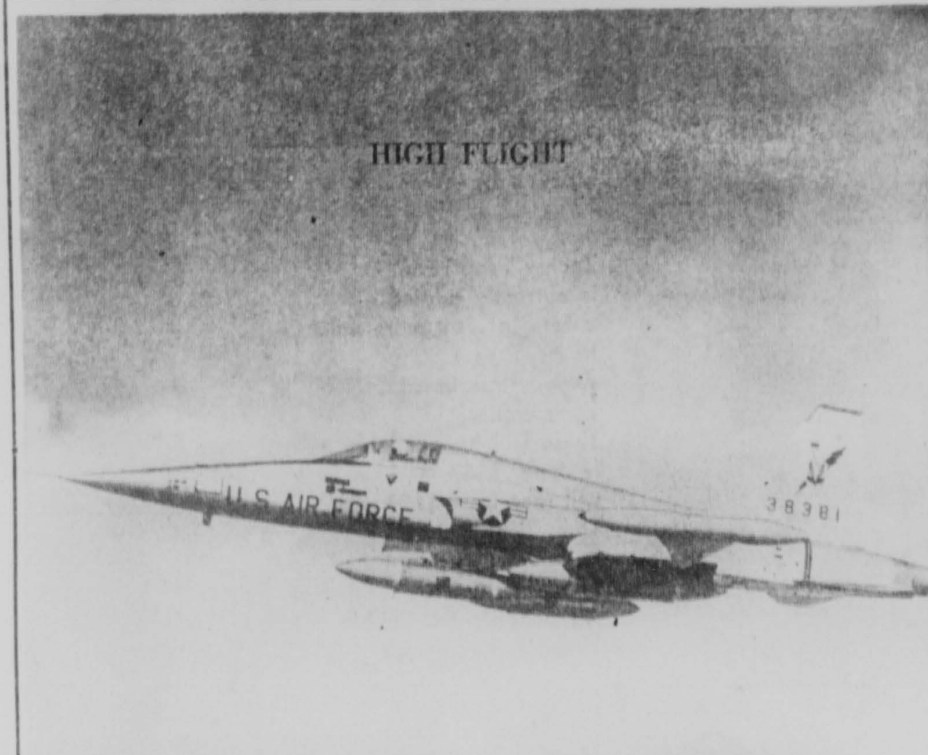
Mussey

From beginnings as aircraft shop and engine mechanic, Mussey has followed the executive pattern through the inspector general office, quality control systems surveillance, deputy director of support activities, and deputy director, special weapons.

In January 1960, the SAAMA executive was assigned as deputy chief, plans and management office. This office functions as advisor to the Commander and Staff on SAAMA planning and programming matters as well as other vital subjects affecting the command.

Responsibility is also assigned for staff supervision of SAAMA Field Liaison, Selective Management, systematic application of engineering techniques and methodology to the management of the command's resources.

The development of war and emergency planning for SAAMA, the operation of the Command



**HIGH FLIGHT**

Oh, I have slipped the surly bonds of earth,  
And danced the skies on laughter silvered wing;  
Sunward I've climbed and joined the tumbling mirth  
Of sun-split clouds—And done a hundred things  
You have not dreamed of—Wheeled and soared  
and swung  
High in the sunlit silence. Ho'ring there,  
I've chased the shouting wind along and flung  
My eager craft through footless halls of air.

Up, up the long delirious, burning blue  
I've topped the wind-swept heights with  
easy grace,  
Where never lark, or even eagle, flew;  
And, while with silent, lifting mind I've trod  
The high untrespassed sanctity of space,  
Put out my hand, and touched the face of God,

—John Magee

On the occasion of this, the golden anniversary of Kelly Air Force Base, we fervently pray that God will continue to bless and keep safe the men and women who have made the necessary sacrifices so that the dream of "High Flight" could become a reality.



**INCARNATE WORD COLLEGE**  
san antonio, texas 78209

**Dick's**  
**HOBBY SHOP**  
FOR ALL YOUR  
**HOBBY**  
**NEEDS**



AIR PLANES  
Gas Model  
Engines—  
Radio Control

TERRELL PLAZA CENTER  
1300 AUSTIN HWY.

**Our Congratulations**  
To  
**Kelly Air Force Base**  
On Your  
**50th Anniversary**

It has always been a Pleasure to serve both Military and Civilian workers at Kelly, we look forward to seeing you

**ALL STAR BOWLING LANES**

3371 Roosevelt Ave. WA 3-7703  
Convenient To Kelly And Brooks Bases

**OUR HATS**



**OFF TO KELLY AIR BASE**  
**ON YOUR GOLDEN ANNIVERSARY**

We at Alamo Jewelry opened our doors in 1904 and Kelly Air Force Base began operations in 1917; together we have grown making progress in our own fields of endeavor.

Since the chilling days of World War I . . . Kelly Air Force Base Personnel . . . Officers, Enlisted Men, and Civilian Workers have displayed the Highest Traditions of Service to our Community and Nation. We at Alamo Jewelry congratulate you and extend our most sincere thanks for a difficult job well DONE.

**REMEMBER YOUR CREDIT IS ALWAYS GOOD AT ALAMO JEWELRY**

209 ALAMO PLAZA (Downtown) NEMISFAIR 68 • SAN ANTONIO



*Acclaim Your Growth and Progress in Our Dynamic Community. Best Wishes to The Future.*

THE USUAL AND THE UNUSUAL—  
THE RIGHT PRICE—THE RIGHT ADVICE

**Grimm's** GARDEN CENTER  
30 Years Landscaping in San Antonio  
6923 San Pedro—DI 4-4576

# HEMPHILL - M<sup>c</sup>COMBS FORD

# Salutes

## KELLY AFB

ON THEIR

# 50<sup>th</sup> Anniversary



# 8300

## DELIVERED

## CARS & TRUCKS IN SAN ANTONIO

<b>CLASS OF SERVICE</b> This is a fast message unless its delivery charge is indicated by the proper symbol.	<b>WESTERN UNION TELEGRAM</b> W. P. MARSHALL, CHAIRMAN OF THE BOARD H. W. McFALL, PRESIDENT	<b>SYMBOLS</b> DL=Day Letter NL=Night Letter LT=International Letter Telegram
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The filing time shown in the first line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination.

LDA001

(NS HSFMO13) NL PD=WUX HSFM HOUSTON TEX APR 24\* 25 AM 8 30  
 RED MCCOMBS, PRESIDENT HEMPHILL MCCOMBS FORD=  
 1025 SAN PEDRO SAN ANTONIO TEX=  
 FORD MOTOR COMPANY JOINS YOU IN A SALUTE TO THE 50TH ANNIVERSARY OF HISTORIC KELLY AIR FORCE BASE. WE KNOW HEMPHILL-MCCOMBS HAS PLAYED A VITAL ROLE IN THE GROWTH OF SAN ANTONIO. FORD MOTOR COMPANY IS DEDICATED TO ASSIST IN MAINTAINING AUTOMOTIVE LEADERSHIP IN SALES SERVICE AND CUSTOMER SATISFACTION=  
 FORD MTR CO G C CURRAN DIST SLS MGR.

WU101(10-65) THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

### THERE IS A REASON!

Why Hemphill-McCombs Ford leads all Texas Dealers in Ford Sales. New Fords at LOWER PRICES and SERVICE THAT SATISFIES. This is our Employees Continuing PLEDGE.



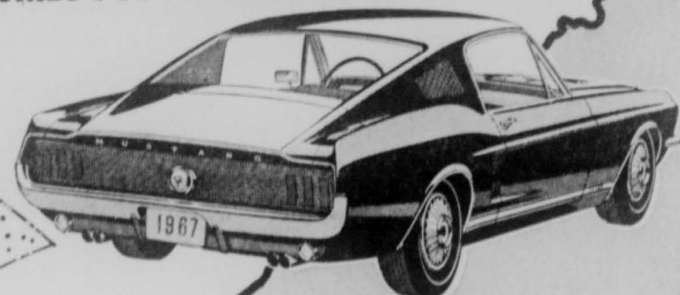


# DELIVERED CARS & TRUCKS IN SAN ANTONIO

Sound Impossible? NOT AT HEMP-  
HILL-McCOMBS FORD! Leading  
all Texas Dealers in sales for 11  
consecutive years, and winner of  
all major Ford awards for sales and  
service.



HEMPHILL-McCOMBS PUT THE FORD BRAND ON TEXAS



**HEMPHILL  
IN SAN ANTONIO  
IS  
BIG BUSINESS**

Over sixteen million dollars in  
total sales in 1966, and a payroll  
of over \$1,450,000. We spent  
\$200,000 expanding in 1966 and  
plan another \$500,000 expansion  
in 1967! All for your more con-  
venient sales and service!

## HEMPHILL-McCOMBS FORD

GUARANTEED A-1 USED CARS AT 5 GIANT LOCATIONS

FORD CENTER  
1025 SAN PEDRO  
CAZ-8611


NORTHSIDE  
5703 SAN PEDRO  
PE4-1486

NORTHWEST  
3901 FREDERICKSBURG  
PE4-5091

SOUTHSIDE  
1901 S.W. MILITARY  
WA2-6317

WEST SIDE  
W. Commerce  
and Gen. McMullen  
GE3-1444

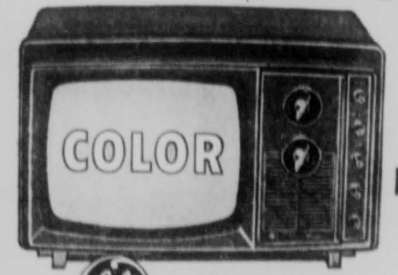
**KELLY AFB**



**NONKEN'S**  
NONKEN PLAZA

- APPLIANCES
- TELEVISION
- STEREO
- SEWING MACHINES


**IT'S KELLY'S**  
50th ANNIVERSARY  
**IT'S NONKEN'S**  
21st ANNIVERSARY  
**LET'S ALL CELEBRATE!**  
**ALL GE COLOR TELEVISION**



**AT SPECIAL  
LOW-LOW  
PRICES DURING  
THIS EVENT!**

M210HBN **GE** 60 SQ. IN. VIEWABLE PICTURE

**COME IN! THE VALUES  
WILL AMAZE YOU**



**NONKEN'S**  
In Nonken Plaza  
3455 FREDERICKSBURG RD. PE 4-5171

- APPLIANCES
- TELEVISION
- STEREO
- SEWING MACHINES

## Exercises Way of Life for Some

The voice on the line was clear and concise. There was a slight note of urgency which the trained ear could detect. "Stand by for a message—this is an exercise . . . Repeat, this is an exercise . . ."

Thus begins a series of events, carefully timed, which carries elements of drama, suspense, and purpose. While many may be on their way home after a strenuous day at work, or perhaps awakening to the light of another dawn, a deadly serious and dedicated group of highly trained personnel are executing orders, carrying out prearranged plans, pouring over charts, maps or check lists.

### WAY OF LIFE

Execution of exercises of plans developed to assure continuation of our vital mission is a way of life with personnel of the Operations Division, as well as key personnel in Emergency Operations Centers in the other departments.

From whatever source the danger or disaster may come, whether through a major accident, such as a plane crash, or through natural causes, such as a tornado, or because of war conditions, instant response is necessary.

### MADE REALISTIC

An overall focal point is established for any major emergency in conjunction with the San Antonio Air Materiel Area Command Post. The focal point throbs with activity. Actions are posted as they occur, often on



**STUDYING CHARTS** during exercise are L. L. Brown (L) and E. A. Carroll (C), planners in the operations division at Kelly AFB, and Col. W. R. Stewart Jr., chief, plans and management.

## Look at the 'New Look'

The Air Force directs and SAAMA accomplishes.

To prove this statement let's take a look at the "new look" of the F106 supersonic interceptor aircraft.

Modification of the F106 includes a bigger and longer external fuel tank under each wing with a door on top of the aircraft that exposes a receptacle for refueling in flight.

This modification extends the basic capability of the supersonic jet by extending the time that it can remain airborne, yet does not restrict its speed.

Engineering responsibility was given to SAAMA's engineering division in Materiel Management under the direction of Col. D. G. Welch, and was accomplished under two separate programs.

Engineer design and test requirements were assigned to the

mechanical branch headed by Sam Madrid, Jr.

Hugo H. Stein Jr. headed the supersonic tank modification, and Enrique R. Flores was in charge of the in-flight refueling modification.

As project engineers, Stein and Flores established the requirements that had to be met in the design and flight testing of the new tanks and the in-flight refueling systems.

Engineering assistance was obtained within the Service Engineering division in the different areas of engineering specialization, and contractor engineering assistance was furnished by the Convair Division of General Dynamics Corp.

Assistance for the flight test program of each of the two modifications was required from Air Force agencies as well as from the contractor. The external tank flight test program was conducted in two phases at Robstown AFB, N.M., and Ed-

The Air Force Missile Development Center and the Air Force Flight Test Center at each of these bases supported the testing. The flight program for the in-flight refueling modification was supported by tanker aircraft from the Strategic Air Command and photo chase aircraft from the Air Defense Command.

Team work throughout the Air Force is necessary to complete a project of such magnitude and complexity. The engineering has been successfully completed and modifications kits are now being procured.

These two modifications will increase the effectiveness of the F106 fleet as one aircraft can stay airborne several times as long as the basic aircraft.

SAAMA engineers are proud to be a part of the team that is working to increase the defense capability while saving the cost of new aircraft already in the air-

wall charts designed for this purpose.

Conditions are made as realistic as possible and although some action must necessarily be simulated, those actions which can be taken are actually carried out. This includes the timing and reporting of the specific

actions and postures which are to be accomplished.

Results of exercises are carefully reviewed and procedures improved where indicated. So be assured that we are always alert and ready to cope with any and all emergencies—and exercises continually prove it!



**FELICITACIONES A KELLY**  
*Bien Venidos Amigos*  
**PAN AMERICAN RESTAURANT**

Our Twenty-eighth Year specializing in  
**ORIGINAL MEXICAN FOOD**

Mrs. Ruben Salazar, Owner      Mr. Reuben Salazar, Mgr.

For those in your party preferring other foods, we prepare—Delicious Char-Broil Steaks, Fried Chicken and Seafood.

Luxuriously decorated in authentic Old Mexico Atmosphere.

Private Dining and Party Room.      Air Conditioned.

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ON 50 YEARS OF  
EXCELLENCE**

FROM GRIMM'S

**GRIMM'S**  
In Nonken Plaza  
3455 FREDERICKSBURG RD. PE 4-5171

FROM GRIMM'S  
**Congratulations**  
TO  
**KELLY AFB**

AND TO ALL THE MEN AND WOMEN WHO HAVE  
HELPED TO MAKE KELLY WHAT IT IS TODAY—  
A BULWARK OF DEMOCRACY IN ACTION—  
AS A TRIBUTE TO THIS FINE RECORD,  
**GRIMM'S PRESENTS**

**SONY** SOLID STATE QUADRADIAL  
SOUND—530 STEREO  
TAPE SYSTEM



Full professional-type fidelity combined with full family-style flexibility. Transform your favorite lounge chair into the finest concert hall seat... yet there are three speeds to add a business-like note of practicality. Complete with two Sony F-96L dynamic mikes.

**Special Features:** XL-4 Quadradial Sound—Sony-exclusive NPR (Retractable Pinch Roller) for Easy Threading—4 Track Stereophonic and Monophonic Recording and Playback—VUMeters—Separate Bass and Treble Tone Controls—Automatic End-of-Tape Shut-Off—Pause Control—Digital Tape Counter—Automatic Tape Lifter—Vertical and Horizontal Operation

**Specifications:** Tape Speeds: 7 1/2, 3 1/2, 1 1/2 ips. 7" reel.—Frequency Response: 30-18,000 Hz at 7 1/2 ips; 40-12,000 Hz at 3 1/2 ips; 40-7,000 Hz at 1 1/2 ips.—Signal-to-Noise Ratio: 45db or better.—Flutter and Wow: 0.1% at 7 1/2 ips; 0.12% at 3 1/2 ips.—Power Output: 10 watts of music power per channel.

**GRIMM'S HI-FI AND STEREO**

246 Wonderland Shopping City

PE 6-1231

given to SAAMA's engineering division in Materiel Management under the direction of Col. D. G. Welch, and was accomplished under two separate programs. Engineer design and test requirements were assigned to the

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These two modifications will increase the effectiveness of the F106 fleet as one aircraft can stay airborne several times as long as the basic aircraft.

SAAMA engineers are proud to be a part of the team that is working to increase the defense capability while saving tax dollars through modification of aircraft already in the inventory.

720 Pleasanton Rd.

WA 4-5691

**Monitors Check Documents**

The equipment allowance branch in materiel management at Kelly is in its ninth year of operation and expansion. Equipment allowance functions were first decentralized from Hq Air Force Logistics Command in November 1958 to the San Antonio Air Materiel Area. Twenty-two personnel monitor 38 equipment allowance documents. The monitors are responsible for the compilation, maintenance, revision, and distribution of assigned documents.

USAF equipment allowance documents prescribe items and basis of issue of equipment normally required by AF organizations and individuals in the accomplishment of assigned missions, functions, and duties.

WE ARE PROUD TO SALUTE KELLY AIR FORCE BASE ON THEIR 50th ANNIVERSARY

**PAUL ANDERSON** company  
125 BROADWAY, SAN ANTONIO

**CONGRATULATIONS ON 50 YEARS OF EXCELLENT SERVICE TO KELLY A.F.B.**

**CHECK OUR LEASE DEAL BEFORE YOU BUY ANY CAR**

O. R. MITCHELL LEASING  
1130 BROADWAY  
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**NATIONAL FURNITURE CO.**

is proud of its friends and neighbors who've made

**KELLY AIR FORCE BASE**  
the finest installation of its kind in the world!

We extend to all of you an invitation to visit our store where you will see the greatest discount prices in furniture in the San Antonio area! Your charge account is welcome.

SEE OUR SPECIAL OFFER ON PAGE 7 OF TODAY'S SAN ANTONIO LIGHT TV GUIDE

FREE PARKING ON PARK 'N SHOP LOTS IN REAR OF STORE

**NATIONAL FURNITURE CO.**

116 W. Commerce (Between S. Press and River Bridge) ★ CA6-7128 ★ Se Habla Espanol

Classified Want Ads—CA 6-1231

THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part III— 9

# HEB

WILL **GROW**  
WITH KELLY A.F.B.  
FOR THE FUTURE



Col. W. R.  
mt.

WANT

Mgr.

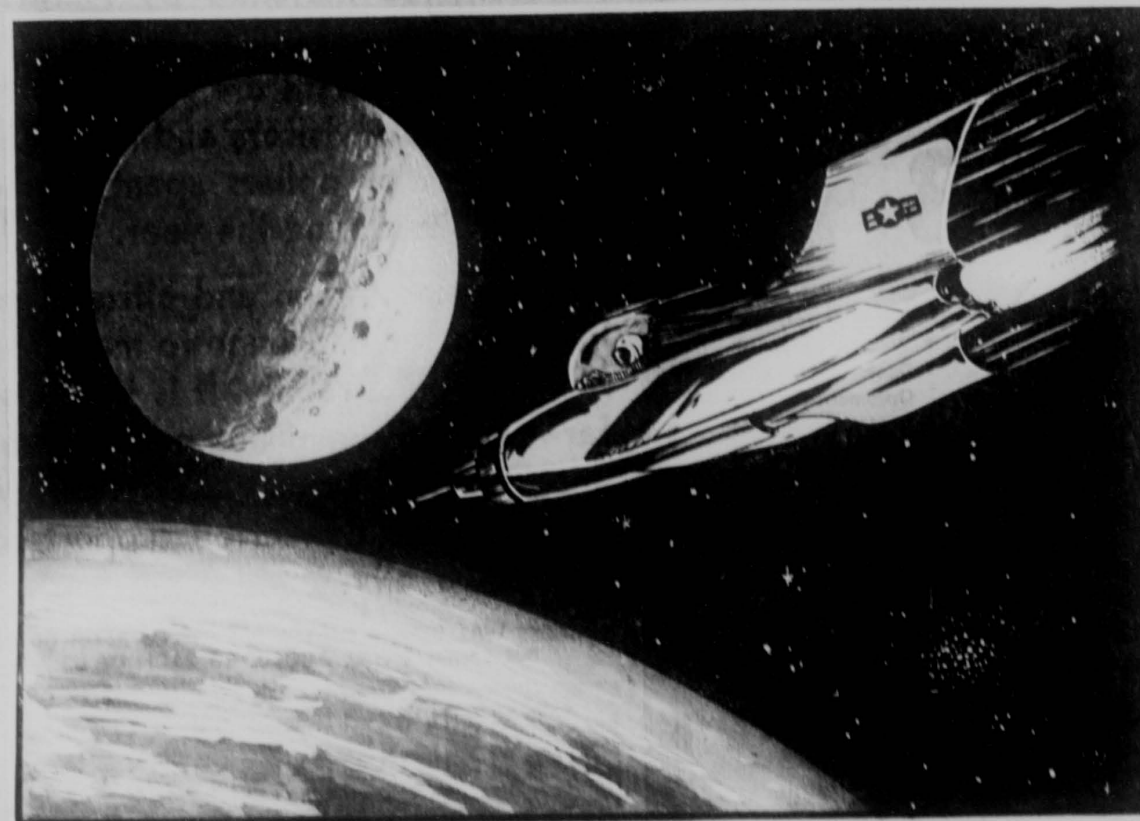
ads, we  
Chicken

Mexico

ditioned.

AM  
DAYS

4-5691



*WHO WILL MIND THE STORE  
OF TOMORROW?*

Tomorrow's Supermarket and Shopping Center will seem no more fantastic to our children and grandchildren than today's modern retail complex does to us. The artist's conception above is one of many ideas already on the drawing boards.

Progress is for everyone. When tomorrow's Kelly Air Force Base families look for the Supermarket to satisfy their needs, H.E.B. will be there "minding the store"

We look forward to joining our friends in South Texas in their participation in all of the tomorrows.

*Growing with San Antonio,  
Serving South Texans Since 1905*



# Small Room at Kelly Vital to Viet Operations

Nestled in one corner of a most any visitor in the area... is a small room vital to USAF... plays work a kind of "magic"...

the center concentrates on getting high priority shipments out of the depot and en route to Air Force combat crews without delay.

The center specializes in "NORS material" — Air Force parlance for parts and supplies so badly needed they have Uncle Sam's war planes "not operationally ready for supply" reasons.

### SPECIALISTS MONITOR

Specialists sitting at desks in the control room are following some airplane part or shipment through the big Kelly supply and transportation system... a shipment needed immediately in Vietnam or some other remote corner of the world where U.S. airmen are standing alert.

Kelly receives about 8,000 of these requests each month. They come in on a worldwide communications network, specially designed for logistics support, called a transceiver.

James A. Armacost, SAAMA's deputy director of supply and designer of the control center, described it this way: "If a commander in Vietnam needs something—say he has a plane out of commission because of a parts shortage—he can put the requirement on the transceiver. If Kelly is the depot designated to make shipment, we get it in about two hours."

### HIGH PRIORITY

When it's high priority, Kelly's big IBM computers—space age



THERE'LL BE NO AIRCRAFT ground- because of a lack of parts, if the central priority control center of supply can help it, according to Pat Kin- gery, chief, pictured at his post at Kelly AFB.

stock control clerks—code it for special handling, tell supply men the exact spot in one of Kelly's 69 warehouses where the materiel is located, and "kick" the order into a special stack for priority movement through the supply system. The order can sometimes be filled and ready to fly out of Kelly within hours.

Designed to handle only the "rush" items, the center takes care of only those orders that must get to South Vietnam or to bases where planes are grounded because spare parts are not on hand.

The whole process is part of the Air Force's "new look in logistics" and it features speed and savings through intensified management. Some aircraft assemblies and sub-assemblies today are very expensive, but with faster logistics material managers can order less—and conversely, because a higher percentage of Uncle Sam's war-planes are kept combat ready, the Air Force doesn't have to buy a lot of "extra" planes as "insurance" or as a cushion to make sure there are enough fly-able planes on hand to meet any emergency.

## Another Viet Support Group

The directorate of Air Force aerospace fuels, SAAMA, has a major role in the support of the effort in Southeast Asia.

The aviation fuel requirements for Southeast Asia, prior to 1960, were provided by small in- plane contracts.

Commensurate with the build- up of our forces in that area, aviation fuel requirements in- creased significantly and a re- quirement to maintain inviolate stocks was established.

Historically, bulk aviation fuel requirements in support of Thailand and Vietnam have been provided by three commercial concerns.

How ever, increased re- quirements and loss of com- mercial product and storage as

er receiving capabilities, the installation of pipelines, im- provement of highways which enhance the tank truck delivery, and the use of floating storage tankers.

The directorate of AF aero- space fuels has the capability to provide adequate petroleum, oil and lubricant products and tanker transportation to support increased Southeast Asia re- quirements even on short notice.

In addition, another major ef- fort of the directorate in the sup- port of Southeast Asia is pro- viding herbicides — the chemi- cals sprayed from specially equipped aircraft to defoliate trees and all species of vegeta- tion.

The use of these agents is strictly controlled and approval

*Congratulations*

On Your

### 50th Anniversary

*With pride and sincerity, we extend this token of our gratitude to the outstanding performance of Kelly A.F.B. and its personnel, in their contribution to the protection of our country.*

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Leed's Welcome Your Charge Account. We Say Thanks To Our Customers And Friends At Kelly.

## CONGRATULATIONS to KELLY on it's 50th ANNIVERSARY

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# 50 GOLDEN YEARS

In 1917 when Kelly Air Force Base was founded, the population of San

Classified

## Gro TH

The aerospace... division, technical and log... ability of various... to support Air... and missiles.

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They were... oped for prop... cause there... ent danger of... around the air... by a rotating... was extremely... ground checkou... flights.

Today the d... and has been... clude jet eng...


## SA Big

Management... prime F102, D... F106, Delta... Materiel Man... Weapon Syst... agement Divi... nest E. Gosse... J. Bush, dep... rying out thi... tic manage... the division... updated and... As first lin... tors, the imp... winged aircr... Air Force

### 50th Anniversary

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# GOLDEN YEARS

In 1917 when Kelly Air Force Base was founded, the population of San Antonio was listed as 96,614 and the International Fair had just ended.

Now, in 1967, population has increased almost 8 times and the city of San Antonio is less than one year away from HEMISFAIR.

Kelly Field's contributions to the economy of San Antonio will now hopefully be matched by HEMISFAIR. The benefits to San Antonio of the HEMISFAIR are estimated in the millions of visitors and hundreds of millions of dollars spent in the Alamo City during the year.

As business men and citizens we have met the challenge to make the HEMISFAIR a reality. It is the most far-reaching community project ever undertaken in South Texas, and now demands the concerted support of the entire city.

SUCCESS WILL DEPEND ON THE EFFORTS OF EACH OF US  
THE BENEFITS WILL ACCRUE TO EACH OF US

# SINKIN'S

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tain the aircraft are m  
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As first line fighter  
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Delta Dart.

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## Kelly Mission Ground Equipment in The Aerospace Age

The aerospace ground equipment division, materiel management, is charged with the technical and logistics responsibility of various equipment used to support Air Force aircraft and missiles.

This equipment includes such items as hydraulic test stands, generator test stands, cabin leakage testers, and highly complex electronic system testers.

All of these items require specific and intricate detail in their management. In addition to this equipment, personnel also manage numerous small items, one of which is aircraft chocks.

### WOOD BLOCKS

Aircraft chocks are blocks of wood cut to various sizes and lengths and are used with parked aircraft. The purpose of chocks is to prevent inadvertent movement of aircraft.

They were originally developed for prop type aircraft because there was an ever present danger of someone working around the aircraft getting hit by a rotating prop. This danger was extremely critical during ground checkout phases and pre-flights.

Today the danger still exists and has been expanded to include jet engine type aircraft. Use of chocks assures any movement of an aircraft is restricted, and thereby controls the danger.

Another vital point to consider is that this restriction of movement has also enabled the Air Force to virtually eliminate damage to aircraft through accidental movement.

To illustrate that adequate management will pay off in an area such as this, technical personnel charged with the responsibility for maintenance of chocks made a study of the various kinds that were actually being used at operational bases.

They found that many different sizes and lengths were in use. Consideration was then given to the possibility of taking all the various chocks in the system and placing them in groups according to length and size. These groups would then be examined individually and one basic chock would be selected. The chock would then replace the other ones in the group.

### ALL WEATHER

To assure that they were right in this determination, extensive tests were run in all types of weather. Parking the aircraft on surfaces covered with slush, hard packing snow, glazed ice as well as on clean ramps.

These tests proved without a doubt that five basic chocks already in the system satisfactorily checked all Air Force aircraft under the most severe operational conditions. Use of these chocks eliminated the

necessity for retaining approximately 15 other chocks in the inventory.

This action, although it may appear insignificant on the surface, resulted in a net savings of \$1,950 per year in the area of cataloging. In addition, there were other savings involved due to the requirement to manufacture only five type of chocks in lieu of the previous 20 but these savings are intangible and almost impossible to correlate.

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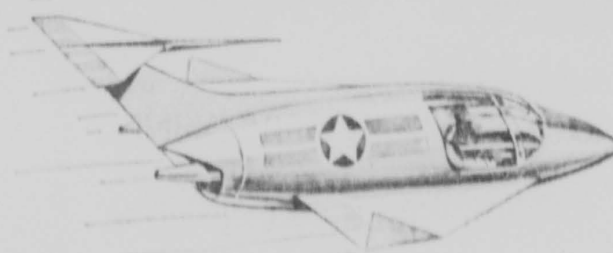
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# Handy Andy Salutes Kelly Air Force Base on Their Golden Anniversary . . .

YESTERDAY, TODAY, TOMORROW



## In the future . . .

No one knows, of course, what the future holds. We only know

## SAAMA Has Big Jet Mission

Management for the SAAMA, Expert F102 and F106 logistics prime F102, Delta Dagger, and F106, Delta Dart, belongs to Materiel Management's F102-106 Weapon Systems Support Management Division under Col. Ernest E. Gossett, chief, and John J. Bush, deputy chief. In carrying out this worldwide logistic management responsibility, the division must make certain the aircraft are maintained, updated and supported.

As first line fighter interceptors, the importance of the delta winged aircraft in the over-all Air Force mission cannot be

Expert F102 and F106 logistics support officers, industrial specialists, technicians, inventory management specialists, and supporting personnel provide management for the aircraft in four branches. They are Operations Branch, under R. L. Warrneke; Production Management branch, with R. E. Crumley, chief; Technical Services branch, headed by Carrol Basham, Requirements and Distribution branch, under Walter A. Garms.

Weapon System Logistic Officers (WSLO's) are assigned to



Operations Division under Col. E. Gossett, chief, and John J. Bush, deputy chief. In carrying out this worldwide logistic management responsibility, the division must make certain the aircraft are maintained, updated and supported.

As first line fighter interceptors, the importance of the delta winged aircraft to the over-all Air Force mission cannot be overstressed. Each must be in first class operating condition, capable of performing an "intercept and destroy" mission. Both are complex high performance craft. The F102 was the first Air Force delta winged interceptor and set the pattern for its more sophisticated, supersonic, missile carrying sister, the F106.

Operating within eight Commands, over 700 aircraft in the F102 fleet are spread throughout the world at more than 33 sites. Three specialized repair activities carry out maintenance and modernization of the craft.

Some 280 sleek F106 aircraft glisten as they rendezvous with the using commands in the zone of the interior. Sacramento Air Materiel Area, Calif., is the depot for modernization and maintenance of the fast-flying Delta Dart.

management of the aircraft in four branches. They are Operations Branch, under R. L. Warneke; Production Management branch, with R. E. Crumley, chief; Technical Services branch, headed by Carrol Basham; Requirements and Distribution branch, under Walter A. Garms.

Weapon System Logistic Officers (WSLO's) are assigned to bases in the United States and overseas. They serve as the link between SAAMA and the activities flying the birds. Their assistance contributes significantly to the operational readiness of both fleets.

The 102-106 management team develops annual programs for maintenance and modernization of the aircraft. Personnel decide who will perform the work, where it will be accomplished, and when aircraft will be "input" and "output" to the Depot or contract facility.

A continuous followup program is maintained which requires close coordination with using Commands, specialized repair depots, contract facilities and Inventory Managers.

In addition, proposed engineering changes are evaluated in cooperation with Service Engineering and accuracy of technical instruction is maintained.

*Our Best Wishes  
To  
Kelly Air Force Base  
on its 50th Anniversary*  
**CDC MOTORS**  
2819 S.W. Military Dr.



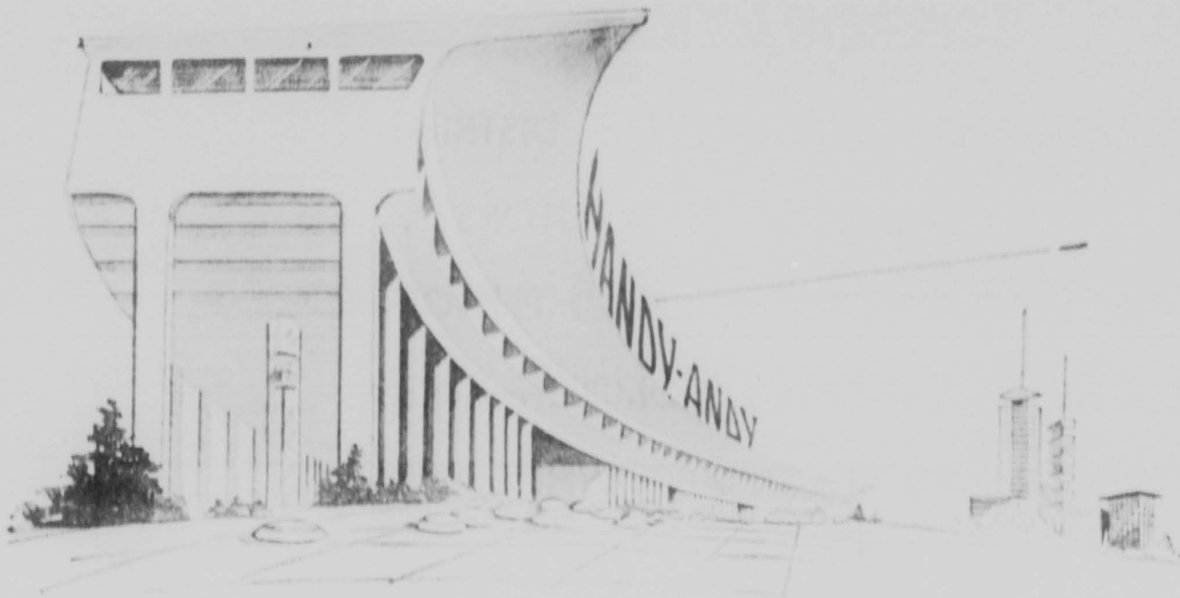
The marriage of Kelly A.F.B. To San Antonio For 50 Golden Years has been a joyous occasion. When weddings are thought of . . . one naturally turns to Bern's complete Bridal Department for all arrangements.

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Corner of Commerce at Soledad

## In the future . . .

No one knows, of course, what the future holds. We only know that whether it be the need for innovation to feed a moon colony, or expanded facilities to feed an increased population, Handy-Andy will meet any challenge, as will Kelly Field, as they have so ably demonstrated in the past.



Supermarket of the Future . . .

Yes, KELLY AIR FORCE BASE, Handy-Andy salutes you on your 50th Anniversary. It's a good, good feeling to be an integral part of this community . . . and, with you, we look forward eagerly to many years of continued growth and progress for the dynamic South Texas area.

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ITS MILITARY AND CIVILIAN PERSONNEL AND EVERYONE RESPONSIBLE FOR THE CONTINUED GROWTH OF THIS VALUABLE SAN ANTONIO MILITARY ESTABLISHMENT.

# Special Weapons Nuclear Unit

The Directorate of Special Weapons had its inception as the 2837th Specialized Depot, which was activated at Kirtland AFB, New Mexico in November 1950. The Specialized Depot moved to Kelly AFB, Texas in February 1952 and was designated a San Antonio Air Materiel Area Directorate in January 1953. The directorate moved to its present location in Building 1420 in August 1957 after construction of this building.

The Directorate of Special Weapons is the Air Force's logistics manager for nuclear weapons, retardation devices, and the re-entry systems delivered by the Strategic Air Command's intercontinental ballistic missiles. To accomplish this complex mission of worldwide scope, this directorate has three divisions (Operations, Production Management and Technical Services, and Requirements and Distribution) and two detachments (Detachment 12, Norton AFB, Calif. and Detachment 17, Scott AFB, Ill.)

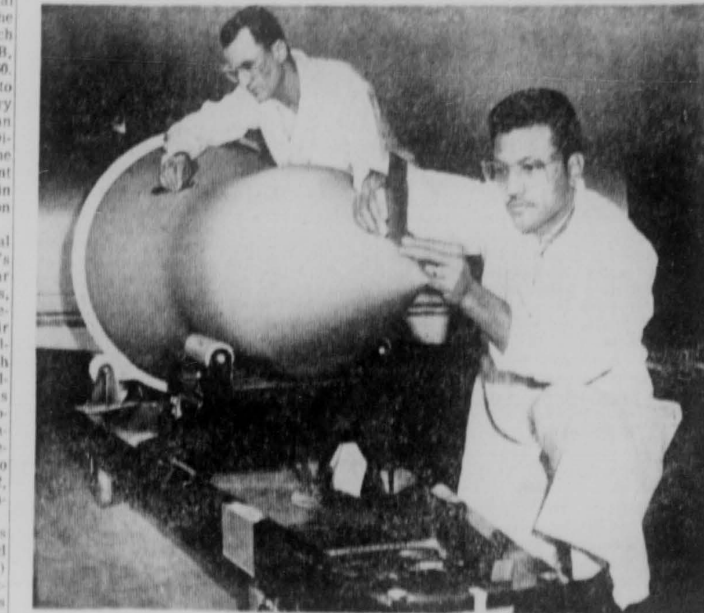
Two Aviation Depot Squadrons (3008th, Travis AFB, Calif. and 3097th, Westover AFB, Mass.) are under the technical jurisdiction of the Special Weapons Directorate.

### ITS ROLE

As nuclear manager, the Special Weapons Directorate provides worldwide logistical support to all Air Force organizations having a nuclear capability. To insure timely support and to attain maximum operational readiness, this directorate arranges with its Detachment 17 for special mission airlift of nuclear weapons and components by the Military Airlift Command.

In addition to its logistical support responsibility, the directorate is the Air Force accountant for nuclear weapons and periodically provides the Air Force with the number, configuration, condition and location of worldwide Air Force nuclear weapons. This information is and must be provided on a timely and accurate basis. Failure to do so would have a serious impact on our nation's readiness posture.

As re-entry system manager, the Directorate of Special Weapons determines the reliability of fleet. Representative samples of operational re-entry systems are tested at the \$5 million test complex in the Directorate of Special Weapons under an Air Force Re-Entry System Reliability Assessment Program as service star.



Experts check re-entry vehicle at Kelly Air Force Base.

ful operation, the Ballistic Systems Division, Air Force Systems Command, has requested the Special Weapons Directorate to conduct the same type tests during initial production of new re-entry systems.

### NEW PACKAGE

In furtherance of its reliability mission, the Special Weapons Directorate, in conjunction with SAAMA engineers, developed an instrumentation package for registering the performance of SAC intercontinental ballistic missile re-entry systems in an actual launch-to-target sequence. The recorder data package records on magnetic tape all signals generated during flight, including final signals delivered to the warhead. The tapes are then analyzed in the Directorate of Special Weapons to determine whether all re-entry system components operated successfully during flight.

Working with the Atomic Energy Commission, this directorate is the Air Force Program Manager for the AF-AEC Joint Drop Test Program. As such, it is the single point of contact with the AEC and the service commands in testing Air Force Weapon Systems (less nuclear material) in an operational stockpile-to-target en-

tests are also used to determine weapon system reliability.

Finally, special weapons personnel are vitally concerned with nuclear safety. As the Air Force nuclear ordnance man-

ager, this directorate places special emphasis on resolving nuclear safety deficiencies. Thus, every potential nuclear safety problem receives prompt, corrective action.

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# Admiral.

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As re-entry system manager, the Directorate of Special Weapons determines the reliability of fleet. Representative samples of operational re-entry systems are tested at the \$5 million test complex in the Directorate of Special Weapons under an Air Force Re-Entry System Reliability Assessment Program known as "service star."

Because of this highly successful

## 'Zero Defects' A New Concept

No defects in their work has been the goal of Kelly AFB personnel for 50 historical years.

Two and one half years ago this goal took on new meaning when "Zero Defects" became the title of a concerted effort aimed at increasing the level of quality in every operation of the base.

Zero Defects as applied at Kelly AFB is a part of a worldwide movement in industry and government designed to motivate personnel to "do it right the first time." It is an effort to re-establish the old "Pride In Workmanship" prevalent in industry during the age of the individual craftsman.

The immediate purpose of "Zero Defects" is to instill a sense of importance for every job an employe undertakes and a feeling of pride in everything he or she accomplishes.

Corrective action is replaced by correct thinking. Rework is eliminated by rededication. Mis-

Working with the Air Force Energy Commission, this Directorate is the Air Force Program Manager for the AF-AEC Joint Drop Test Program. As such, it is the single point of contact with the AEC and the service commands in testing Air Force Weapon Systems (less nuclear material) in an operational stockpile-to-target sequence. The results of these

takes are prevented before they happen. The basic idea is to strive for "Efficiency and Perfection through People."

The "Zero Defects" effort encompasses a certain amount of publicity and promotional ballyhoo in the form of posters, banners, contests, birthday celebrations, and the like.

Inegrally involved are various types of awards and recognition as well as a continuing program to identify and remove error causes. The real bread-and-butter aspect of the program through is measured by increased operational quality.

In this area are such things as the key punch error rate reduced from 2.5 per cent to 1 per cent and 1750 product acceptance checks in Aircraft Repair one month with but one defect.

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THE SAN ANTONIO LIGHT

Sunday, May 7, 1967

Kelly Special—Part III—13

# Otten Heads Special Weapons



COL. L. J. OTTEN JR.  
Special weapons director.

The director of special weapons at Kelly Air Force Base is Colonel Leonard J. Otten Jr., assigned in January 1963, in his responsible for the worldwide logistics management of the Air Force Nuclear Ordnance Program. Previously, he was stationed at SAAMA from 1954 to 1958 as chief of the Supply and Services Division in the Directorate of Special Weapons. Otten began his career in nuclear weapons in April 1948 when he was selected for the first Air Force Atomic Assembly Team at Santa Fe, New Mexico. From 1948 to 1963, he served with the Armed Forces Special Weapons Project in Albuquerque, New Mexico and London.

In 1959 Otten was assigned to the Special Weapons Center

at Kirtland Air Force Base, Kingdom, including 28 combat years he engaged in test planning and test operations of nuclear weapons.

He transferred to the USAF Signal Corps Advanced Communications School, Industrial College of the Armed Forces, 1961. There for three years he developed and formulated Air Force nuclear safety programs.

Otten is recognized throughout the Air Force and Defense Atomic Support Agency as an authority on nuclear weapons.

A native of Chicago, Otten has a bachelor's degree in mechanical engineering from the University of Maryland and a master's degree in business administration from the University of Chicago.

He has been in service since May 3, 1941. Completing flying school in 1943, Otten saw World War II service in the United States Tech.

# air power



## Britz Deputy Chief

Fred Britz, deputy director of Special Weapons, Kelly Air Force Base, is an individual who is highly motivated and dedicated to outstanding mission accomplishment.



Fred Britz, Kelly's renowned Maintenance-Engineering Apprentice School. He has held many man-

agement positions, rising from general foreman, Aircraft Shop. His steady climb in the management field was interrupted only by a tour in the United States Navy from 1943 to 1947.

During his tenure at Kelly Air Force Base, Britz has received numerous accolades. In 1955 he was awarded the Meritorious Civilian Service Award for his outstanding performance as aircraft components repair superintendent, director of Maintenance Engineering.

While serving as deputy civil engineer from 1956 to 1961, Britz introduced a new philosophy of management in Air Force Logistics Command Civil Engineering activities, and in 1962 he was awarded the Air Force Civilian Service Award for his outstanding performance.

His sustained outstanding performance and achievements merited selection of Britz as the San Antonio Air Materiel Area nominee for the William A. Jamp Memorial Award in 1955 and the Arthur Fleming Award in 1958. Britz's Air Force career, achievements, and outstanding public service led to his being selected as the Air Force Logistics Command nominee for the National Civil Service League Career Service Award in 1961.

Britz and his wife, the former Betty Eager, reside at 913 Sacramento.

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CONGRATULATIONS KELLY A.F.B.  
ON YOUR 50th ANNIVERSARY  
"KEEP 'EM FLYING"

standing public service led to his being selected as the Air Force Logistics Command nominee for the National Civil Service League Career Service Award in 1961. Britz and his wife, the former Betty Eager, reside at 915 Sacramento.



## WITH THE FUTURE OF SAN ANTONIO AND KELLY

Highland Park State Bank is proud to be a very active part of this community. We are now in the process of expanding our facilities to better serve our customers. Two motor banks operating 5 drive-in windows offer 13-hours continuous banking service—open 6 A.M. to 7 P.M., Monday thru Friday.

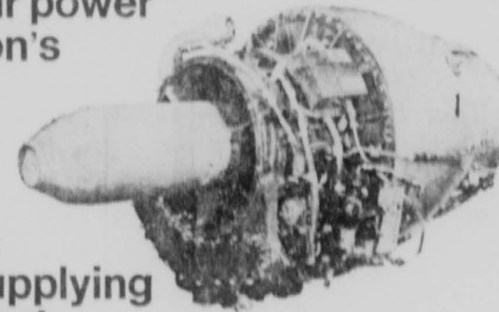


SAN ANTONIO, TEXAS

Highland at Hackberry Streets

Member F.D.I.C.

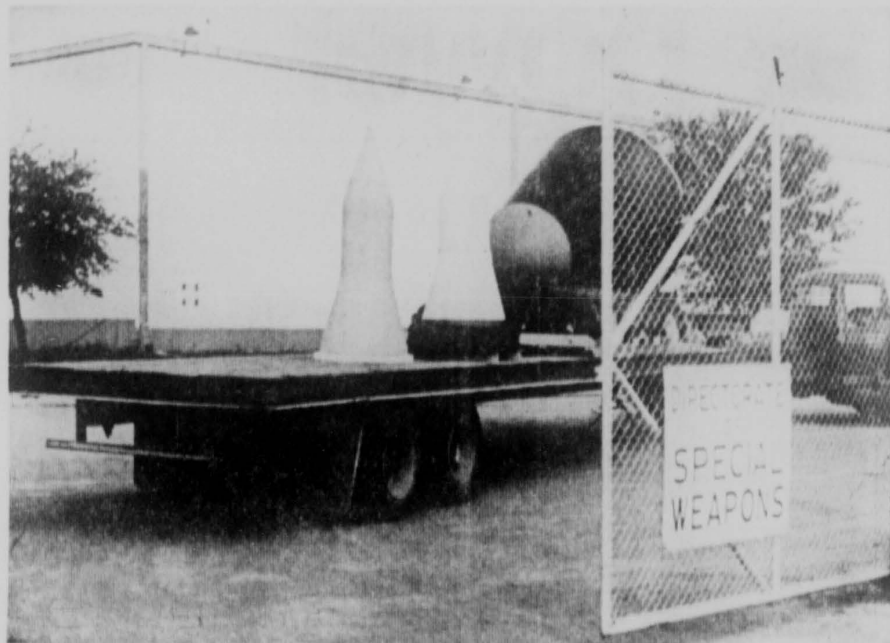
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CONTINENTAL AVIATION AND ENGINEERING CORP.



DIRECTORATE OF SPECIAL WEAPONS at Kelly Air Force Base is the manager of the Air Force nuclear re-entry systems. Displayed are some re-entry systems for Minuteman and Titan ICBMs.

# Weapons Unit Dedicated Group

Shortly after World War II, the United States nuclear ordnance program expanded significantly. The Air Force recognized the complexities and specialized management effort needed to coordinate and support this growing program, a program of immense importance to our national defense. Thus, a separate agency was organized in 1951 to manage Air Force nuclear ordnance.

This agency is the Directorate of Special Weapons, a part of the San Antonio Air Material Area, located at Kelly Air Force Base. The director is Colonel Leonard J. Otten Jr., who is assisted by Fred Britz, the deputy director.

The technical aspects of nuclear ordnance management are accomplished by the Directorate of Special Weapons Production Management and Technical Services Division. This division is headed by C. W. McGaffey. The division is organized into

three branches: Materiel Performance and Reliability, Production Management, and Technical Services.

The Production Management and Technical Services Division is responsible for world-wide technical support of Air Force nuclear ordnance and space age re-entry systems. Safety, reliability and maintainability are prime areas of concern. Highly qualified and dedicated technicians are assigned who evaluate, determine action, and otherwise process maintenance deficiency reports, engineering changes and technical publication changes for the various nuclear ordnance systems.

Their duties also include technical management of nuclear ordnance training, handling and test equipment. Separate sections are involved in data analysis, configuration accounting, re-entry systems reliability evaluation and production management.

Directorate personnel are intimately aware of the impact their management of nuclear ordnance has on our national defense effort. Their work in the directorate is very necessary and has played an important part in attaining the favor-

able degree of defense readiness our nation has today.

You may have a neighbor who works at the Directorate of Special Weapons. If you do, you may have noted he is evasive about discussing his work. There

is a good reason as much of his work is classified. He cannot tell you what he does in any detail. You may rest assured that this neighbor is, from the clerk to the director, a professional in his field.

# Radioactive Material Disposed of by SAAMA

Among SAAMA's unusual functions is the disposal of radioactive material which is no longer usable within the Air Force. In this, the nuclear age, the Air Force, like private industry, employs a significant quantity of radioisotope in a variety of applications, from luminous markers to nuclear batteries to which a few moments exposure would be lethal. This material, when depleted or no longer required, must be disposed of by special methods to preclude the possibility of injury to the general public as well as Air Force personnel. A program conceived and established by SAAMA in 1959, with higher command approval, provides that SAAMA be responsible for proper disposal of this material. Established for this service — one in the eastern portion of the U.S. And one in the western calendar year two contracts are portion.

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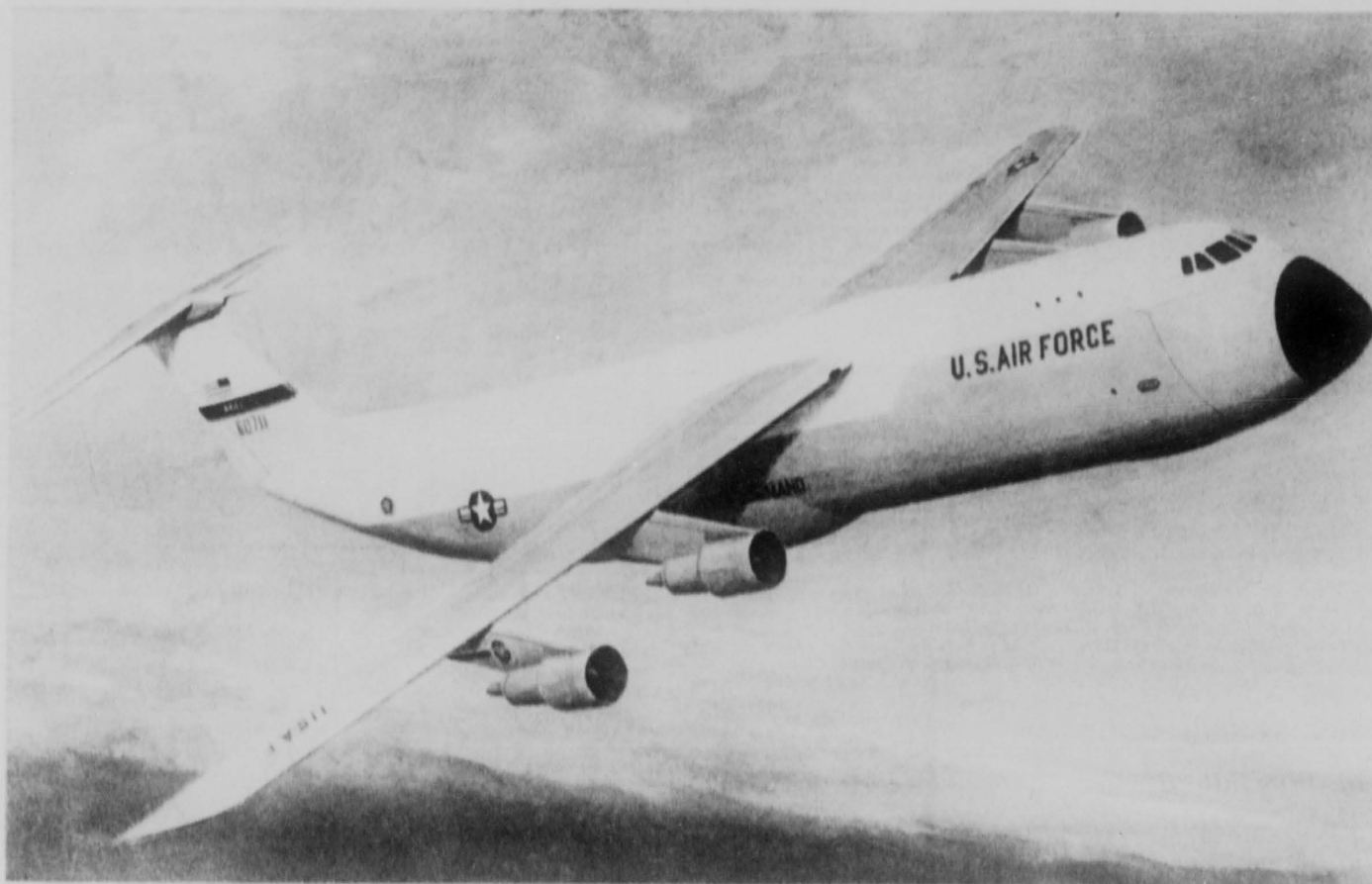


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Kelly Special—Part III—15

# C5A to Be a Kelly-Supported Mission



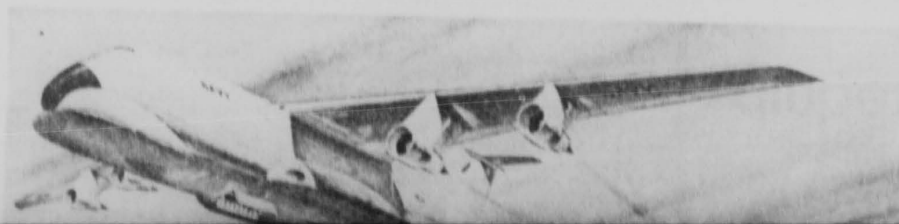
The C5A, developed for Air Force by Lockheed-Georgia, figures prominently in Kelly's future.

## The New One

# Military, Civilian Aviation Is in for Revolution

By J. S. BUTZ JR.,  
Technical Editor  
Air Force Space Digest

The recent announcement that the C5A transport would be produced for the Air Force by the Lockheed-Georgia Company stimulated an unusual flood of optimistic predictions about the aircraft's importance and the revolutionary effects it will have on U.S. military effectiveness and on commercial aviation.



hauls, and still longer life apparently is a certainty. These engines are largely responsible for the low operating cost of turbojet and turbofan transports, as compare to piston-driven aircraft, which have less than half the engine overhaul life.

Another key area in which the expert prognosticators miscalculated badly, at least in their public statement, was the size

Casting a cloud-size shadow, a tremendous transport aircraft angles over the jungle and lands at a tree-lined dirt strip in some faraway corner of the world.

This is a U.S. Air Force C5A mission, supported by the San Antonio Air Materiel Area at Kelly Air Force Base.

The imposing airplane, its tail as tall as a six-story building, rolls to a stop.

On the upper deck, a crewman moves a control. The airplane's nose moves straight up, higher and higher, until it exposes a cargo compartment large as a small warehouse.

With the gargantuan mouth agape, a rigid ramp unfolds and touches the ground. As it does, onlookers hear the roar of engines inside. They stand back.

And out comes the load:

Two 1/2-ton trucks and 1/4-ton trailers, one 3/4-ton truck and trailer, two tank trucks and tank trailers, one 5-ton truck and ammunition trailer, one tank recovery vehicle, and two 2 1/2-ton trucks with 1 1/2-ton trailers.

## Fueled, Manned and Ready

The military payload rolls out under its own power—fueled, manned, and ready for immediate action.

Drivers and maintenance specialists have flown along with the vehicles in the 75-seat, aft upper deck. Men and machines arrive together. There's no lost motion putting them to work.

The C5A is a product of Lockheed-Georgia Company, aptly called "Airlift Center, U.S.A."

A few miles north of Atlanta on ground where the Civil War once raged, the world's largest aircraft plant under one roof is giving birth to the world's largest airplane.

The gestation period ends next February, when the first of these 728,000-pound sky leviathans rolls out, and Lockheed-Georgia transport experts look ahead to the momentous first flight in June, 1968.

Flight test crews have been "piloting" the C5A for months via simulators. By the time they make aviation history by letting the big bird try its own wings, the crew will be intimately familiar with all its taxi, takeoff, flight, landing and all-around handling characteristics.

That first flight—little more than a year away—will put three different Lockheed-Georgia Company logistics aircraft in the skies.

## The Hercules and StarLifter

Preceding the C5A into service and still in production at Marietta, Ga., are the ubiquitous C130 Hercules propjet and the C141 StarLifter, a fanjet bearing the brunt of aerial resupply between U.S. bases and Southeast Asia.

More than 1,000 Hercules have been sold, Lockheed is delivering nine StarLifters a month toward a 14-squadron goal in fiscal year 1968, and the initial 58-plane C5A production run calls for four deliveries per month. The Department of Defense holds an option for 57 additional C5As, and is studying several collateral mission models.

Regarded as an advanced technology aircraft because its designers blended the best of past knowledge with the most applicable of engineering innovations, the C5A and its commercial counterpart—the Lockheed 500—very well could break the economic barrier that has discouraged the full maturation of air cargo.

For example, when the presently planned six C5A squadrons are at work in 1972, America's military airlift capacity will be ten times what it was in 1961.

The airplane's sheer size, of course, is a big factor.

## You Might Be Unconvinced

Until you see it, you wouldn't believe it. And even after first-hand observation, you may be unconvinced.

Dimensions: 245 feet long, 223-foot wingspan, and 65 feet high over the tail (a T-tail proved by the successful StarLifter design).



By J. S. BULL JR.

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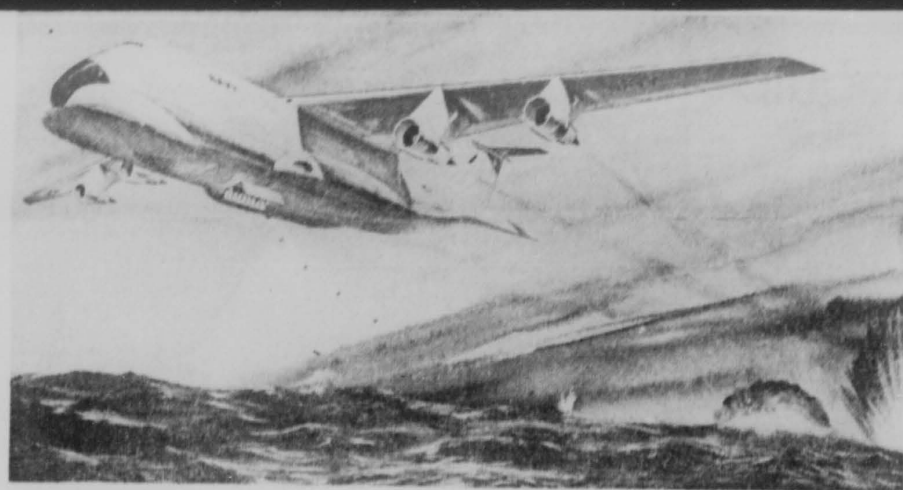
Few airplanes have received such praise and so many votes of confidence from so many sources — before they even reached the drawing boards. Secretary of Defense McNamara, high civil officials of the Air Force, USAF general officers, newspapers, national magazines, TV, radio, and the trade press all have given the C5A a much bigger buildup than they normally afford a new aircraft.

Current plans call for Lockheed to develop the C5A and deliver 58 aircraft under a contract valued at approximately \$2 billion. This contract is unique in that it covers the engineering design, testing, and development, plus the tooling-up and production of the 58 aircraft and their spares. It is expected that contracting for the complete package will save government substantial amounts of money.

### To Buy 200

Many sources are estimating that the military will purchase at least 200 C5As. This would be enough to completely modernize the U.S. global logistics pipeline during the 1970s. In addition to operations in emergencies, these aircraft would be kept busy, day in and day out, moving men, equipment, and supplies.

The relatively low operating cost and the prodigious capacity of the C5A would mean that many more types of supplies would move by air. The amount of material in the logistics pipeline would be reduced substantially, with major savings in dollars and personnel. Some experts foresee the C5A taking over virtually the whole overseas logistics job with only bulk cargoes moving by sea. If this happens, Parkinson's Law may be reversed for once, and the trend toward increasing numbers of support personnel per



**THE C5A COULD BECOME** attractive for a number of Navy missions. Above, the artist shows a possible modification for antisubmarine warfare. The large internal volume and heavy payload capacity would allow a more extensive and sophisticated load of submarine-detection equipment to be carried than on current aircraft. In addition, an unprecedented load of depth charges and homing torpedoes could be accommodated. Modifications for the ASW mis-

sion probably would include an extended wingspan to improve flight efficiency in the 150- to 200-knot speed range. Possibly engine design changes would be made to improve part-throttle fuel consumption. Range and endurance, however, should be outstanding, because the aircraft could be operated with two engines shut down during much of mission, which must be conducted at altitudes of more than about 500 feet and at low speeds.

fighting man may turn sharply downward. Estimates of the C5A's high productivity and low operating cost have generated many predictions of rapid success in commercial aviation as well. In passenger service the C5A is expected to cut operating costs in half and to bring air fares down to bus prices.

### No Agreement

Whether this is desirable is a matter not entirely agreed upon. Economists disagree about the size of the new market that will be generated by such a fare structure. Also, there is concern about the great size of the C5A and its 700-passenger capacity which, according to many experts, would make it useful only on current high-density routes such as the North Atlantic and New York-Los Angeles.

However, there can be little doubt that some airlines will have the C5A hauling passengers shortly after it becomes com-

mercially available in the early 1970s. The airline business is too competitive to allow the C5A's potential to go untested for long after it is certificated and ready for service.

Another sure bet is that the C5A will be used as soon as possible in civil air freight service, which offers unprecedented opportunities for inventory reduction and dollar savings. Air freight business now is growing at a rate of almost 25 per cent per year and shows no signs of slowing down. With the impetus of the C5A's low direct operating costs — about half that of the best transports in civil service today — added to the already strong attractions of air freight service, the industry could reach almost explosive growth conditions.

### Market for 100

Currently Lockheed estimates a market of 100 C5As among airlines for both passenger and freight service. So, if one accepts the 200-airplane market estimate for the military, the total market estimate is 300 aircraft. In dollar terms this is impressive—\$5 billion plus.

Such a prediction reflects an unusual degree of confidence on the part of Lockheed and all of its potential customers.

However, despite the unusually optimistic predictions made on all sides for the C5A, it seems worthwhile to take a closer look at the project and its limitations and potential. The C5A is a big step forward in many respects, but no one has yet come up with a good crystal ball for predicting the future in aviation.

Overoptimism often was the problem in the early days, but since the Korean War ten

decades has been to underestimate the potential generated by the technological revolution.

One good example is the performance improvement of the jet engine.

In 1958, top management at the National Aeronautics and Space Administration declared that gas-turbine engine research wasn't needed any longer, that all possible future improvements could be made by industry using technology then available.

### A Revolution

In the intervening seven years a veritable revolution in knowledge has taken place. It has been proven conclusively that the jet engine's unused growth potential is far greater than that which has already been exploited.

Major advances include new

lightweight materials and design techniques and cooled turbine blades, which allow the engines to run at significantly higher temperatures. Thus, the new generation of jet powerplants is much lighter than existing engines of similar power, and use less fuel.

Without this new technology, the C5A's fine performance would not be possible. Its turbofans produce 40,000 pounds of thrust each, have a considerably higher thrust-to-weight ratio than any large engine in use today, and have a lower specific fuel consumption.

In this same vein, no one in or out of the engine business anticipated the improvement that has been achieved in jet-engine life.

Today, some models are operated by the airlines for more than 5,000 hours between over-

hauls, and still might be apparently is a certainty. These engines are largely responsible for the low operating cost of turbojet and turbofan transports, as compare to piston-driven aircraft, which have less than half the engine overhaul life.

Another key area in which the expert prognosticators miscalculated badly, at least in their public statement, was the size of the jet transport market.

### Ten Years Ago

Ten years ago arguments were still raging over the relative merits of the turboprop versus the turbojet engine, and there was great concern about the economics of large jet aircraft in airline service. No one felt confident enough to predict that by 1965 around 900 U.S.-built jet transports would be in use by the airlines and that around 300 would be on order with enough new purchases anticipated in the near future to put the industry in a mild boom condition.

Many other examples of faulty prognostication in aviation can be cited. However, the main point is that the estimate of a 300-aircraft market for the C5A probably is grossly in error. If the estimate proved to be correct, it would be unprecedented.

A major reason for believing that the C5A market will be large is the relatively large number of possible military uses. It is difficult to imagine that the C5A will be used solely for logistics purposes. If the aircraft does as well as is expected and becomes a thoroughly reliable workhorse, then it is inevitable that it will be pressed into a variety of services.

One ideal mission would be command control. The C5A's great internal volume and heavy payload would make it much more effective than current command and control aircraft which can carry only a small percentage of the desired communications, computation, and data storage and display equipment.

Air defense is another mission that would come under discussion.

### Navy Missions

The Navy also has missions which a slightly modified C5A could satisfy handsomely. One is mine-laying. No other aircraft could approach the C5A in mine capacity or operational radius. Undoubtedly, an aircraft with the C5A's payload and range characteristics could strengthen the Navy's antisubmarine warfare capability if its costs were right.

It also is difficult to imagine a better aerial tanker than the C5A. The current tanker fleet is not going to last forever and replacements will be necessary in the latter 1970s. And, even if bombers are completely passe in ten or fifteen years, a significant number of tankers will be necessary for fighter operations. The C5A will be the logical choice to replace the KC135s as they are retired.

For example, when the presently planned six C5A squadrons are at work in 1977, America's military airlift capacity will be ten times what it was in 1961.

The airplane's sheer size, of course, is a big factor.

### You Might Be Unconvinced

Until you see it, you wouldn't believe it. And even after first-hand observation, you may be unconvinced.

Dimensions: 245 feet long, 223-foot wingspan, and 65 feet high over the tail (a T-tail proved by the successful StarLifter design).

It's equally impressive from the inside. The cargo compartment is 121 feet long between the ramps. Add them and length goes up to 145 feet. A 19-foot floor width is more than enough for two rows of 2½-ton Army trucks. And ceiling height is 13½ feet.

No obstructions interrupt cargo compartment continuity. Stairways leading to aft and forward upper deck compartments stow into side walls. With the visor nose and the aft cargo doors open, the C5A main deck resembles a Holland Tunnel with wings.

Divided by the wing joint and environmental center, the upper lobe has a personnel compartment aft; flight station, relief crew compartment, and rest area forward. It is about the same size as the interior of today's passenger jets.

Integral tanks in the wing hold 49,000 gallons (about 318,000 pounds) of fuel—the equivalent of 6½ standard rail tank cars.

### 160,000 Pounds of Thrust

Four General Electric turbofan engines with unusually high bypass ratio and compression will develop a total of more than 160,000 pounds of takeoff thrust. Despite their size and power—nacelles are 8½ feet in diameter and longer than a Cadillac—the jets are designed for exceptionally low fuel consumption.

Carrying a 220,000-pound payload, the C5A will fly 3,500 statute miles. Range with 112,600 pounds of payload aboard is more than 6,300 miles. Under emergency operating conditions, however, payload can go as high as 265,000 pounds.

Many things besides size contribute to its logistics effectiveness.

What engineers call "high flotation" landing gear—28 wheels and tires that distribute weight over as many contact points—lets it operate from sod or dirt fields.

Let's say the C5A takes off from a hard-surfaced runway. That calls for high tire pressures. But it's routed to a soft field. That means soft tires to "float" its weight across the surface.

A unique pneumatic subsystem enables the flight engineer to deflate tires en route so their pressures will match landing field surface conditions.

Further, the gear may be pre-positioned 20 degrees right or left for cross-wind landings. And should a tire go flat, that set of landing gear can be retracted on the ground for maintenance. The airplane will remain standing on the other three six-wheel sets of main gear and the four-wheel nose gear.

### The Main Gear Can 'Kneel'

If cargo is to be offloaded into trucks or on docks, the main gear can "kneel" 34 inches to bring the main compartment floor to truckbed or dockside level. For normal operation—taxi, takeoff, and landing—the gear resumes its normal stance, which puts the floor almost nine feet off the ground.

An airplane makes money for its owner—military or commercial—only when it's working. Any time spent on the ground for maintenance cuts into its productivity.

To keep the C5A airborne as much as possible, Lockheed-Georgia provided for the flight engineer's panel a Malfunction Detection, Analysis and Recording (MADAR) unit that electronically monitors aircraft subsystems.

In essence, it measures the performance of the airplane's nerves, muscles, skin, skeleton—all elements—with more than 600 sensors attached throughout the structure.

It detects and records, and sometimes even anticipates, malfunctions. A graphic display much like a television cathode ray tube shows sub-system conditions. And MADAR also provides means for computer print-outs that can go into the airplane's permanent maintenance record.

All of these features—size and efficiency, special landing gear, full width cargo openings, MADAR—will help lead aviation toward cargo traffic totals that, for the first time, challenge surface transport systems.

All airline traffic is growing. But most sources predict the cargo market will grow at twice the rate of the passenger market.

Airlines of the world in 1965 carried 5.4 billion ton miles

(Continued on Page 16.)

### C5A's Form Chart

Maximum cruise speed .....	470 knots
Long range cruise speed .....	440 knots
Aerial delivery drop speed .....	130-150 knots
Rate of climb at sea level, standard day at basic mission weight .....	2,100 ft./min.
Takeoff distance over 50 feet at basic mission weight (sea level, tropical day) .....	7,500 ft.
Landing distance over 50 feet with 100,000 lb. payload at midpoint of 2500 nm. radius mission (sea level, tropical day, wet grass runway) .....	4,000 ft.
Design Payload — 2.5g .....	220,000 lb.
..... -2.25g .....	265,000 lb.
Range with 220,000 lb. payload .....	3,050 nm.
Range with 112,600 lb. payload .....	3,500 nm.
Ferry range .....	7,273 nm.



### Aviation World Waits '68

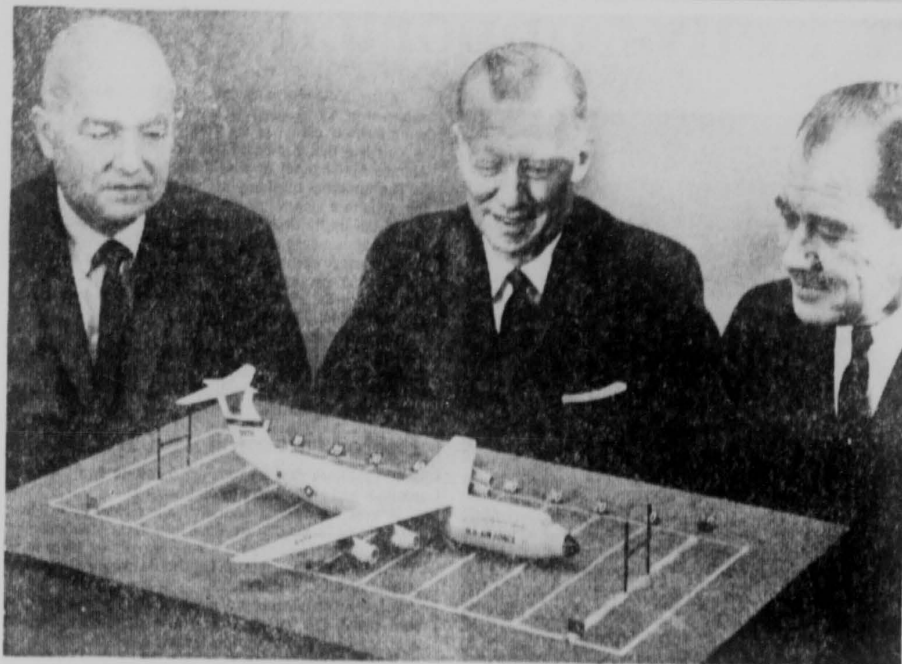
Check the world's aviation calendar and you'll find February and June, 1968, ringed in red.

Those months will witness two of the most significant aeronautical events since Orville and Wilbur Wright coaxed their bamboo and canvas creation off the sands at Kitty Hawk.

Next February, Lockheed-Georgia Co. will roll out for public view the largest airplane ever built. (Its cargo compartment alone is longer than the Wright brothers' Kitty Hawk flight.) And the following June, the U.S. Air Force C5A will fly for the first time.

First flight is but one of the many major milestones in Lockheed-Georgia Company's \$1.4 billion C5 program, which began with official go-ahead on Oct. 1, 1965.

By mid-October, 1965, the first engineering release had been issued—launching a concerted drive to design, develop, build, and deliver the world's largest airplane.



VIEWING MODEL of C5A on football field, drawn to scale, are three Lockheed officials, including W. A. Pulver (C), who moved to Burbank, Calif., where he is corporate group vice president over four operating divisions; his successor, Lockheed-Georgia Co. president, Tom R. May (L), former vice president and C5 program manager, and H. Lee Poore, who took over position vacated by May.

## Sentinel System

# Lockheed Keeps on Schedule

Lockheed-Georgia Company is watching C5A cost, schedule, and technical performance 24 hours a day with a computerized Sentinel.

An advanced management technique, Sentinel is a giant forward stride in program control systems.

The system integrates for the first time all PERT — Program Evaluation and Review Technique — features credited with much of the Lockheed-built C141 StarLifter's on-schedule success.

Here's how one company official describes its positive and integrated control of the program:

"Sentinel's new techniques present accurate and complete status reports throughout design and production. They tell us, in time for us to do something about it, if we face a cost overrun, a schedule slippage, of a design problem.

### THE GOAL

"Our goal is to produce a logistics system that not only meets performance guarantees, but also has best possible cost effectiveness. Sentinel will be a big factor in helping us reach that goal."

Sentinel ties in PERT-cost and PERT-time, which analyze and estimate costs and schedules, with PERT-tech—a new method of getting precise and consistent performance data as Lockheed designs and builds the C5A.

Sentinel's three PERTS use the aircraft work breakdown structure — a detailed call-out of every element in the logistic system — as a common denominator.

They assign cost, time, and performance budgets and estimates to program groups responsible for particular end items, such as the wing, empennage, or landing gear.

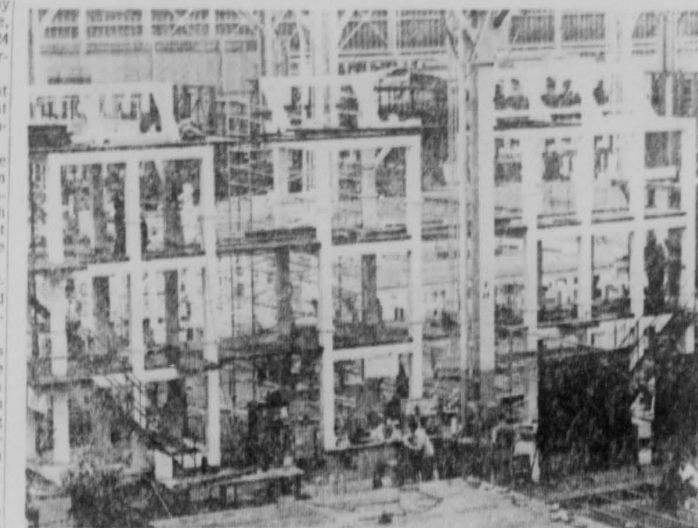
As work progresses, Sentinel feeds raw cost, time and performance data into computers. The computers correlate inputs and reference them to the work breakdown structure and to functional groups responsible for end items.

New inputs added regularly keep the computerized data bank current at all times.

### QUICK ANSWERS

From the great mass of detailed information, Lockheed at any time can ask computers for status reports and get immediate answers.

How is the design, as it



STEEL NEST FOR C5A — Rising four stories high from the floor of Lockheed-Georgia Co.'s main manufacturing building, this steel structure will hold sub-assemblies that go together to form cargo floors for the C5A mid-fuselage.

It is one of five fuselage assembly positions, connected by a dolly and tracks, that stretches 450 feet. Other similar jigs and holding fixtures dominate large area of building, which is located in Marietta, Ga.

affects aircraft performance, coming along?

What is the current estimate of production costs?

Primary considerations include such factors as operating and takeoff weights, fuel capacity, lift and drag coefficients, engine thrust, maintainability, reliability, and production costs.

PERT-tech tracks these parameters for appropriate end items of the work breakdown structure. In this way design progress is tracked down to engineers working on a specific piece of the airplane.

For example, PERT-tech tracks several parameters for the different pieces of the wing — leading edges, tips, flaps, ailerons, boxes, and trailing edges.

Sentinel, on the other hand, measures them all against program objectives.

Schedule, acquisition costs, operating costs, speed, payload, range, initial cruise altitude, takeoff and landing distances, landing gear flotation, reliability, maintainability, and reaction and turnaround time.

## Kelly AFB Awaits C5A

(Continued from Page 15.)

(one ton carried one mile) of cargo. A conservative projection shows 26 billion ton miles in 1975 and 55 billion ton miles in 1990.

That prediction assumes an annual growth rate of 17 per cent. And when one realizes that during 1965 airline cargo ton mile growth among the major carriers ranged from 25 to 31 per cent it can only be regarded as conservative.

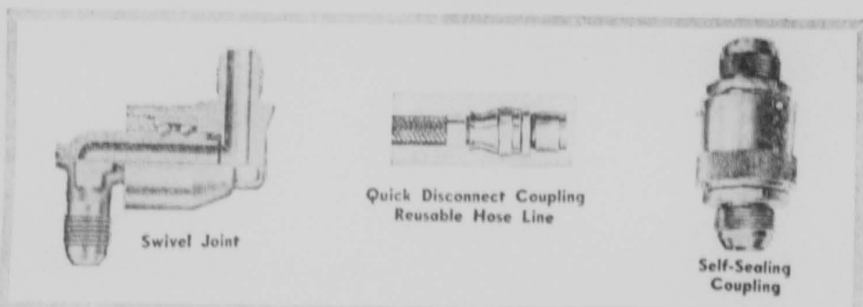
The traffic expansion to date has closely matched the way airlines were able to add capacity. Large-scale purchase of new jet aircraft specifically for cargo operation is in its infancy. Most shipments fly aboard passenger airplanes either converted or modified for cargo work.

Regardless, forwarders are rapidly adopting air shipment, and current growth stems more from new attention to total distribution costs. It is not primarily associated with lower rates.

It appears likely that the growth will be further accelerated when cargo rates themselves start competing with surface rates.

C5A technology promises to hasten that day.

Outstanding leadership in the design, test and manufacture of fluid system components



Aeroquip first introduced the basic concept of flexible hose assembly with reusable fittings in 1940, and they have been standard from that time.

Aeroquip Products are protected by Patents Internationally.

**Aeroquip**  
AIRCRAFT DIVISION  
Jackson, Michigan

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Aeroquip first introduced the basic concept of flexible hose assembly with reusable fittings in 1940, and they have been standard from that time.

Aeroquip Products are protected by Patents Internationally.



functional groups responsible for end items.

New inputs added regularly keep the computerized data bank current at all times.

QUICK ANSWERS

From the great mass of detailed information, Lockheed at any time can ask computers for status reports and get immediate answers.

How is the design, as it

evolves, boxes, and training edges.

Sentinel, on the other hand, measures them all against program objectives.

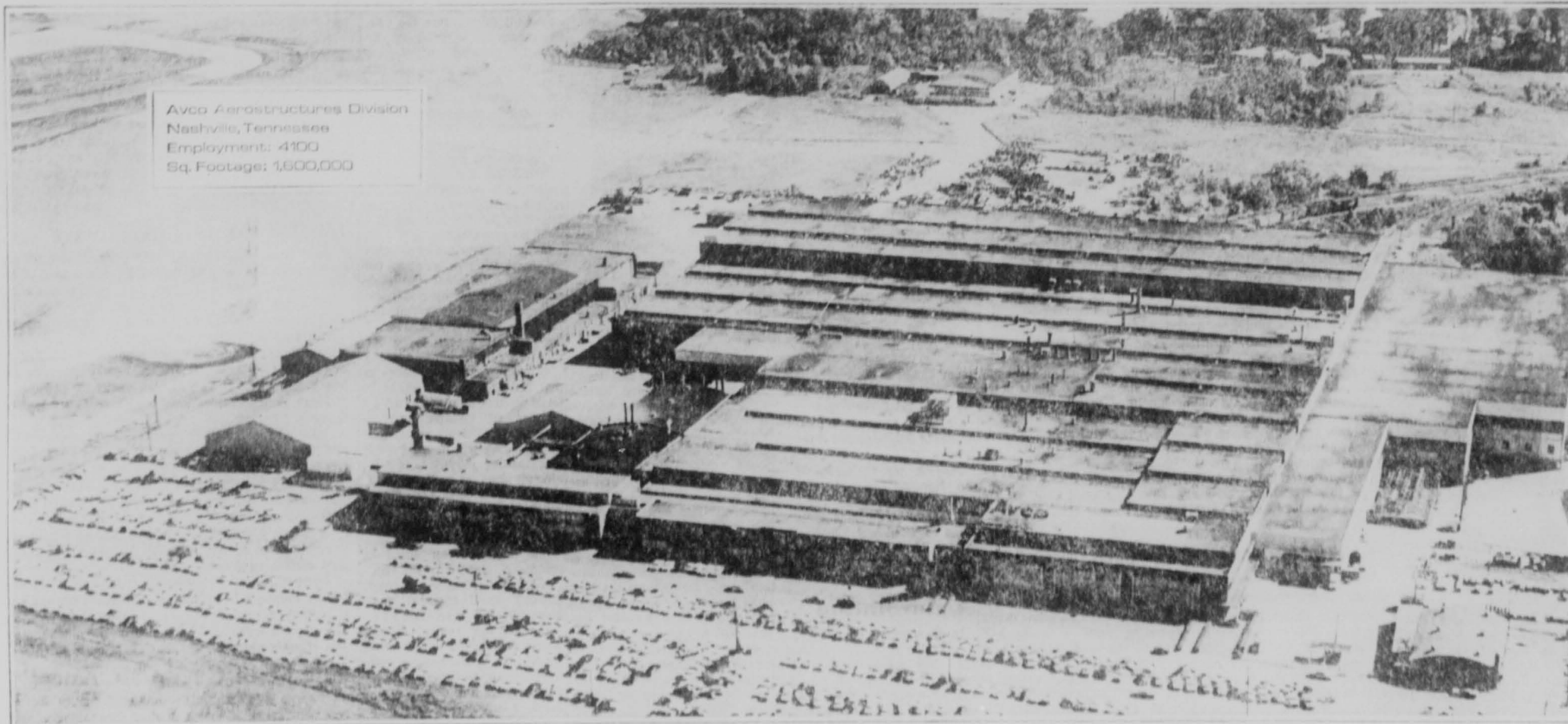
Schedule, acquisition costs, operating costs, speed, payload, range, initial cruise altitude, takeoff and landing distances, landing gear flotation, reliability, maintainability, and reaction and turnaround time.

Most shipments fly aboard passenger airplanes either converted or modified for cargo work.

Regardless, forwarders are rapidly adopting air shipment, and current growth stems more from new attention to total distribution costs. It is not primarily associated with lower rates.

It appears likely that the growth will be further accelerated when cargo rates themselves start competing with surface rates.

CSA technology promises to hasten that day.



Avco Aerostructures Division Nashville, Tennessee Employment: 4100 Sq. Footage: 1,600,000

# CONGRATULATIONS TO KELLY AIR FORCE BASE ON ITS 50th ANNIVERSARY.....

Avco Corporation's Aerostructures Division in Nashville, Tennessee, builds the center, inner and outer wing box sections for the C-5A under contract to the Lockheed-Georgia Company.



Sanford Moss, open gas driven turbine United States — that contributed first flight, in 19 plane with a turbo supercharger. By propulsion innovation furnished piston air at high altitude wide use and he B17 set the cross record of nine minutes.

LATE

Buy the Late Frank Whittle had operating jet engine wartime conditions allied leaders to for further development. In October, 1942, GE was awarded contract to produce first jet engine. I-A engine was successfully tested months after initial. Two of these GE powered the United jet aircraft, the America was now.

By 1946, GE had demonstrated the axial-flow concept incorporated it in quickly followed powerplant for the can F-86 "Sabre" achieved a 14-to-1 in Korea. The powered the Boeing Convair B36 and American B45. By over 35,000 J47's produced for various craft.

A post-Korea over the J47 was engine producing cent more thrust operational in the can F-86H in 1953, this aircraft to a course world speed 649 mph the following.

NEW GENERATION

But this high-speed was only an entirely new supersonic jet engine.

In 1956, GE C-1805, a commensurate of the J79. It selected as the Convair 880 it the fastest aircraft. Further development resulted in an after power the Convair airline service world.

Another major innovation was the "dash" which for the U.S. Navy in 1957, a model 888, powered weight T38's, U.S. turbine-powered flight.

In 1958, the J79

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### They're Thinking Big

# General Electric Builds a Powerhouse of an Engine for C5A

*Special to The Light*  
 CINCINNATI, Ohio—The world's biggest airplane needs big jet engines... big enough for a first man to stand in, with two feet to spare. It is the General Electric TF39, powerplant for the Air Force's new C5A transport. Built by Lockheed Aircraft, the C5A will have four of the giant GE turbofan jets.

The engines for the huge C5A transport produce enough thrust to power more than 700 large-cargo-carrying tractor-trailers. Of course, the earth-bound trucks can only reach speeds of about 60 m.p.h. while the C5A, on its jets, can achieve speeds up to 540 m.p.h.

Development of big, efficient engines like the TF39 has permitted aircraft designers to think big and now Lockheed is building the biggest. The C5A will be able to carry 100,000 pounds of cargo 5,500 nautical miles.

General Electric Company's high bypass turbofan for the U.S. Air Force-Lockheed C5A heavy

logistics transport is scheduled to be first airborne in a B52E flying test bed.

For the tests, one TF39 will replace two in-board J57 engines on the B52 at Edwards AFB, California.

When the C5A makes its first scheduled flight in 1968, it will be powered by four TF39 turbofans, each generating 41,000 pounds of thrust (flat rated at 89.5 degrees at sea level).

To date, General Electric has built 10 prototype TF39 engines for the extensive GE test program. This year, additional engines will enter the GE program and delivery of the first engines will be made to Lockheed.

As powerplant for the world's largest airplane, the TF39 itself makes some large contributions to jet propulsion. Its 8:1 bypass ratio class is four times greater than presently flying turbofans.

The fuel consumption rate of the TF39 is 25 per cent less than that of current production turbofan engines.

The engine is also designed for extraordinary long life. The life expectancy of hot engine parts such as the combustor and turbine, is 15,000 hours. Design life on cold parts is 30,000 hours.

A unique feature in the story of the development of the TF39 turbofan is the range and length of testing that the engine is undergoing now, and that will continue. More than 15,000 hours of development testing is under way, from bench-checking of every nut and bolt to flight-testing of the engine.

Initial Time Between Overhauls (TBO) is targeted for 1,000 flight hours and will be extended to 5,000 hours after two million engine flight hours.

At the initial operating date for the first C5A squadron, approximately 15,000 hours of testing will have been completed.

The TF39 has been developed and built differently than most other military aircraft engines. In addition to meeting the stringent requirements of the USAF, the engine is also designed to meet the specifications of the Federal

Aviation Administration—ensuring that the engine can meet, or exceed, commercial aviation requirements.

Because it was designed from the outset as a transport engine, other prime features of the TF39 turbofan are its reliability and easy maintainability.

A feature of the engine's fan and flow path is the centrifugal action designed to separate foreign objects before they can enter the compressor of the core engine, thereby reducing the possibility of core engine damage. Furthermore, because of the large chord and ruggedness of the fan blades they can withstand significant amounts of foreign object ingestion without damage.

To resist corrosion when the C5A is operating in tropical or seaside areas, the fan and compressor are made largely of titanium. Other portions of the engine use corrosion resistant alloys.

The TF39 will achieve high efficiency and power output by operating at high turbine inlet temperatures and low metal temperatures. Low

metal temperatures are possible in the TF39 because turbine blades are air-cooled.

For ease of maintenance and good, long-life stability, there are a total of seven bearings in the TF39, three of which are in the core engine.

The TF39 can be disassembled into its major components, the front fan, the core engine, and the fan turbine.

The TF39 is an outgrowth of the GE1 family of engines, which allows the use of the same basic engine components—compressor, combustor and turbine—in a wide variety of jet engine configurations. The two-thirds scale TF39 demonstrator engine used to develop the full-scale TF39 was built using the basic GE1 core engine, for example.

The Air Force has the responsibility to move material any place on the globe—anytime. The C5A, built by Lockheed and powered by the General Electric TF39, will give the USAF the ability to get there fast—with the most.

## GE Is a Pioneer in Jet Engine Development

A small mid-wing monoplane that resembled a powered glider taxied to the end of the runway of the California dry lake, throttled up and gathered speed for takeoff on its 10-minute flight that would begin the jet age in the United States.

The date was Oct. 2, 1942. The two revolutionary jet engines that powered the Bell XP-59 Aircomet were General Electric of U.S.A. I-A turbojets, each developing 1,250 pounds of thrust.

The ensuing 25 years has led to GE engines 50 times more powerful than the first I-A's. But the start of this progress predates the I-A and begins in 1901, when GE successfully tested the world's first steam turbine, becoming the pioneer and leader in turbine technology.

In 1903, a GE scientist, Dr. Sanford Moss, operated the first gas driven turbine wheel in the United States — an experiment that contributed directly to the first flight, in 1919, of an airplane with a turbine-powered supercharger. By 1939, this GE propulsion innovation, which furnished piston engines needed air at high altitudes, was in wide use and helped a Boeing B17 set the cross-country flight

"supersonic" a common term of the Jet Age when it powered a USAF Lockheed F104 Starfighter to seven world class time-to-climb records. The GE powered F104 also established the world speed record of 1404 mph and the altitude record of 91,243 feet for which the Collier Trophy was awarded to the U.S. Air Force, Lockheed and GE.

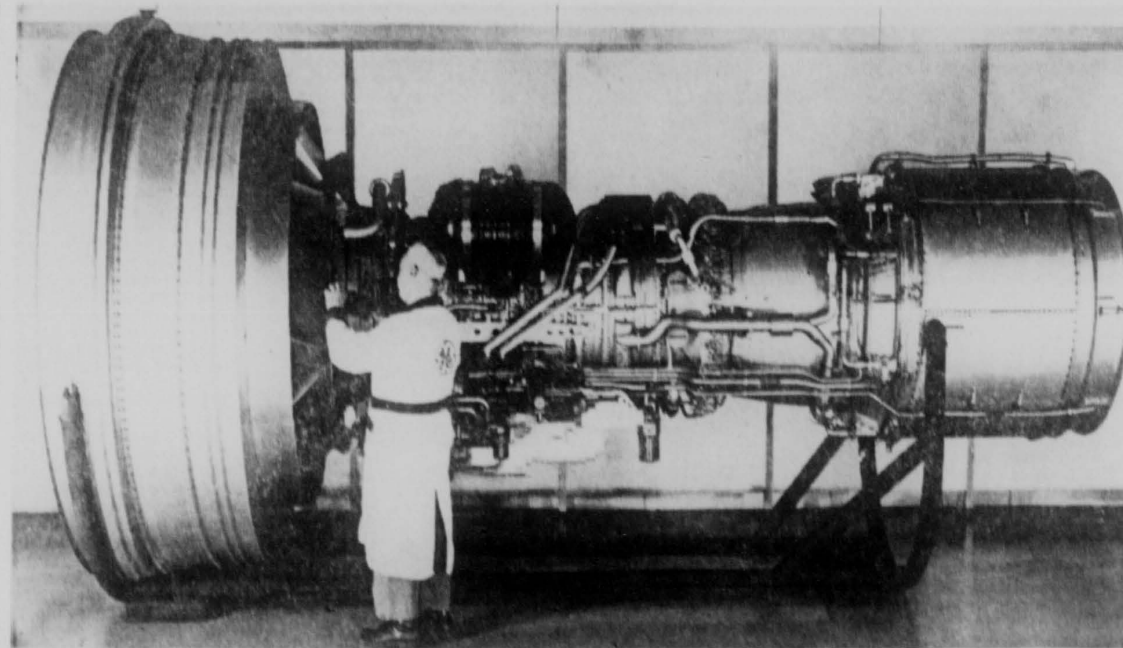
**J79 DERIVATIVE**  
 Diversified research and development efforts continued through 1958, highlighted by the flight testing of the high performance, supersonic J85 powerplant, developed for the U.S. Air Force. Combining light weight and small size with high powerplant performance and economy, the J85 became operational in the Northrop F38 "Talon," the USAF's supersonic trainer; the supersonic Northrop F5 "Freedom Fighter," and the McDonnell GAM72 "Quail" decoy missile.

A program started in 1959 led

to the development of the GE LM1500 turboshaft engine, a derivative of the J79. Designed for marine and industrial applications, the LM1500 was selected as primary powerplant for the U.S. Denison — first large U.S. hydrofoil seacraft developed by the U.S. Maritime Administration.

By 1960, General Electric (USA) had advanced well into the development testing of a lift fan system for incorporation in vertical takeoff and landing aircraft. This project resulted in the awarding of an Army contract to GE (USA) for the overall system development of the XV3A fan-in-wing research vehicle.

Allied military strength was called upon to eliminate the threat of expanding conflict in Southeast Asia. Powering fighters, bombers, and helicopters, GE (USA) engines repeatedly demonstrate their operation reliability and durability.



GENERAL ELECTRIC TF39 turbofan engine for C5A will make a major contribution toward reducing ton-mile cost of air lift because of inherent operating economics, easy maintenance and reliability. Four TF39 engines, each delivering more than 41,000 pounds thrust, will operate at fuel consumption rate 25 per cent below existing turbofan engines.



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**LATE 1930s**

Buy the late 30's England's Frank Whittle had produced an operating jet engine. However, wartime conditions prompted allied leaders to turn to the U.S. for further development and production. In October, 1941, GE was awarded a government contract to produce America's first jet engine. The first GE I-A engine was assembled and successfully tested only six months after initial work began. Two of these GE (USA) engines powered the United States' first jet aircraft, the Bell XP59, in October, 1942. Jet propulsion in America was now a reality.

By 1946, GE had successfully demonstrated the advantages of the axial-flow compressor, and incorporated it in the J35. It was quickly followed by the J47, powerplant for the North American F86 "Sabre Jet," which achieved a 14-to-1 victory ratio in Korea. The GE J47 also powered the Boeing B47, the Convair B36 and the North American B45. By the mid-1950's over 35,000 J47's had been produced for various military aircraft.

A post-Korea advancement over the J47 was the GE J73 engine producing almost 50 per cent more thrust. It became operational in the North American F86H in 1953, and powered this aircraft to a new 500 km course world speed record of 649 mph the following year.

**NEW GENERATION**

But this high-speed capability was only an indication of an entirely new generation of supersonic jet engines yet to come.

In 1956, GE introduced the CJ805, a commercial derivative of the J79. This engine was selected as the powerplant for the Convair 880 jetliner, making it the fastest commercial aircraft. Further development resulted in an aft-fan CJ805 to power the Convair 990, also in airline service throughout the world.

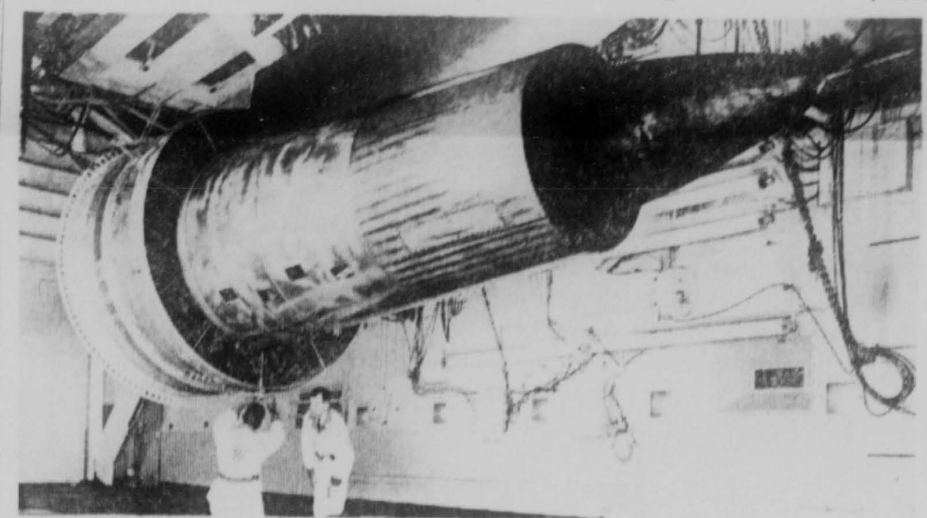
Another major GE powerplant innovation was the small T38 turboshaft which was developed for the U.S. Navy.

In 1957, a modified Sikorsky S38, powered by two light-weight T38's, made the first U.S. turbine-powered helicopter flight.

In 1958, the J79 made the word

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...fighters, bombers, and helicopters, GE (USA) engines repeatedly demonstrate their operation reliability and durability.

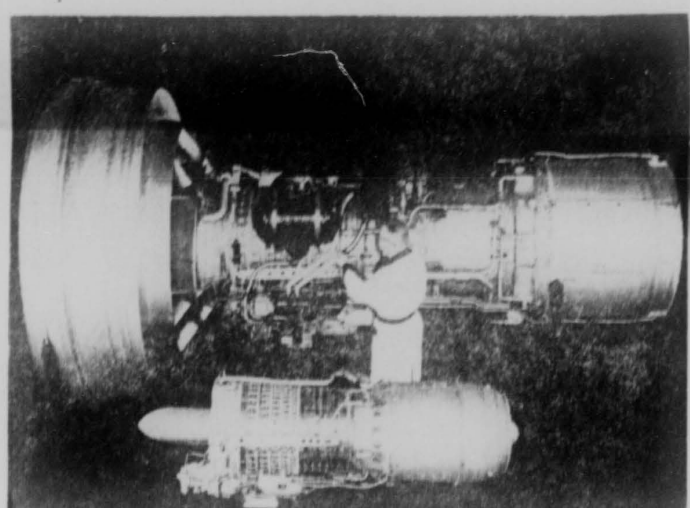


AT GENERAL ELECTRIC'S Evendale, Ohio, engine plant, GE's TF39 turbofan engine for the C5A is readied for test run. Four of these engines are being readied to power the giant C5A.

GENERAL ELECTRIC TF39 turbofan engine for C5A will make a major contribution toward reducing ton-mile cost of air-

lift because of inherent operating economics, easy maintenance and reliability. Four TF39 engines, each delivering more than

41,000 pounds thrust, will operate at fuel consumption rate 25 per cent below existing turbofan engines.



THE HUGE TF39 turbofan engine for C5A is shown alongside GE's light-weight GE1 turbojet, from which the TF39 core engine was derived.



THE SAME airframe-engine team, Lockheed and General Electric, that produced the F101 Starfighter is working together on the giant new C5A transport. The Air Force Starfighter is powered by General Electric's J79 engine (above).



KEY COMPONENT of the TF39 turbofan engine is this fan blade, designated "blade" by engineers.

### Calif. Firm Major C5A Supplier

Master Specialties company, located in Costa Mesa, Calif., is the major supplier of world-indicator lights on the C5A program.

A 50-channel master caution system for the instrument panel of the aircraft was custom designed for the C5A and according to the manufacturer, represents the most advanced and reliable warning system of its kind.

It is said to be capable of detecting any fault in a monitored system or circuit and flashes a warning by energizing a special master caution light.

Simultaneously, the world-indicator for the affected channel lights and remains illuminated until the fault is corrected.

#### RESET BUTTON

However, the warning on the flashing master caution light may be turned off by pressing the reset button. In this way, if another malfunction occurs before the first fault is corrected, the master caution light will illuminate again, as well as the work-indicator for the new fault.

Also installed in the C5A instrument panel are 375 Roto-Tellite Indicators and 17 lighted pushbutton switches for the autopilot system all from Master Specialties Company.

The Roto-Tellite units are particularly well suited for the C5A, according to MSC, due to their small size, low cost, and high quality.

These units consist of a light capsule containing lamps and legend, which rotates at the touch of a finger to front-of-panel relamping, as well as legend and color changes, without the use of tools.

#### NEW PRODUCT

The lighted pushbutton switches used on the C5A are reported to be a new product from MSC.

The unit is a rack mounted, plug-in type, 4-lamp illuminated pushbutton switch.

Depressing the display face actuates the switch contacts which are available in momentary or alternate action, 2PDT, or 4PDT.

Each of the lamps may be individually controlled to provide selected illumination or the use of different colors.



**NO WONDER IT'S BIG!**—It's for the world's largest airplane. Photo shows the aluminum alloy side frame forging for the forward main landing gear support of the C5A transport. The part's length, 24 feet, necessitated removal of ceiling panels to get this over-all view at Burbank, Calif., where Lockheed-California Co. is finishing rough forgings.

## Lockheed President Tom May He Likes Telling About the Big C5A

By TOM R. MAY  
President, Lockheed-Georgia Company

Whenever and wherever I get an opportunity to tell the C5A story, I have to stop and think: which one?

There are so many to choose from.

For example, there's the story of the competition that resulted in the contract award, the largest single procurement yet placed by DOD.

There's the design and engineering story — how you start with a clean piece of paper and lay down the millions of lines that spell out details of the largest airplane man has ever built.

Then, there's another story in C5A management, the directorate team Lockheed-Georgia Company uses to tie together all the different disciplines that develop, build, and deliver this kind of an airplane.

The list is almost endless: subcontracting, the total package procurement plan, ground support, customer liaison, aircraft systems and subsystems, test programs, facilities, and on and on.

Any single story is interesting. To me, they're fascinating. But then, I've been a sort of midwife to the C5A through the months it's been aborning. So I feel a very special, personal attachment to and affection for the big bird.

This Kelly Air Force Base anniversary is a good time to tell a C5A story that needs to be told—one that the airplane itself will tell more and more as it goes to work for the Air Force.

I'm thinking of what the airplane will do beyond that, however, I'm more concerned with what it will mean. Before getting specific on that point, let's put the C5A in proper perspective by looking at some of its dimensions.

And I should emphasize here that the C5A's significance lies not in its size per se — which is considerable — but in what its size and over-all performance will do for the United States as we continue to support those who value man's freedom as we do.

Lockheed-Georgia Company didn't start out to build the C5A so we could have the world's largest airplane coming off our assembly line at Marietta, Ga.

What we did was take a set

of requirements—payload, range, speed, cruise altitude, and other performance parameters — and the airplane we created within this framework turned out that way.

Designing toward preassigned goals, we ended up with a transport 246 feet long, 223 feet wingtip to wingtip, and 65 feet high over the tail. Fully fueled and loaded, it will weigh 728,000 pounds.

While you can't fall to be impressed by its outside appearance — one C5A would fill most of a football field — you have to open it up to get the real inside story.

The cargo compartment, where the C5A pays off in payload, is 121 feet long, 19 feet wide, and 13½ feet high.

Usable ramps at each end add another 23½ feet. The cargo compartment has more floor space than the average four-bedroom home — over 2,700 square feet. Total volume is almost 35,000 cubic feet.

That payload? Up to 220,000 pounds in peacetime usage, 265,000 pounds at reduced load factor.

### 100 Volkswagens

Perhaps you can visualize all that space better when you learn the cargo compartment has enough room for an eight-lane bowling alley. Or six standard Greyhound buses. Or 100 Volkswagens. Or as many regular-sized automobiles as 13 transport trucks can carry.

Two stowable stair ladders lead to the upper deck, which is about the same size as today's large commercial jet airliners.

Located ahead of the wing center section are the flight station, a rest area, quarters for the relief crew that may be assigned for extended-range missions, an aviator compartment, a courier compartment, galley and lavatory.

Behind the wing center section is a troop compartment with seats for 75 persons, galley, and lavatories. Sometimes the passengers will be combat troops. More often, they will be drives and maintenance personnel for vehicles carried down below.

Very briefly, that's the C5A.

Everything about it — the visor nose that lifts straight up, the aft cargo doors that open wide enough for drive-through loading or air drops, a 28-wheel



**TOM R. MAY** is president of the Lockheed-Georgia Co., which is developing the C5A.

landing gear that permits operation from forward area strips and even kneels to dock or truckbed height, engines in the 41,000 pound thrust class, a built-in electronic trouble-shooter — is designed with one thing in mind. And that is instant and massive response when men and material are needed, immediately, almost any place in the world.

What can the C5A do? The Berlin airlift provides an apt historical comparison.

A besieged West Berlin looked to the skies for help when the Communists blockaded all surface routes into the city. And help came. But, when air activity was at its greatest, just 10 C5As could have matched the deliveries of the some 300 British and American transports used.

That's what the C5A would have meant in those tense times.

The Berlin airlift, of course, was a relatively short-haul operation brought into being as a last resort.

The C5A, on the other hand,

portends swift transport of entire Army divisions from one side of the world to another in a matter of hours, as a matter of course.

That includes men and their machines — flying together. The tanks, tractors, and trucks of an armored division. Bridge launchers, ambulances, and helicopters. Howitzers, scoop loaders, and missile launchers.

The C5A will be able to carry about 98 per cent of the heavy bulky equipment ground forces need to maintain what the Department of Defense calls "maximum combat effectiveness."

How does most of this equipment travel now? By sea, frequently requiring 30 days from point of origin to the point of intended use. Four years ago, for example, moving an army of 37,000 and their 104,600 tons of equipment from the continental United States to a typical destination would have required 740 aircraft and 17 ships.

Outsize cargo, of course, went by ships dispatched well ahead of the aircraft, offloaded at sea-

ports, transferred to overland transportation modes, and finally arrived at its destination.

Then, if schedules worked properly, the heavy equipment joined the men who operated it.

In this theoretical mission, the 740 aircraft would make nearly 11,000 separate sorties, carrying only 20,000 tons of equipment. The rest — 84,600 tons — must make at least part of the trip by sea.

Looking ahead to the 1970s, when both the C141 StarLifter and the C5A will be operational, the number of sorties required drops to 1,717. Total aircraft involved: 98 C5As and 160 C-141s.

### All by Air

The entire transfer goes by air. There is no intermodal shift of personnel or their gear from ships to airplanes, and unit integrity at the brigade level is maintained.

For such a C5A-C141 deployment, delivery rates in the critical early phase triple that of the 1961 mission. More importantly, the all-jet force keeps units together and the first combat-ready brigade is in position in 11 days. Without the C5A, no integral force is available until surface transported equipment arrives.

Described by government officials as "not only the most capable but also the most efficient air cargo carrier ever built," the Air Force C5A can significantly affect our defense posture.

By carrying essentially everything in an Army division, the huge transport will provide instant responsiveness — winging vast quantities of men and material to almost any corner of the earth. This capability, unmatched by any other kind of military or civil transport system, can relieve our nation of the need to maintain forces and installations at or near potential trouble spots.

When presently planned C5A squadrons are operational in 1972, America's military airlift capacity will be more than 10 times what it was in 1961.

So large it will cast a cloud-size shadow wherever it flies, this C5A will bring massive mobility from a mere concept to the real world.

That, I believe, is the big C5A story.

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including its size basement contains 2,361,500 sq ft.  
**BUILT**  
Completed a project in 1941, the first occupant of the company, which built bombers for World War II. At war's end,

# The world's biggest plane

Kelly Field is going to be the home of world-wide logistics support for the C-5A—the largest airplane in the world. Designed, developed and built by Lockheed-Georgia and its nation-

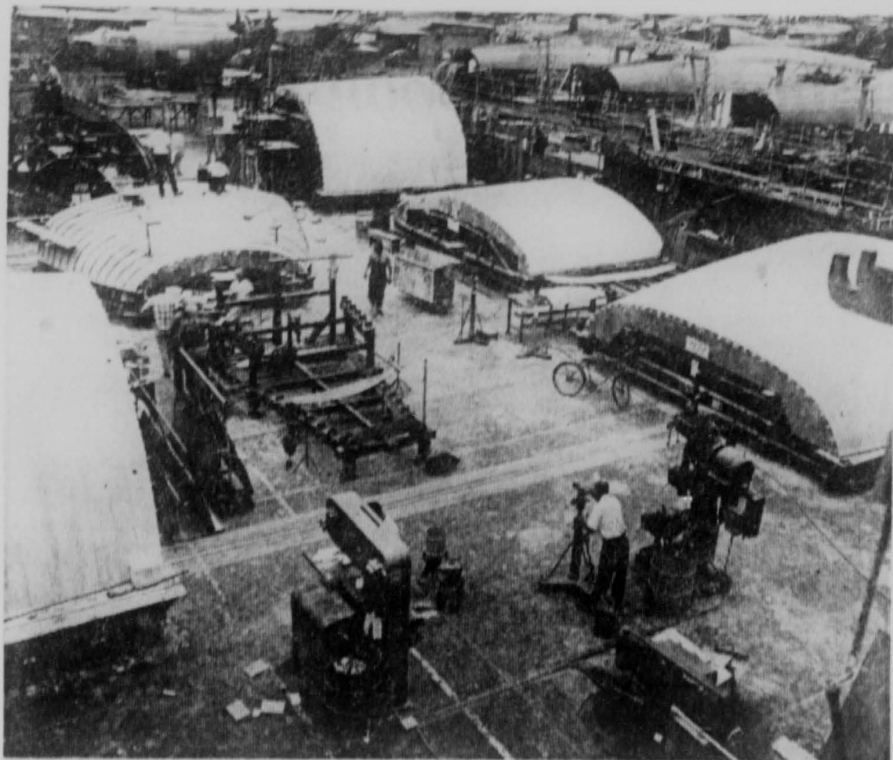
wide team of subcontractors, the C-5A is scheduled to make its first flight in June, 1968, and be in squadron operation in late 1969. San Antonio Air Materiel Area, together with

Kelly Field, will provide Texas-sized support for this Texas-sized plane. Lockheed is proud to be a partner with SAAMA and Kelly in the C-5A program

**LOCKHEED**

Lockheed-Georgia, Marietta, Georgia. A Division of Lockheed Aircraft Corporation.





**SHAPE OF THINGS TO COME**—C5A transport master models fill corner of Lockheed-Georgia Co.'s main manufacturing building adjacent to C130 Hercules and C141 Starlifter (upper right) production lines. Surface of plastered masters, precisely engineered and

made, duplicates exact size and shape of fuselage sections. Master model (upper left) depicts size of the giant airplane's upper lobe. Other masters are for cargo floor section of the giant aircraft. The work is under way in Marietta, Ga.

## C5A Born in 75-Acre Building

With more than 75 acres of floor space under one roof, Lockheed-Georgia Company's main manufacturing building is a logical birthplace for the world's largest airplane—the U.S. Air Force C-5A transport.

More than 1,000 feet wide and 2,045 feet long, the huge structure sits atop a slight rise on the immediate outskirts of Marietta, about 15 miles north of Atlanta.

Including mezzanines, a full-size basement and tunnels, it contains 3,301,920 square feet.

### BUILT IN 1943

Completed as a government project in 1943, the facility's first occupant was Bell Aircraft Company, which built B29 bombers for World War II use. At war's end, the building was

### Personnel Capacity

Active crew	6
Relief crew	6
Courier seating	8
Troops—upper troop compartment	75
Troops—cargo compartment (emergency operation)	270

converted into a vast storage area.

Lockheed's tenure in Georgia began when the company reopened the plant in 1951 first to modify B29s, then to manufacture B47 jet bombers for Korea missions.

It has been Lockheed-Georgia

Company since then, and the first Lockheed design to enter production there—the C130 Hercules—continues down the assembly line even today.

Largest industrial complex of any kind in the Southeast, Lockheed-Georgia Company is a statistician's Valhalla.

For instance: The industrial area has 170 miles of fluorescent lights. It requires 41 carloads of light-bulbs annually.

Five substations with 109,000 KVA capacity furnish electrical power, enough to supply a city of 340,000 residents.

### 170 THEATERS

It contains what is believed to be the world's largest collection of numerically controlled machines.

Plant buildings have enough

air conditioning units to cool 170 theaters.

Radio-dispatched overhead cranes operate on 40 miles of steel track.

The sprinkler system includes 42,000 heads, 275 miles of pipe (enough to stretch from Chicago to St. Louis).

Water consumption is 4,000,000 gallons per day.

Parking lots for employees—currently about 25,000—will accommodate nearly 15,000 automobiles.

Wooden blocks, 12,000,000 of them, cover 122,000 square yards in the main manufacturing building. (The blocks are easy on the feet of employees and also facilitate utility and equipment installation.) Final assembly bays, however, have high strength concrete floors.

## Of Significance

# 15 Kelly Alumni at Lockheed

Kelly Air Force Base, which marks its 50th birthday on May 7, can claim a sizeable "alumni chapter" at Lockheed-Georgia.

The significance of Kelly to Lockheed-Georgia is that it has been designated as the base for logistic support for the C5, San Antonio Air Materiel Area (SAAMA) is the C5 AMA.

One Lockheedian, H. C. Powell, a design specialist in our C5 environmental group, reports that he was born at Kelly on Dec. 29, 1917, while his father was an officer in the old Army Air Corps.

Another, Jack Gilley, manager of Lockheed-Georgia's Aerospace Safety Engineering Department, 72-11, recalls serving two tours at Kelly. On one tour, from 1945 until he came to Lockheed in 1950, he was a training officer with the 1274th Heavy Transportation group. During this time, he served as a flight engineer on the XC99—cargo version of the B36—when it set several world records in airlifting 101,001 pounds of cargo on a flight from Lindbergh Field, San Diego, to Kelly.

One of Gilley's C97 flight engineer students at Kelly in 1950, J. R. Neely, now is at Gelac, in 72-11.

Here is a listing of other Kelly men who are Kelly alumni:

B. J. COLLINS, 72-40—Took pre-flight cadet training at Kelly; PHILIP DIPIETRO, 56-11, a civil service contract specialist at Kelly, 1955-59; E. F. ESTRUMSE, 72-41, graduated from Air Corps flying school, class of '30D at Kelly; M. J. GORDON, 90-43, at Kelly in 1939; JOHN D. HAYS, 72-40, at the USAFSS Russian Language School at Kelly in 1954; ED JOHNSON, 72-19, took basic training at Kelly in 1946; W. P. LOVEJOY, 47-22, was at Kelly in July and August, 1943 before shipping to Europe; S. J. VAN METER, 13-23, at Kelly in 1962. ("This had to have been my best assignment," Van Meter said. "Even stayed after discharge.") R. C. SEARS, 72-42, whose home town is San Antonio, and who was at Kelly in 1947, 1949 and 1954.

From Lockheed Aircraft Service Company (LAS) came a reply from Pat Packard of 0-231. He was a member of Kelly's original group to activate Pyote AFB.



**LOCKHEED-GEORGIA's** Kelly "alumni chapter" holds first session. All of these Georgians won their wings or were based at Kelly at one time. They are (front row, L-R) E. F. Estrumse, M. J. Gordon, Phillip DiPietro, R. C. Sears, Si Simmons, H. E. Powell, (back row, L-R) S. J. Van Meter, Ed Johnson, W. P. Lovejoy, J. R. Neely, Jack Gilley, John Hays.

## Integrated Operation

Picture a big engineering worktable at Lockheed-Georgia Company in Marietta, Ga.

Around it are such specialists as design, aerodynamics, powerplant, structures, systems and weight engineers.

And with them—helping design the Air Force C5A—are reliability and maintainability engineers and logistic support people representing spares, ground support, field service and customer training.

As they begin to finalize design of the world's largest airplane, a new group of experts moves in. They are members of the San Antonio Air Materiel Area resident provisioning team.

Together, the Lockheed and SAAMA then check drawings and details and tests of the 728,000-pound airlifter. They recommend the kind and quantity of spare parts anticipated for the

### Dimensions Of C5A

Length	245.9 ft.
Height	65.1 ft.
Wing span	222.7 ft.
Wing area	6,200 sq. ft.
Wing sweep	25 degrees

aerial giant. They look ahead for 10 years. What will SAAMA's Systems Supply Management need to keep C5As flying during that time? In what order?

By working directly with the airlift specialists who are designing and building the biggest of all airplanes, SAAMA will be prepared to mother-hen the C5A when it becomes operational in 1969.

for the massive transport, SAAMA will provide its procurement activity, spares, overhaul and total support. This could be a long-lived assignment, since Lockheed-Georgia has an order for 38 C-5As and the Department of Defense holds an option for 57 more. And the big Georgia aerospace firm is proposing the basic design for several collateral missions beyond its prime airlift capability.

The 550 m.p.h. sky giant will deliver with all maintenance, ground equipment, trainer personnel and spares support predetermined and ready to go.

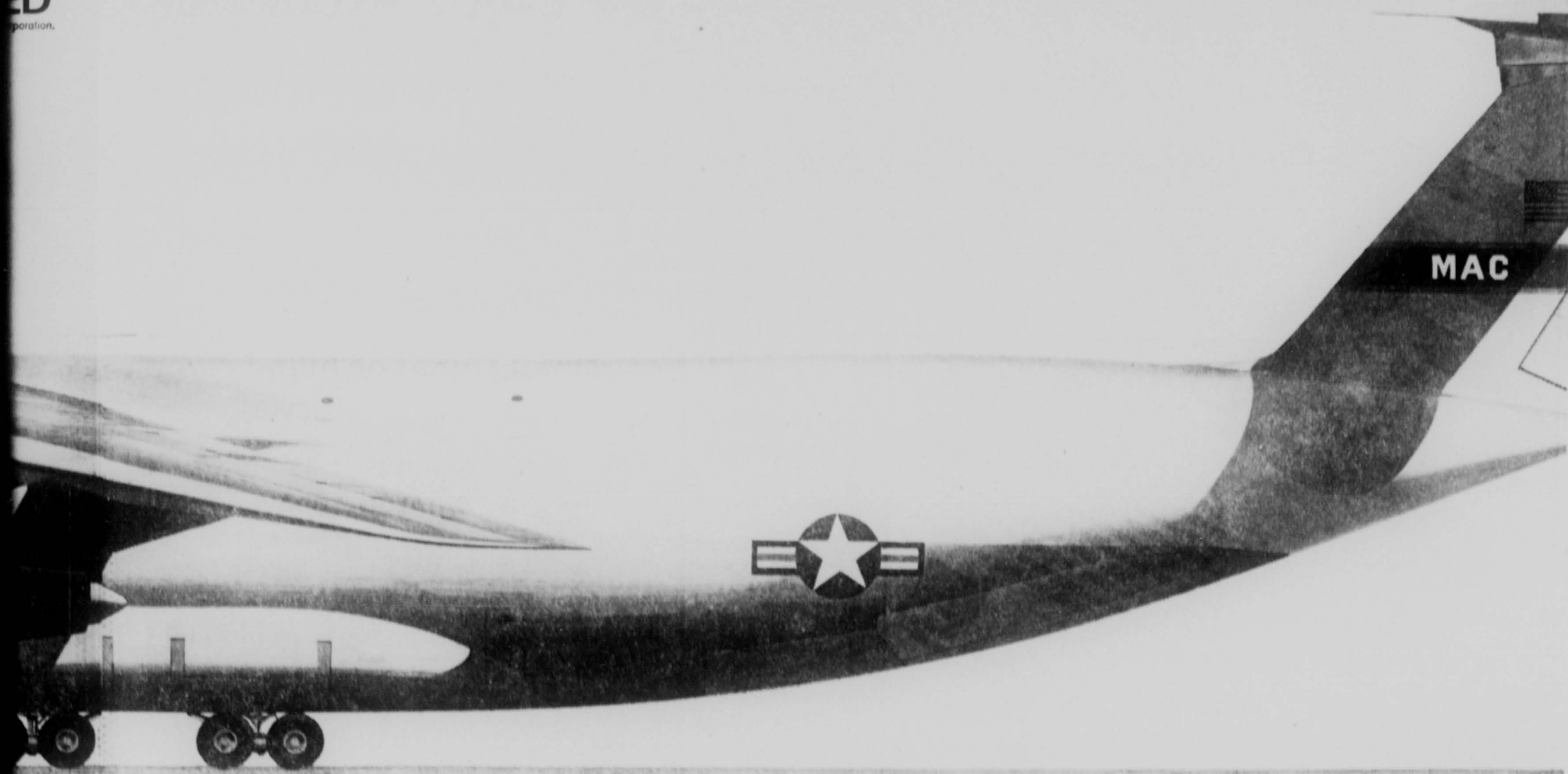
This technique ties all logistics into one integrated operation.

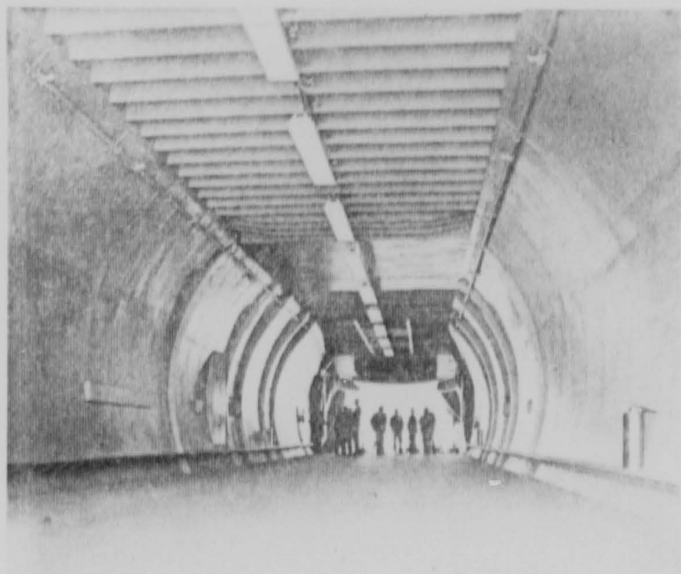
It guarantees a "composite of elements necessary to assure the effective and economical support of a system or equipment at all levels of maintenance for its programmed life cycle."



<p>than 10 cloud- flies, ye mo- pt to big</p>	<p>Five substations with 100,000 KVA capacity furnish electrical power, enough to supply a city of 340,000 residents.</p> <p><b>170 THEATERS</b></p> <p>It contains what is believed to be the world's largest collection of numerically controlled machines.</p> <p>Plant buildings have enough</p>	<p>Wooden blocks, 12,000,000 of them, cover 122,000 square yards in the main manufacturing building. (The blocks are easy on the feet of employes and also facilitate utility and equipment installation.) Final assembly bays, however, have high strength concrete floors.</p>	<p>From Lockheed Aircraft Service Company (LAS) came a reply from Pat Packard of 0-231. He was a member of Kelly's original group to activate Pyote AFB.</p>	<p>need to keep CSAs flying during that time? In what order? By working directly with the airlift specialists who are designing and building the biggest of all airplanes, SAAMA will be prepared to mother-hen the C-5A when it becomes operational in 1969.</p> <p>Cognizant air material a r e a</p>
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# will be right at home in Texas.





**IS THIS A TUNNEL?** No it's a full-size mockup of the gigantic cargo compartment of the C-5A. Those people in the distance are in the rear of the compartment, 145 feet from the nose.

And there's another deck above this compartment. The Army's main battle tank, copters and other loads will fit into cargo area. Speed of the C-5A will exceed 500 m.p.h.

## 250 Subcontractors

Lockheed-Georgia Company has awarded more than 250 subcontracts for the U.S. Air Force C-5A transport in production at its Marietta, Ga., plant, Director of Materiel J. P. McCarthy said.

Valued at more than \$420 million, the subcontracts cover structures, systems, and major equipment items Lockheed-Georgia will install on the giant aircraft before final delivery to the Air Force.

Lockheed placed initial subcontracts in February, 1966, when the Norden Division of United Aircraft, Norwalk, Conn., and the Nortronics Division of Northrop, Palos Verdes, Calif., competitive bids to furnish multi-mode radar and inertial doppler navigation systems.

Based upon award value, Avco Corporation's Aerospace Structures Division is the largest single subcontractor. The Nashville, Tenn., firm is responsible for the manufacture and basic assembly of the entire wing structural complex.

**CALIFORNIA FIRMS**  
California firms received the largest percentage of awards

### How Much It Weighs

Flight design gross weight—2.5g ..... 728,000 lb.  
Flight design gross weight—2.25g ... 764,500 lb.  
Basic mission weight ..... 712,000 lb.  
Maximum landing weight (10 fps sink rate) . . 678,850 lb.  
Operating weight . . . 323,700 lb.

million; Connecticut \$31 million; and Michigan \$14 million. Completing the list of 20 different states where Lockheed-Georgia placed major awards are Arizona, Illinois, Iowa, Maryland, Massachusetts, Minnesota, Missouri, New Jersey, North Carolina, Pennsylvania, Texas and Washington. Subcontracts also went to Canada and England.

Other major C-5A structural subcontractors besides Avco: Convair Division, General Dynamics Corporation, San Diego; empennage; Bendix Corporation,

aft cargo doors, wing leading edges, wing tips, ailerons, and main landing gear fairings and doors; Teletex Corporation, North Wales, Pa., cargo restraint rails; Brooks & Perkins, Detroit, rollers and conveyors; General Electric, Evendale, Ohio, engine thrust reversers; Brunswick Corporation, Marion, Va., nose radome; and B. F. Goodrich, Troy, Ohio, wheels and brake assemblies.

**ENGLAND, TOO**  
English subcontractors include Elliott Brothers Ltd., Rochester, Kent, central air data computer, energy management analog computer, and cross-wind centering control system; an H. M. Hobson Ltd., Wolverhampton, Stratfordshire, the artificial feel actuator.

McCarthy said the C-5 program also involves nearly 4,000 suppliers of small parts, materials and services located in 42 different states and Canada.

"We at Lockheed-Georgia feel that the winning subcontractors constitute in their individual specialties the most truly qualified manufacturers in the aerospace industry," he said. "We are tremendously pleased with

Time, like Mark Twain's weather, gets a lot of use in conversations, but nobody seems to do much about it.

It is one of those elusive things, hard to define and intractable, resisting all attempts to stop it, multiply it, compact it or store it up.

The nearest man has come to being able to do something about it is to make it "go further" by multiplying his own value-producing activities within a given span.

Today, a swept-wing beauty of a business jetliner — the Lockheed Dash 8 JetStar — is helping man to do just that, by enabling some of the world's busiest and most important people to go more places and do more things in much less time.

With production scheduled well into 1968, the 4-turbojet transport has reached a new peak of popularity. And, forecasts for 1967 at the Lockheed-Georgia Company plant in Marietta, Ga., where the craft is manufactured, indicate record commercial sales in the months ahead.

One hundred ten JetStars, including military C140 versions, have been sold to date. The plane is in the service of the country's top corporations, governments and the heads of state throughout this country, Europe and the Middle and Far East.

**GROWING FLEET**  
The growing fleet has chalked up a solid air log of more than 9,103,000 miles during 118,206 hours of flying.

Besides the 12-place executive craft, a high density 19-place military version is also available.

The plane has been a record breaker since its introduction to the air world seven years ago. The first of the executive jets, it is still the only one to offer 4-engine safety and reliability.

Four Pratt and Whitney JT12A8 jet engines with 3,800 pounds of thrust each power the swift craft. They are mounted in pods at the rear of the fuselage for safety and comfort.

Flying at 375 miles-per-hour at altitudes up to 43,000 feet, the craft goes over or around all weather.

## Lockheed's JetStar Swept-Wing Beauty Boon to Business



**THE POPULAR JETSTAR** is of valuable use to the President, accompanied by Secret Service agent, President Johnson and his White House staff. Here, prepares to board Jetstar for another trip.

range and speed for a small jet.

It was flown by Jacqueline Cochran when she established 69 world aviation records on her famed trip from New Orleans to Bonn — the greatest number ever established with Federation Aeronautique Internationale and the National Aeronautic Association in one flight.

**2,250 MILES NONSTOP**  
The popular executive jet is air-conditioned and pressurized and can fly nonstop a distance of 2,250 statute miles with VFR reserves, saving valuable time. It takes off and lands on short runways of 4,000 ft. and up.

Many of today's industrial leaders keep faraway appointments by JetStar. They can choose their own departure and arrival times. They are not restricted to available air schedules. They can visit cities and sites not served by any commercial air carriers, much less

international interests with similar ease.

A major American industrial firm's JetStar started from Detroit and completed a 20,000 mile South American inspection tour in just eight trouble-free days.

Or, another example, a Lockheed JetStar operated by a Texas oil company carried management officials to 12 European cities and delivered them back to Houston — business accomplished — in just 12 days.

Even with its speed, the JetStar can use more than 1,100 airports in the United States and Canada alone — private fields and runways at places like Lost Nation, Lake Front, Gary, Ind., Greenbrier at White Sulphur Springs, Huntsville and Poughkeepsie.

And, everyone is by now familiar with the ease which the JetStar takes off and lands at the short strip at the LBJ

### During Rescue in Vietnam

Evading Viet Cong groundfire in a daring maneuver to recover a member of its crew, an Air Force C140 JetStar —manufactured at Lockheed-Georgia—recently became the first pure jet transport to land on a short aluminum mat runway.

The C140, of the Air Force Communications Service's 1867th Facility checking Squadron, literally "dropped down" into the short strip at Chu Lai, Vietnam, to pick up T-Sgt. Robert S. Williams, 36, of Oklahoma City, whose father resides in Atlanta.

Capt. Dendy E. Lewis, Ramer, Ala., was the pilot who landed the orange-tailed JetStar during the sortie, which was to flight check the AFCS tactical air navigational aid (TACAN) at Chu Lai.

Williams, the panel technician, had been dropped off earlier by a small prop-driven transport, and was checking the theodolite at the TACAN. The field came under mortar attack, causing cancellation of the transport scheduled to pick him up.

## Fluid Aero

When Lockheed transport became in 1958, many of portland fluid-carbons will be pro equip Corp., Jack Aeroquip, a Lockheed supplier, is CSA's flexible reusable fittings, self-sealing couplings, hose assemblies both medium and ranges. At the same equip is supplying for use in CSA products to Lockheed has been a major aerospace field military service the company producer of flexible and related industrial CSA will be shipping equip's plant in company has subsidiaries and affiliates in countries. Aeroquip annual sales volume



Based upon award value, Maryland, Massachusetts, Minnesota, Missouri, New Jersey, North Carolina, Pennsylvania, Texas and Washington. Subcontractors also went to Canada and England.

**CALIFORNIA FIRMS**  
California firms received the largest percentage of awards—\$147 million, or more than 39 per cent of the total.

McCarthy said the C5 program also involves nearly 4,000 suppliers of small parts, materials and services located in 42 different states and Canada. "We at Lockheed-Georgia feel that the winning subcontractors constitute in their individual specialties the most truly qualified manufacturers in the aerospace industry," he said. "We are tremendously pleased with final conformation of the C5 team, and consider the members to be an important augmentation of the over-all C5 management team."

Four Pratt and Whitney JT12A8 jet engines with 3,300 pounds of thrust each power the swift craft. They are mounted in pods at the rear of the fuselage for safety and comfort. Flying at 575 miles-per-hour at altitudes up to 43,000 feet, the craft goes over or around all weather. It recently averaged 575 miles per hour on a transatlantic trip to Bonn, Germany, from Gander, Newfoundland, a distance of 2,835 miles, demonstrating its engine safety and reliability.

and Canada alone — private fields and runways at places like Lost Nation, Lake Front, Gary, Ind., Greenbrier at White Sulphur Springs, Huntsville and Poughkeepsie. And, everyone is by now familiar with the ease which the JetStar takes off and lands at the short strip at the LBJ ranch. The JetStar is writing its own success story as more and more modern business and government executives are discovering the JetStar's advantages as a rewarding, convenient and safe investment in time—today's single most valuable commodity.

Capt. Denny E. Lewis, Ramer, Ala., was the pilot who landed the orange-tailed JetStar during the sortie, which was to flight check the AFCS tactical air navigational aid (TACAN) at Chu Lai. Williams, the panel technician, had been dropped off earlier by a small prop-driven transport, and was checking the theodolite at the TACAN. The field came under mortar attack, causing cancellation of the transport scheduled to pick him up. Lewis elected to go down after his man, and he pulled off the mission successfully. The pilot said he could think of no other jet with which he would have tried such a maneuver. But having flown so many combat sorties, flight-checking aids to aerial navigation (NAVAIDS) at low level often under Cong fire, he said he had confidence in the JetStar's being able to "do what didn't seem possible."



**Kelly—re-upping after 50 years of Air Force service.**

When you've been in service as long as Kelly Air Force Base you see a lot of changes — two wing planes to Mach two planes, Vickers to Vulcans, telescopes to radar scopes. And you look forward to what the future will bring. The future is in the air, and it will call Kelly its home. Kelly is bringing the giant C-5A. This aircraft will be the largest in the air, and it will call Kelly its home. Kelly will supply the C-5A with leading edge ram air turbines, emergency control systems, Garrett-AirResearch systems, environmental control systems, edge slot actuators, environmental control systems, Mach trim compensators, environmental control systems, and gas turbine auxiliary power systems. But we're no strangers to Kelly. We've been supplying systems to military aircraft for years. And 99% of the free world's commercial aircraft have our systems too. We're glad we were part of the first 50 years, and Kelly will be seeing more of us in the future.













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THE SAN ANTONIO LIGHT

Sunday, May 1, 1967

Kelly Special—Part III—24

## Fluid-Carrying Components

# Aeroquip Major Subcontractor

## Plant in Dallas

When Lockheed's giant C5A transport becomes operational in 1969, many of its most important fluid-carrying components will be products of Aeroquip Corp., Jackson, Mich.

Aeroquip, a longtime Lockheed supplier, is furnishing the C5A's flexible hose assemblies, reusable fittings, swivel joints, self-sealing couplings, and many hose assemblies of Teflon in both medium and high pressure ranges. At the same time, Aeroquip is supplying tube cutters for use in C5A production.

Besides supplying aircraft products to Lockheed, Aeroquip has been a major supplier to other important firms in the aerospace field and to the U.S. military services. In addition, the company is a substantial producer of flexible hose assemblies and related items to various industrial customers.

Many of the items for the C5A will be shipped from Aeroquip's plant in Dallas. The company has subsidiaries, licensees, and affiliates in many foreign countries. Aeroquip's present annual sales volume is at a rate



Aeroquip's Dallas plant is located at 1261 Profit.

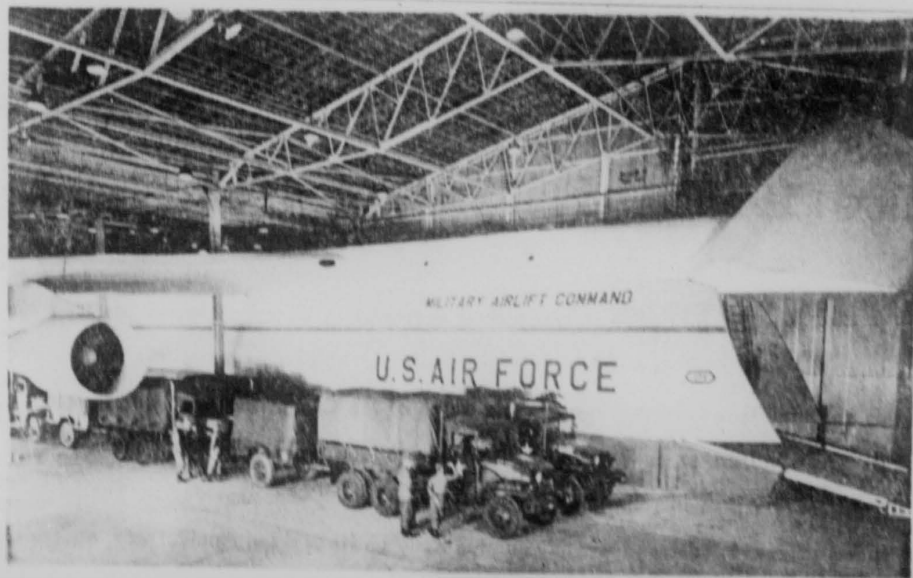
of \$125 million, and it has 4,800 employees.

When Aeroquip was founded in 1940 to introduce the basic idea of flexible hose assemblies with reusable fittings, most of the hose lines then in use had permanently attached fittings.

The reusable fitting idea offered by Aeroquip permitted users to make their own hose

assemblies and also to repair a damaged hose assembly by replacing only the hose. This idea, plus improved reliability at higher pressures, soon made the Aeroquip design the standard hose line for all U.S. military aircraft in World War II. Aeroquip also manufactured and sold quick-disconnect self-

sealing fluid line couplings which and sub-assembly replacement without draining and re-filling fuel, hydraulic or other fluid systems. These were extensively used on military aircraft during World War II and are still a major product line of the company.



FULL-SCALE WOODEN MOCKUP OF C5A at Kelly AFB, Texas.

# Constant Speed Drives Built by Sundstrand

The Lockheed C5A uses enough electrical power in normal flight for 60 average homes. This power is made possible largely by the Sundstrand constant speed drives the C5A carries.

Four hundred cycle alternating current power is required by the C5A's radar, computers, flight control, and other electrical apparatus.

To keep the frequency at a constant 400 cycles per second, Sundstrand constant speed drives convert engine speeds, varying from 4500 to 7800

r.p.m. at 96 horsepower, necessary to drive the C5A's four generators correctly.

Sundstrand Aviation, a division of The Sundstrand Corp., is a prominent supplier of aerospace accessories and systems.

Located in Rockford, Ill., the firm developed the constant speed drive shortly after World War II, when demands for constant frequency AC aircraft power grew.

Development and refinement of the drives has continued steadily since then.

The newest constant speed drives, such as those on the C5A, are the axial gear differential (AGD) group, which are outstandingly long lived and reliable.

The units are designed around a planetary gear differential, two separate hydraulic units, and a speed governor.

Among aircraft using AGD drives are the A6A, A7A, F4BC, F111, B52G, KC135B, SR71, DC9, DC8 (series 60), 707, 720B, 727, and 737.

## 'Total Package Plan' New Lockheed Policy

Lockheed-Georgia has designed, is building, and will deliver and support the U.S. Air Force C5A transport under terms of a new procurement policy that assigns the company "total package" responsibility.

The TPPP — Total Package Procurement Plan — follows guidelines laid down by Robert H. Charles, Assistant Air Force Secretary for Installations and Logistics.

Its aim: establish for major military procurement the same kind of competitive environment that exists in commercial markets. To assign winning contractors financial risk — and financial incentive — in very large increments.

### FROM BEGINNING

The C5A contract does that from the beginning.

It extends contract responsibility and opportunity from design, development, test and evaluation to include the first production run.

Along with Lockheed-Georgia Company's successful firm fee

proposal, which encompassed all associated costs, went (1) price options on the second production run, (2) formulae with which the Air Force can determine unit costs of a third production run, and (3) formulae with which the Air Force can determine cost effects of schedule or quantity changes in any of the production runs.

The plan offers, for the first time in any military aircraft

procurement, fully structured incentives.

Greatly simplified, it works like this:

Lockheed-Georgia Company specified guarantees on price, aircraft performance and schedules — setting goals for all three categories and guaranteeing to meet them.

Any goal exceeded means financial rewards. Any goal shorted means financial penalties.

### ONE EXCEPTION

Aircraft performance is one exception.

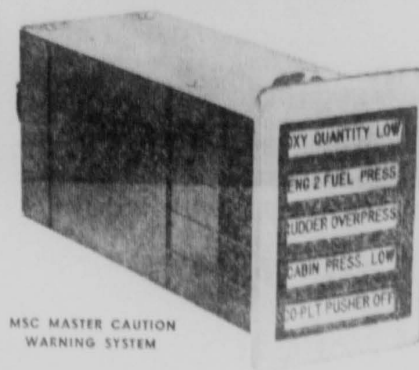
Exceeding goals will net rewards, but coming up short will not inflict direct dollar penalties.

Those penalties would be assessed indirectly through a "correction of deficiencies" clause. That contract stipulation provides that the manufacturer will sustain all costs of changes necessary to make the airplane fulfill its performance guarantee.

Besides the actual aircraft (58 in the current production run and 57 more for which the Department of Defense has an option), Lockheed-Georgia submitted firm prices for spares and ground equipment, training manuals and handbooks, test and evaluation support.

The new concept puts both price and production responsibility squarely on the manufacturer's shoulders.

## MASTER SPECIALTIES COMPANY SALUTES THE C-5A AND KELLY AIR FORCE BASE



MSC MASTER CAUTION WARNING SYSTEM

Master Specialties Company takes pride in its participation in the C-5A program, and pays tribute to Kelly Air Force Base for its 50 years of outstanding service. MSC is the major supplier of word indicator, caution, and warning lights for the cockpit instrumentation, as well as a 50-channel Master Caution System that monitors operating conditions and provides an immediate indication of any malfunction or failure, and numerous lighted pushbutton switches employed in the autopilot system. We are honored to have been selected by Lockheed as supplier to the C-5A, and we are proud of the important role our products play in the successful operation of this aircraft.

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LOCAL OFFICES: DALLAS (914) 357-9409 — HOUSTON (713) 220-2094



**FULL-SCALE WOODEN MOCKUP** of C5A at Lockheed-Georgia Co., Marietta, Ga., towers over double row of six Army 2½-ton trucks and trailers. Driven into 19-foot-wide cargo compartment, the twin column of trucks left room for an aisle down the center and

on each side. Nose built like the visor of an astronaut's helmet rises straight up, and ramp unfolds to ground level for drive-on loads. Nacelle (L) for one of the engines is 8½ feet in diameter and 27 feet long. Four jet engines will power the C5A.

price proposal, which encompassed the actual aircraft. Besides the actual aircraft, Lockheed-Georgia Co. passed all associated costs, went 58 in the current production (1) price options on the second run and 57 more for which the production run, (2) formulae Department of Defense hopes an with which the Air Force can option), Lockheed-Georgia sub-determine unit costs of a third, limited firm prices for spares production run, and (3) formulae and ground equipment, training, use with which the Air Force manuals and handbooks, test can determine cost effects of schedule or quantity changes in any of the production runs. The new concept puts both price and production responsibility squarely on the manufacturer's shoulders.

MSC MASTER SPECIALTIES CO provides an immediate indication of any malfunction or failure, and numerous lighted pushbutton switches employed in the autopilot system. We are honored to have been selected by Lockheed as supplier to the C-5A, and we are proud of the important role our products play in the successful operation of this aircraft.

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*Congratulations!*

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of

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from

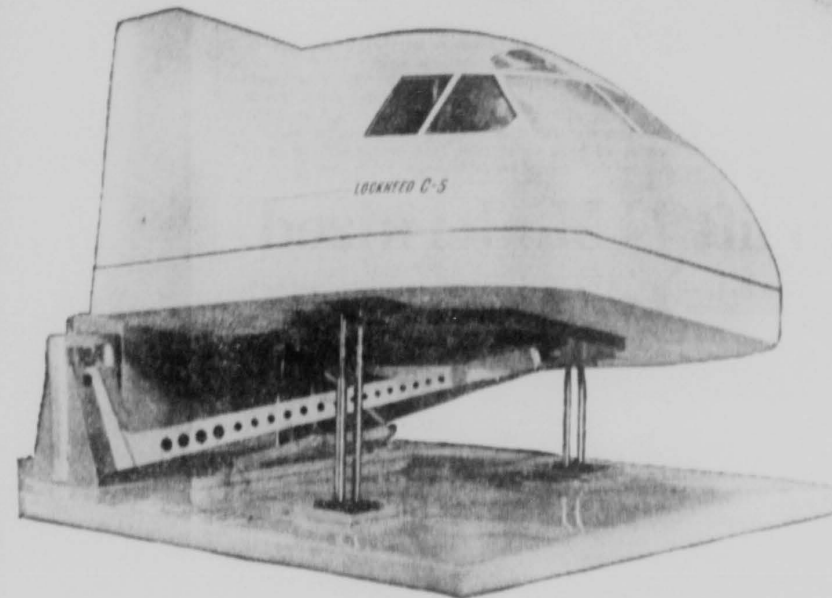
**Walter  
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**Belleville, New Jersey**

*Supplier on Lockheed's U.S. Air Force C-5A*

Conductron-Missouri, designer and producer of the Mission Flight Simulators for the C-5A, joins Lockheed-Georgia in celebrating the . . .

## 50th Anniversary of KELLY AIR FORCE BASE



**MODEL OF THE C-5A MISSION FLIGHT SIMULATOR SHOWING THE MOTION BASE USED TO SIMULATE AIRCRAFT MOTION IN FLIGHT**

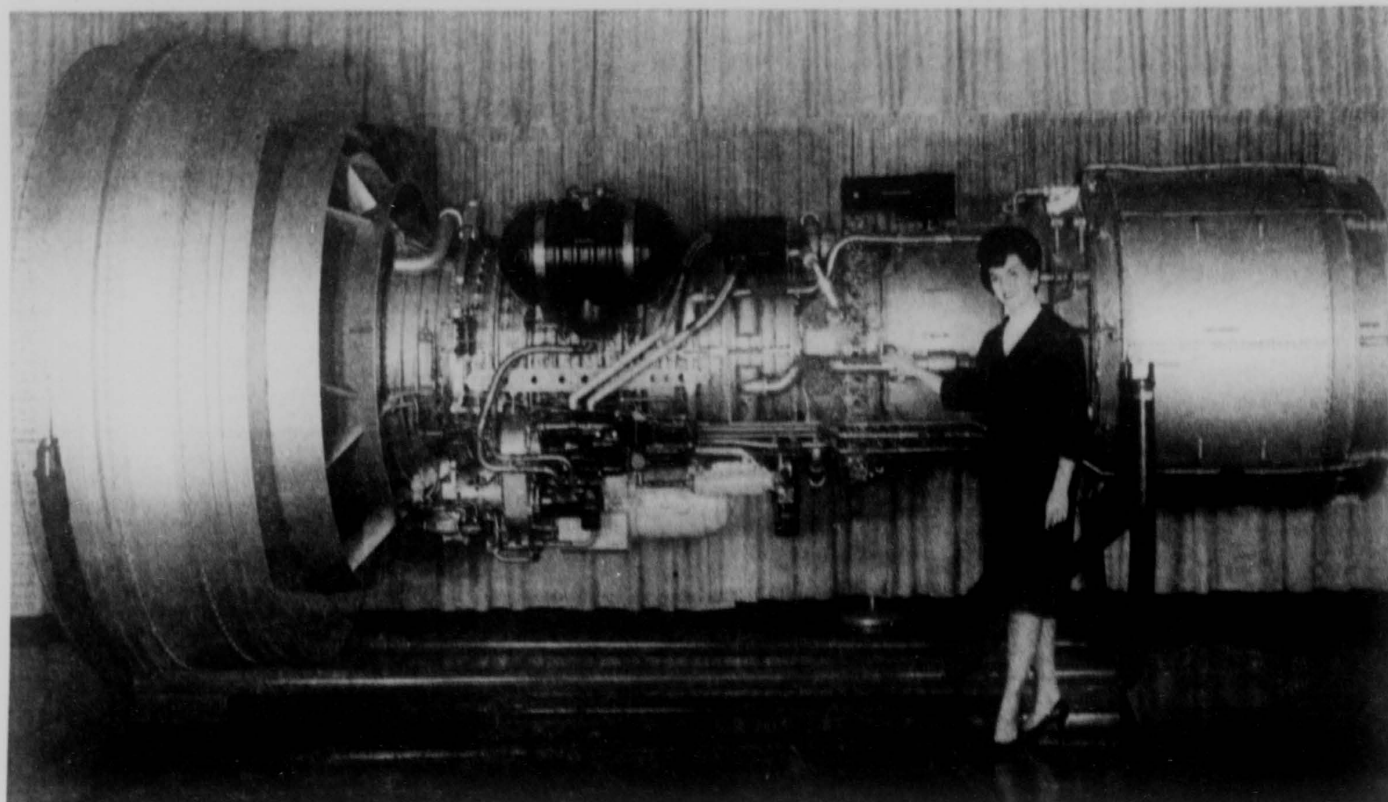
Designed to duplicate the cockpit and controls of the giant C-5A, the Mission Flight Simulators will be used to train aircrews prior to actual flight. In the Simulators the aircrews will "fly" programmed missions in which the feel, sound and visual aspects of flight are simulated in a totally realistic manner.

On simulated missions, pilots and crews will be checked on procedures and on reaction to various problems which can be programmed into the system. Such training methods greatly reduce the costs and hazards of training in flight in the aircraft, while adding flexibility and closer monitoring to training.



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Division of Conductron Corporation  
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# It'll Take Four of 'Em to Power the New C5A



Four General Electric turbojet engines—this one dwarfs the young lady—will power the giant C5A transport.

# AWLS Near A Milestone

ATLANTA, Ga. — An All Weather Landing System (AWLS) that will advance the state-of-the-art in blind landings for aircraft in bad weather soon will pass a milestone in its development here.

The U.S. Air Force, the Federal Aviation Agency, and the Lockheed-Georgia Company, a division of Lockheed Aircraft Corporation, are jointly developing the new AWLS, which is moving toward the goal of landing aircraft with ceiling zero and visibility zero.

First step is to obtain Federal Aviation Agency certification under Category II — with the Air Force's big 145-foot-long, 318,000-pound fanjet C141 Star-Lifter landing in weather conditions in which the ceiling is 100 feet and runway visual length is 1,200 feet. This is half the ceiling and visual requirements of Category I, under which most airliners operate today. The C141 AWLS is expected to obtain Category II certification in June, following demonstrations at the FAA's test facility near Atlantic City, N.J.

"Of much more importance to the future of aviation, however, is the fact that the new system is almost skipping Category II as it races toward its prime objective of developing criteria for the FAA's Category III," said A. E. Flock, Lockheed-Georgia vice president in charge of the C141 program. "Under Category

III, the ceiling would be zero, and the runway visual range would decrease progressively to 700 feet, to 150 feet, and finally to zero."

In the Air Force-FAA-Lockheed tests, a C141 equipped with the new AWLS system has simulated more than 200 zero-zero landings at Dobbins Air Force Base, Ga., near here.

"Demonstrating landings to the FAA's Category II (100-foot ceiling, 1200-foot visibility) requirement was no trouble," said H. B. Armitage, Lockheed engineering flight test pilot. "We didn't bother to take back control of the aircraft when it descended to an altitude of 100 feet, however. We let the All Weather Landing System take the plane all the way to the ground, automatically."

It made pinpoint landings, fully automatic, and met much tighter lateral and longitudinal dispersal limits than required for Category II certification, the pilot reported.

The C141 AWLS plane landed automatically within 12 feet, plus or minus, of the runway's center line during the tests. It landed within 300 feet, plus or minus, of the distance down the runway from the point of normal touchdown. It flew at the FAA's recommended approach speed, ranging from 125 to 155 miles per hour. Its initial rate of descent was 700 feet per minute, and this slowed to 200 feet per minute at touchdown.

## Military Transport

# Hercules Widely Used

The most widely used military transport in the world is the C130 Hercules, often seen coming in and out of Kelly. Nearly 1000 are in service in 14 nations. Four commercial airlines in the U.S. and in foreign nations have purchased the Hercules. Thirty-five versions or modifications have been designed and produced. And production continues at a high rate by the Lockheed-Georgia Company at Marietta, Ga., while even more advanced designs are on the drawing boards. Named for a hero of mythology who performed prodigious feats — as well as for a constellation in the heavens, in accordance with Lockheed's custom — this remarkable airplane has

it can be depended upon to come through safely. A compelling reason for its success is its versatility. It is doubtful if any four-engine aircraft in aviation history has ever successfully performed so many different aerial tasks — from catching satellite nose cones returning from orbit in mid-air, to tracking space vehicles, and such rescue feats as landing on, and taking off from, floating ice islands in the Arctic Ocean, or in the sand sea of the Sahara Desert. And now, a new commercial version of the Hercules is certified by the Federal Aviation Agency and is in commercial use in the U.S.

inments throughout the world. Flying into, and out of, floating ice islands in the Arctic Ocean; supplying Distant Early Warning Line stations in the extended search mission in what is known as the "sand sea" of the Sahara Desert, including aircraft lift in one aircraft of helicopter, vehicle, supplies, fuel and personnel and using the desert floor as a landing strip; carrying out rescue missions to jungle strips in the Congo, the New Hebrides, New Guinea, near the headwaters of the Amazon in Peru, and other remote areas; airlifting heavy machinery and materials, as well as technicians, into a dusty, rough airstrip located at the 11,000-foot level in the Himalayas of India, and on one return journey bringing

# King-Size Reliability for the C-5A

Kelly Air Force Base may reflect with pride upon its record of outstanding accomplishment and service during the past fifty years. The continual dedication of high ideals has helped to make this facility the largest Air Force logistics and maintenance base in the world home of the C-5A. The C-5A will do a king-size job . . . and so will its Sundstrand drives, fully developed and in production. The rigid electrical requirements of the C-5A demand service proven reliability, light weight, and long life, provided by Sundstrand 60 KW AGD constant speed drives. Sundstrand warmly salutes Kelly on its Golden Anniversary, a period of outstanding growth, achievement, and progress . . . congratulations.

foreign nations have purchased the Hercules.

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Named for a hero of mythology who performed prodigious feats—as well as for a constellation in the heavens, in accordance with Lockheed's custom—this remarkable airplane has more than lived up to its name.

The best descriptions of the Hercules come from the men who fly it. Already, C130s have flown more than two and a half million hours. Every hour of the day and night, around the clock, these airlifters fly more than the equivalent of the distance around the world. Even so, they have set an unparalleled safety record in a decade of service, in all climates and terrain of the globe.

**ITS GROWTH**

One reason for the Hercules' success is that it has had remarkable "growth."

Some 35 versions, or adaptations, of the Hercules have been designed and produced in the Lockheed plant near Atlanta, Ga., which is the largest aircraft factory under one roof in the world.

Still another reason is that it is an "honest" airplane, which is aeronautical lingo for the fact

doubtful if any four-engine aircraft in aviation history has ever successfully performed, so well, so many different aerial tasks—from catching satellite nose cones returning from orbit in mid-air, to tracking space vehicles, and such rescue feats as landing on, and taking off from, floating ice islands in the Arctic Ocean, or in the sand sea of the Sahara Desert.

And now, a new commercial version of the Hercules is certified by the Federal Aviation Agency and is in commercial use in the U.S., Africa and Asia. This version carries a 59,000-pound payload more than 2,000 miles at a speed of approximately six miles a minute. Delta Air Lines has purchased the L109 Hercules for commercial freight service on its routes.

The C130E has been frequently called the most versatile and reliable medium transport aircraft in the world today. In testimony before the Armed Services Committee of the U.S. House of Representatives, Gen. Curtis LeMay, then U.S. Air Force Chief of Staff, said, "The C130 has proved to be a highly flexible, superior, air logistics carrier. It has demonstrated repeatedly its outstanding operational capability in off-runway environments in support of our Army troops."

**DEW SUPPLIES**

Operations of the C130 have been in all kinds of climates, weather and ground environ-

the Sahara Desert, including airlift in one aircraft of helicopter, vehicle, supplies, fuel and personnel and using the desert floor as a landing strip; carrying out rescue missions to jungle strips in the Congo, the New Hebrides, New Guinea, near the headwaters of the Amazon in Peru, and other remote areas; airlifting heavy machinery and materials, as well as technicians, into a dusty, rough airstrip located at the 11,000-foot level in the Himalayas of India, and on one return journey bringing back 100 refugee orphans to safety in the lowlands, and a thousand-and-one other hazardous missions to the most unlikely spots on the globe for a big four-turboprop transport—such feats as these have made the Hercules a legendary aircraft relatively early in what will undoubtedly be a long life.

Four T56 Allison engines power the Hercules, for which SAAMA has repair-overhaul responsibilities.

**SAFETY RECORD**

In spite of these many thousands of hazardous flights, takeoffs and landings, under all sorts of grim flying conditions—including a pioneering 4,700-mile nonstop flight by a U.S. Navy Hercules from Capetown, South Africa, across the South Pole and thence to McMurdo Station, Antarctica—the C130s have established an unprecedented safety record.

**Airlift Is Modernized**

The Lockheed C141 StarLifter was developed to modernize America's airlift.

It is doing just that.

The fanjet transport rushed into combat-support operations in 1965 before the Air Force completed its user's test, and helped the Military Airlift Command set records for moving cargo and troops across the Pacific to Vietnam, and speed the wounded home.

It is flying both the Atlantic and Pacific as an air evac plane, and it is making weekly round-the-world trips to American embassies.

In its development and testing, under direction of the Air Force Systems Command, the StarLifter set several aviation "firsts," including world records for paratroops. It is the first aircraft ever developed from inception for use both as a military airlifter and commercial airfreighter.

**STARRING ROLE**

The C141 began 1956 in a starring role of Air Force airlifter moving Army troops and supplies in Vietnam.

In January, the Military Airlift Command completed speeding 3,000 troops and more than 4,700 tons of supplies from Honolulu to Pleiku in a classical Army aerial deployment operation.

Keeping their engines running as they off-loaded troops and supplies in Pleiku under combat-type conditions, the

**Lockheed C141**

C141s were on the ground for as little as five minutes, and an average of only 17 minutes.

They made the 12,000-mile roundtrip from Honolulu to Pleiku and back to Honolulu for more supplies and troops in an average of only 26 hours, winning praise of top Department of Defense, Army, and Air Force leaders.

They were also used to reinstitute the "Red Ball Express," by which priority cargo was rushed to Vietnam by jet aircraft this time, in a pattern set by trucks in Europe during World War II.

To relieve congested Pacific routes from Travis via Wake Island to Vietnam, C141s began flying high priority cargo from Kelly AFB via Elmendorf AFB, Alaska, and Yokota AFB, Japan to Vietnam.

**POLAR ROUTE**

In April, MAC began flying cargo from Charleson AFB, S.C., and Dover AFB, Del., via this modified polar route to Southeast Asia.

Direct movement of cargo to Vietnam from East coast ports is about \$40 cheaper per ton than usual had stepped up the utilization of C141s to at least 8 hours a day. Two of the StarLifters, Vietnam, MAC headquarters were averaging as much as 13 flights a day. The C141s were setting records for reliability.

parts halfway around the world in hours instead of days.

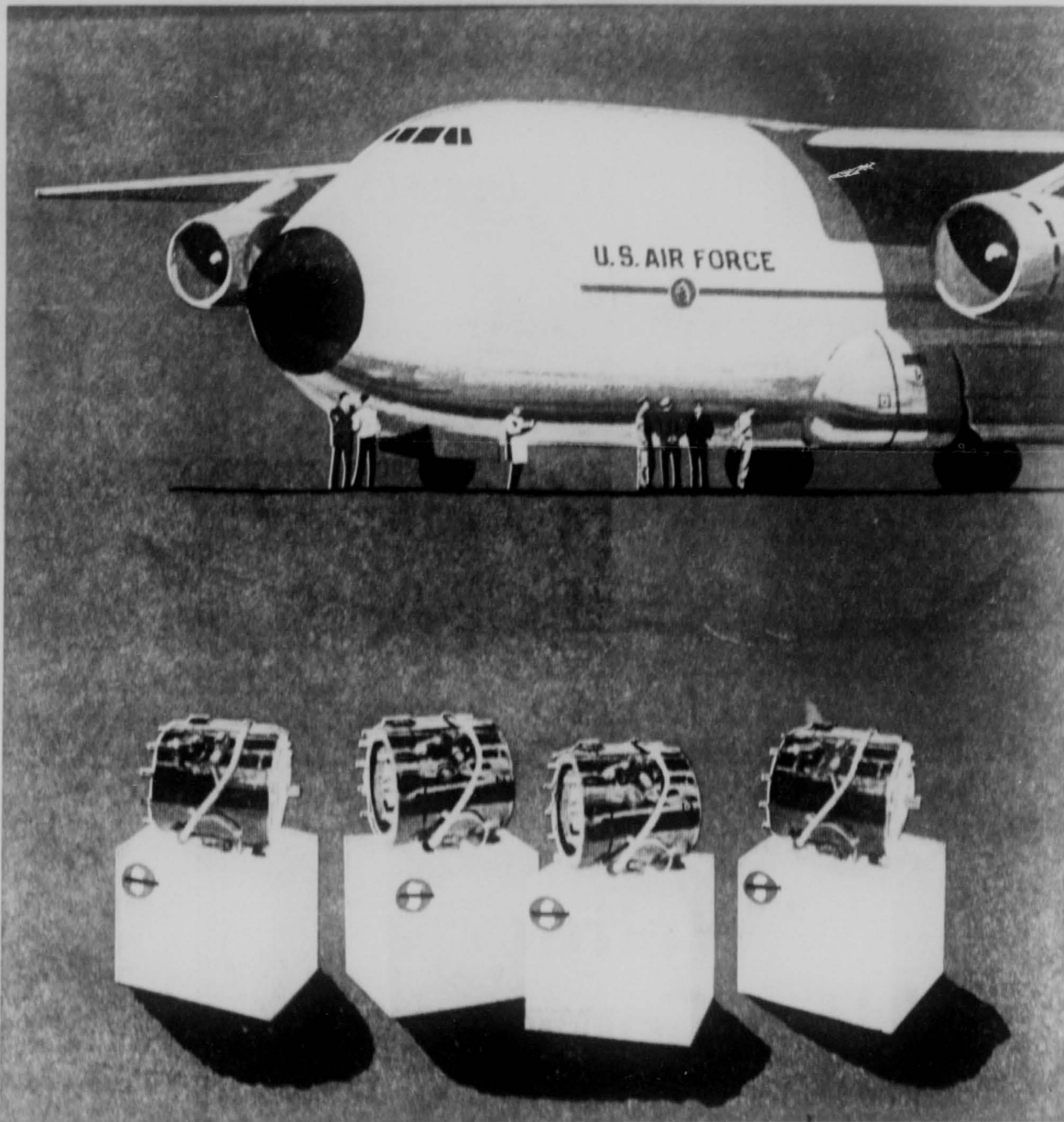
In April, also, C141s, which had been moving wounded home across the Pacific in comfort, began regular air evacuation service across the Atlantic, bringing patients to McGuire AFB, N.J., from Rhein-Main AB, Germany. And, StarLifters began weekly round-the-world trips from Charleston and Travis to American embassies. First production StarLifters modified to airlift the Minuteman missile with container, weighing total of 88,000 pounds, were delivered to MAC, and recycling of these missiles using C141s from Strategic Air Command depots and bases commenced in April.


In April, the accelerated production rate of 9 aircraft per month was achieved. The 100th aircraft was delivered a year after the first StarLifter went into squadron operations.

The Joint Task Force from Travis AFB, working with the Army, conducted exercises paratrooping equipment and men at Ft. Campbell, Ky., and Ft. Bragg, N.C., during first part of year.

In the summer of 1966, the StarLifters were making more and more trips across the Pacific. The Military Airlift Command had stepped up the utilization of C141s to at least 8 hours a day. Two of the StarLifters, Vietnam, MAC headquarters were averaging as much as 13 flights a day. The C141s were setting records for reliability.

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# MAJOR HISTORY



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MAJOR HISTORY

12 JUN 1987

OF

GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY

GEEIA

1 JULY 1968 - 30 JUNE 1969

PREPARED BY:

*R. H. Marvin*

R. H. MARVIN  
COMMAND HISTORIAN

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FRONTISPIECE

MAJOR GENERAL FRANKLIN A. NICHOLS ASSUMED COMMAND OF  
GEEIA ON 20 NOVEMBER 1967. HE HAS CONTINUED TO COMMAND  
GEEIA THROUGH THIS HISTORICAL PERIOD.

- ii -

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PREFACE

FACTS ARE STUBBORN THINGS AND DO NOT CEASE TO EXIST BECAUSE THEY HAVE BEEN IGNORED. THIS HISTORY OF GEEIA BRINGS TO THE READER IMPORTANT FACTUAL DATA WHICH TRANSPIRED DURING FISCAL YEAR 1969. THIS YEAR, AS IN THE PAST, GEEIA STRIVED TO PROVIDE MEANS OF TRANSFERRING INFORMATION FROM ONE DISTANT POINT TO ANOTHER WITH GREAT RAPIDITY COUPLED WITH THE UTMOST OF EFFICIENCY AND WITHIN THE REALM OF ACCEPTABLE COSTS.

CONSIDERABLE STRESS HAS BEEN PLACED ON NEW OPERATING PROCEDURES WHICH WERE DEVELOPED WITHIN THE HEADQUARTERS FOR USE GEEIA-WIDE. THE SUCCESS OR LACK OF SUCCESS OF THESE PROCEDURES WAS NOT FULLY KNOWN BY THE CLOSE OF THIS HISTORICAL PERIOD SINCE MORE TIME WAS NECESSARY TO EVALUATE THEM.

GEEIA'S FIVE REGIONAL HISTORIES ARE ATTACHED AS AN APPENDIX TO THIS DOCUMENT. ALL OF THE MAJOR PROJECTS ARE WELL NARRATED THEREIN TOGETHER WITH SUPPORTING DOCUMENTS. IN VIEW OF THIS FULL EXPLORATION OF GEEIA'S WORLD-WIDE PROJECT WORKLOAD, THIS PARTICULAR DOCUMENT COVERS A STATISTICAL ANALYSIS OF THE OVERALL STATUS OF GEEIA'S MISSION ACCOMPLISHMENTS.

- III -

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THE MAJOR EVENTS WHICH HAD A BASE-WIDE IMPACT ARE INCLUDED, EITHER IN THE CHRONOLOGY, OR, BY NARRATIVE COVERAGE. THIS APPEARS PROPER SINCE THE 2856TH AIR BASE GROUP WAS THE GRIFFISS SERVICE ORGANIZATION SUPPORTING ALL TENANTS AND ORGANIZATIONALLY A PART OF THE GEEIA COMPLEX.

THIS YEAR, AS IN THE PAST FOUR, GEEIA'S SUPPORT TO THE CONFLICT IN SOUTHEAST ASIA IS BEING DEVELOPED AS A SEPARATE HISTORICAL MONOGRAPH. CONSEQUENTLY, TO PRECLUDE DUPLICATION OF EFFORT, THIS DOCUMENT PROVIDES ONLY SCATTERED REFERENCES TO SOUTHEAST ASIA. THE PACIFIC GEEIA REGION HISTORY, ATTACHED AS AN APPENDIX, DOES COVER THIS SUPPORT TO SOUTHEAST ASIA IN CONSIDERABLE DEPTH.

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2	USE OF VOLUNTEER AIR NATIONAL GUARD PERSONNEL IN THE PACIFIC GEEIA REGION AREA.
3	CEM IRAN PROGRAM.
4	LTR FROM GENERAL NICHOLS, 2 JULY 69, HQ GEEIA SUMMER WORKING HOURS.
5	LTR FROM LT GEN ROBERT J. FRIEDMAN, VICE COMMANDER, AFLC, TO HQ GEEIA. 16 JULY 69. COMMUNICATIONS-ELECTRONICS IMPLEMENTATION PLAN (CEIP 3KBO4OY, 9BO7E).
6	LTR FROM COL C. E. PARNELL, CHIEF, PERSONNEL DIVISION, 2856TH ABG. 18 JULY 69. TO GEEIA DIRECTORS/STAFF OFFICERS, 2856TH ABG DIVISION CHIEFS/STAFF OFFICERS, TENANT COMMANDERS, NATIONAL DAY OF PARTICIPATION - MONDAY, JULY 21, 1969.
7	LTR FROM GENERAL NICHOLS, 11 JUNE 69, TO ALL GEEIA REGIONS, DIRECTORATES/STAFF OFFICES, 2856TH ABG, GEB. USE OF JUDGE ADVOCATE PER- SONNEL ON APPEAL AND GRIEVANCE CASES.
8	NEWS RELEASE 416TH BOMBARDMENT WING (H) (SAC). 16 JUNE 69. CHANGE OF AIR DIVISIONS.
9	LTR FROM GENERAL NICHOLS, 17 JUNE 69. TO GEEIA DIRECTORATES. NON-COMPLIANCE WITH AFLCR 23-17.

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10	LTR FROM GENERAL NICHOLS, 17 JUNE 69, TO ALL GEEIA REGIONS. GEEIA MISSION, AFLCR 23-17.
11	LTR FROM GENERAL NICHOLS, 5 MAY 69. TO DIRECTORATES AND STAFF OFFICES. SUSTAINING THE GEEIA ZERO DEFECTS PROGRAM.
12	LTR FROM CAPT WILLIAM PERRY, COMMANDER, 15TH WEATHER SQ, 16 APRIL 69. TO GEK. SNOWFALL.
13	LTR FROM MAJ GEN MELVIN McNICKLE, CHIEF OF STAFF. TO ACAMA, OOAMA, SAAMA, WRAMA, ALSG, GEEIA, AGMC, MASDC, 2750TH AB WG. REORGANIZATION AND EXPANSION OF THE HISTORICAL PROGRAM.
14	LTR FROM JAMES T. FRANKLIN, JR., CHIEF, SAFETY OFFICE, MARCH 3, 1969. 1969 MISSION "SAFETY 70" GOALS AND RESULTS.
15	LTR FROM COL LEWIS L. BRADLEY, JR., COMMANDER, EASTERN GEEIA REGION. 3 MARCH 69. TO GENERAL NICHOLS. EASTERN REGION NEWSLETTER.
16	LTR FROM CAPT NORMAN G. GALLACCI, CHIEF, QUALITY ASSURANCE OFFICE. 17 MARCH 69. TO ALL DIRECTORATES/STAFF OFFICES. GEEIA QUALITY ASSURANCE.
17	LTR FROM COL LEWIS BRADLEY, JR., COMMANDER, EASTERN GEEIA REGION. 28 MARCH 69. TO GENERAL NICHOLS. EASTERN REGION NEWSLETTER.
18	MESSAGE FROM GENERAL NICHOLS. 19 FEB 69. TO AIG 530. REVISED FY 69 AND FY 70 MANPOWER PROGRAM.

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19	LTR FROM COL ORVILLE K. REILLEY, COMMANDER, PAC GEEIA REGION. 1 JAN 69. TO GENERAL NICHOLS. COMMANDER'S MONTHLY NEWSLETTER.
20	STATE OF THE BASE MESSAGE BY GENERAL NICHOLS TO THE COMMAND, 16 JAN 69.
21	LTR FROM LT GEN LEWIS L. MUNDELL, VICE COMMANDER, AFLC. 26 JUNE 68. TO CHIEF, NATIONAL GUARD BUREAU (NG-AF) WASH DC 20310. ANG AUGMENTATION OF PAC GEEIA REGION.
22	LTR FROM COL ORVILLE K. REILLEY, COMMANDER, PAC GEEIA REGION. 28 JUN 68. TO GEEIA (GEG). RELOCATION OF PACIFIC GEEIA REGION ENGINEERING.
23	LTR FROM GENERAL NICHOLS, 11 JUL 68. TO ALL GEEIA REGIONS AND 2856TH ABG. SEPARATE INVESTIGATIONS RELATED TO ACCIDENTS/INCIDENTS.
24	ARTICLE (ROME DAILY SENTINEL, 12 JUL 68). PROPOSAL BASED ON TWO PREMISES. THE PROPOSED EXTENSION OF THE CORPORATION TAX LINE.
25	AGENDA, VISIT OF MRS. JACK G. MERRELL, 18-19 JULY 1968. AGENDA ITEMS.
26	TOUR GENERAL MERRELL, 0730-0930, FRIDAY, 19 JULY 1968.
27	ARTICLE (ROME DAILY SENTINEL, 19 JULY 68). COMMITTEE CALLS FOR LINE EXTENSION TO INCLUDE AREA A AND GRIFFISS BASE. EXTENSION OF THE CORPORATION LINE.
28	ARTICLE (ROME DAILY SENTINEL, 20 JUL 68) AREA A, AFB COUNCIL UNIT EXTENDS LINE.

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29	LTR FROM COL CECIL D. MILLER, DIRECTOR OF OPERATIONS. 24 JUL 68. TO GEA. MANNING GEEIA FIELD OFFICES.
30	LTR FROM CAPT PASQUALE A. LERRO, ASST CHIEF, PERSONNEL. TO GEA. CIVILIAN PERSONNEL STRENGTH CEILINGS.
31	LTR FROM COL THOMAS J. COUMBS, VICE COMMANDER, EASTERN GEEIA REGION. 31 JUL 68. TO GENERAL NICHOLS. EASTERN REGION NEWSLETTER.
32	LTR FROM COL JACK C. HUNTER, COMMANDER, EUROPEAN GEEIA REGION. 31 JUL 68. TO GENERAL NICHOLS. MONTHLY NEWSLETTER.
33	LTR FROM HQ AFLC, COL FREDERICK BOCKELMAN, JR., DEPUTY DIRECTOR, MANPOWER & ORGANIZATION. TO SGOMG. (ORGANIZATION AND MISSION GEEIA).
34	LTR FROM COL WILLIAM A. JONES, COMMANDER, CENTRAL GEEIA REGION. 2 AUG 68. TO GENERAL NICHOLS. REPORTS HOPE TO FINISH TPQ-11 AT MINOT, GUARD UNITS ACTIVE IN SCHEMES, 416L REMOVAL SCHEDULE SHOULD BE IMPROVED AFTER MEETING WITH ADC. LT COL PATY RECEIVED ORDERS FOR SOUTH VIETNAM, LT CURRY ARRIVED TO REPLACE CAPT JENKINS, PROBLEM WITH ILS, UNSOLVED PROBLEM OF "HOLES" IN THE GCA UNIT, CPN-4 OVERHAUL COMPLETE AND PASSED INSPECTION, FPA-77 INSTALLATION AT HOLLoman AFB STARTS THIS MONTH, ALSO INSTALLATION OF FPS-67 DUE IN PUERTO RICO.
35	9 AUG 68, CHANGE OF HOURS ON SATURDAY IN PACIFIC GEEIA REGION. ONLY MILITARY PERSONNEL ARE BEING USED TO STAFF OFFICES.



<u>NUMBER</u>	<u>SUBJECT</u>
36	LTR FROM GENERAL NICHOLS, AUGUST 12, 68. TO DIRECTORS AND CHIEFS OF STAFF OFFICES. AFLC PROCUREMENT PRINCIPLES.
37	LTR FROM COL JOSEPH Z. MATTE, DIRECTOR OF MATERIEL, 22 AUG 68. TO CHIEF, SYSTEMS MANAGEMENT DIVISION (GEOS) DIRECTORATE OF OPERATIONS, HQ GEEIA. INFORMATION REQUESTED IN PREVIOUS LETTER OF 6 AUG 68. TRAINING OF CHINESE AIR FORCE.
38	AGENDA ITEMS, 27 AUG 68, JOINT OCAMA/GEEIA CONFERENCE.
39	LTR FROM BRIG GEN PAUL R. STONEY, VICE COMMANDER, AFCS, 28 AUG 68. TO GENERAL NICHOLS. PLEASSED WITH PARTICIPATION OF COL O. K. REILLEY IN RECENT SWING THROUGH PACIFIC FINE REPAIR FACILITY AT TACHIKAWA.
40	LTR FROM COL O. K. REILLEY TO GENERAL NICHOLS ON 28 AUG 68. COMMANDER'S MONTHLY NEWSLETTER.
41	LTR FROM MAJ GEN GORDON T. GOULD, JR., DIRECTOR OF COMMAND CONTROL AND COMMUNICATIONS. TO GENERAL NICHOLS. 29 AUG 68. PLEASSED WITH TRIP THROUGH PACIFIC AREA INCLUDING SOUTHEAST ASIA. MUCH ACCOMPLISHED BUT MOST IMPRESSIVE WAS GEEIA'S SPIRIT. IMPRESSED WITH COL O. K. REILLEY.
42	LTR FROM COL LEWIS L. BRADLEY, JR., COMMANDER, EASTERN GEEIA REGION. 30 AUG 68. TO GENERAL NICHOLS. EASTERN REGION NEWSLETTER.
43	LTR FROM COL WILLIAM A. JONES, COMMANDER, CENTRAL GEEIA REGION. TO GENERAL NICHOLS. 30 AUG 68. MONTHLY NEWSLETTER.

<u>NUMBER</u>	<u>SUBJECT</u>
44	LTR FROM COL WILLIAM A. JONES, COMMANDER, CENTRAL GEEIA REGION. 30 AUG 68. TO GENERAL NICHOLS. DOWNTIME OF PRIME RADARS. TPQ-11 INSTALLATIONS COMPLETED IN THE CENTRAL GEEIA REGION. CCTV INSTALLATIONS SHOULD BE COMPLETED IN EARLY SEPTEMBER.
45	LTR FROM COL JACK C. HUNTER, COMMANDER, EUROPEAN GEEIA REGION. 3 SEPT 68. TO GENERAL NICHOLS. MONTHLY NEWSLETTER.
46	ARTICLE (UTICA DAILY PRESS, 5 SEPT 68) <u>EXTENSION OF ROME HEARING DRAWS 4.</u>
47	LTR FROM COL ROBERT D. GIBSON, COMMANDER, WESTERN GEEIA REGION. 1 OCT 68. TO GENERAL NICHOLS. MONTHLY NEWSLETTER.
48	LTR FROM COL WILLIAM A. JONES, COMMANDER, CENTRAL GEEIA REGION. 1 OCT 68. TO GENERAL NICHOLS. CGR HEADQUARTERS TEAM, HEADED BY MSGT BRANHAM, COMPLETED OUTSIDE PLANT PART OF THE FPS-77 LOCATED AT BLYTHEVILLE AFB. THE 295TH GEEIA SQUADRON (ANG) AT WILL ROGERS WILL START ELECTRONIC INSTALLATION ON THE 5TH OF OCTOBER. POWER WAS TURNED ON THE FPS-77 AT RICHARDS-GEBAUR 30 SEPT 68 STARTING THE SHAKEDOWN PHASE. EIGHT REMAIN TO BE INSTALLED OUT OF THE ORIGINAL 36 IN CGR. TWO MORE ARE UNDER WAY AT ALTUS AND MINOT. THE CGR AIR NATIONAL GUARD WORK CONFERENCE HELD HERE IN SEPTEMBER WENT WELL. MAJOR BAKER, OPERATIONS OFFICER FROM 138TH ANG AT GREELEY, COLORADO MET OTHER PARTICIPANTS AND SPOKE WITH ALL. SEPT. MARKED 16TH AND LAST

<u>NUMBER</u>	<u>SUBJECT</u>
48	CCTV WEATHER INSTALLATION COMPLETE FOR CGR UNDER WESTERN S CONTRACT WITH BERGSTROM AFB. WENT SMOOTHLY. RECOMMEND "TEAM CHIEF" BADGE TO BE AWARDED TO AIRMAN/NCO/CIVILIAN WHO COMPLETES A GIVEN NUMBER OF SCHEMES WITHOUT EXCEPTIONS. SHOULD BE DISTINGUISHED, WELL DESIGNED, AND APPROPRIATE FOR MILITARY OR CIVILIAN APPAREL. PROBLEM IN ALL AUTOVON INSTALLATIONS. AWARE THAT IT EXISTS AT GAFB, (GEETW). PROBLEM OF DESIGN DEFICIENCY IN THAT THE FEATURE OF PRE-EMPTING A PRECEDENCE CALL IN PROGRESS DOES NOT FUNCTION PROPERLY. NEED REPLACEMENT IN MATERIEL, BECAUSE LT COL PATY WILL LEAVE CGR ON 8 NOV FOR A SEA ASSIGNMENT. SHORT ON INSIDE AND OUTSIDE PLANT PEOPLE. 2866TH IS CONVERTING ONE CIVILIAN SPACE TO AN INSIDE PLANT SPECIALIST.
49	LTR FROM COL FREDERICK BOCKELMAN, JR., DEPUTY DIRECTOR, MANPOWER & ORGANIZATION, DEPUTY CHIEF OF STAFF, PROGRAMS. TO SGOMG. AFLCR 23-17 REVISED, 8 OCTOBER 1968.
50	AGENDA FOR JOINT ESD/GEEIA CONFERENCE, 10 OCT 68. AGENDA ITEMS.
51	LTR FROM COL DAVID H. KONIN, VICE COMMANDER, HQ GEEIA. TO ALL GEEIA REGIONS/2856TH ABG. SECURITY GUIDELINES. 11 OCT 68.
52	LTR FROM GENERAL NICHOLS. 14 OCT 68. TO ALL DIRECTORATES AND STAFF OFFICES REGIONS, SQUADRONS AND DETACHMENTS. COMMUNICATION WITH MAJOR COMMANDS.
53	LTR FROM AFLC. 14 OCT 68. INTRA-COMMAND PCS MOVES.

<u>NUMBER</u>	<u>SUBJECT</u>
54	LTR FROM IVAN T. YOST, DIRECTOR OF ADMINISTRATIVE SERVICES, 2856TH ABG. 15 OCT 68. TO DIRECTORATES, STAFF OFFICES, HQ GEEIA, DIVISIONS, 2856TH ABG. TENANT ORGANIZATIONS. MOVEMENT OF EASTERN GEEIA REGIONS.
55	LTR OF ORDERS FROM MAJ GEN JOE C. MOFFITT, ADJUTANT GENERAL, COLO ANG, MAJ DONALD J. DAVID, COLO ANG, ADMINISTRATIVE ASST (AIR). 16 OCT 68. ACTIVATION OF THE 138TH GEEIA SQUADRON.
56	LTR FROM COL JOSEPH F. MOONEY, ASST DEPUTY CHIEF OF STAFF, PERSONNEL. 16 OCT 68. TO THE COMMANDER. INTRA-COMMAND PCS MOVES, FY 69.
57	LTR FROM COL THOMAS B. HOXIE, DEPUTY DIRECTOR, MANPOWER & ORGN., DCS/P&R 8. 23 OCT 68. TO AFSC, AFLC, MAC, CINCPACAF, ADC, AAC, TAC. DESIGNATION OF GAINING COMMANDS AND REASSIGNMENT UPON MOBILIZATION OF UNITS OF THE AIR NATIONAL GUARD OF THE UNITED STATES.
58	LTR FROM COL ROBERT D. GIBSON, COMMANDER, WESTERN GEEIA REGION. 1 NOV 68. TO GENERAL NICHOLS. MONTHLY NEWSLETTER.
59	LTR FROM COL WILLIAM A. JONES, COMMANDER, CENTRAL GEEIA REGION. 4 NOV 68. TO GENERAL NICHOLS. ENTRANCE TO 2856TH SQUADRON BUILDING NOT CLEAN OR ORDERLY. SCHEMES AND WORKLOAD DETAILS DISCUSSED WITH 2856TH OPERATIONS PERSONNEL. PROCEDURE INSTIGATED WHICH REQUIRES AN ENGINEER TO BE ON SITE TO BRIEF THE TEAM AT THE START OF EACH INSTALLATION. STILL SHORT OF OUTSIDE AND INSIDE PERSONNEL. HAVE BEEN ASSISTED

<u>NUMBER</u>	<u>SUBJECT</u>
59	BY THE AIR NATIONAL GUARD. LT SOBEL IS IN CHARGE OF SCHEME (0142A6DO) IN THE CANAL ZONE. LT McCLUSKY AT THE 2856TH GAVE LECTURES ON THE USE OF GEMS PROJECTS. RESULTS OF THE MEETING ON THE HOLLOMAN TACAN. SUGGEST STANDARD "QUALITY CONTROL" CHECKLIST. CONTRACT WITH LOCAL FIRM TO REBUILD PANELS FOR THE FPN-16. RECOMMEND A CHRISTMAS POLICY IN REGARD TO TEAMS ON SITE BE ISSUED TO BE PERMITTED IF YOU CONCUR. REPLACEMENTS FOR LT COL PATY, LT COL THOMAS. JONES' RETIREMENT NOTED, NEED FOR REPLACEMENT.
60	GEEIA PROGRAM DIRECTIVE. 6 NOV 68. USE OF VOLUNTEER AIR NATIONAL GUARD PERSONNEL IN THE PACIFIC GEEIA REGION.
61	LTR FROM GENERAL NICHOLS. 6 NOV 68. TO DIRECTORATES/STAFF OFFICES, HQ GEEIA. 2856TH ABG. GEEIA REGIONS. AFLC COST REDUCTION PROGRAM.
62	LTR FROM GENERAL NICHOLS. 8 NOV 68. TO ALL GEEIA REGIONS. TEAM CHIEF/CONTRACT MONITOR DISCREPANCY REPORTING.
63	LTR FROM COL O. K. REILLEY, COMMANDER, PAC GEEIA REGION. 29 NOV 68. TO GENERAL NICHOLS. COMMANDER'S MONTHLY NEWSLETTER.
64	LTR FROM COL WILLIAM A. JONES, COMMANDER, CENTRAL GEEIA REGION. 29 NOV 1968. TO GENERAL NICHOLS. ENCLOSED BASE NEWSPAPER. ALSO BLOCK DIAGRAMS OF SCHEMELS AT THE KELLY CENTRAL OFFICE. OVERHAUL OF FPN-16 PROGRESSING. HAVE OVERHAULED AND WILL INSTALL THE FPN-16. ILS ANTENNA AT MALMSTROM WILL WORK. SIX ANTENNA

<u>NUMBER</u>	<u>SUBJECT</u>
64	SCHEMES AT ALBROOK IN THE CANAL ZONE, NUMBER (0142A6DO) WITH LT SOBEL WERE PRACTICALLY COMPLETED EXCEPT FOR A FEW PARTS. PICTURE ENCLOSED IS OF FPS-77.
65	LTR FROM COL LEWIS L. BRADLEY, JR., COMMANDER, EASTERN GEEIA REGION. 2 DEC 68. TO GENERAL NICHOLS. EASTERN REGION NEWSLETTER.
66	LTR FROM MAJ GEN MELVIN M. NICKLE, CHIEF OF STAFF, TO CHIEF, NATIONAL GUARD BUREAU, WASH, D. C. FEDERAL RECOGNITION, 130TH AND 138TH GEEIA SQUADRONS. 4 DEC 68.
67	LTR FROM GENERAL NICHOLS. 5 DEC 68. TO GEEIA REGIONS (COMMANDERS). CREATION AND CONTROL OF DOCUMENTATION.
68	LTR FROM GENERAL NICHOLS. 6 DEC 68. TO ALL DIRECTORATES AND STAFF OFFICES, ALL GEEIA REGIONS (COMMANDERS), 2856TH ABG, DIVISION CHIEFS/STAFF OFFICERS. COST REDUCTION AND MANAGEMENT IMPROVEMENT PROGRAM ACCOMPLISHMENTS - FISCAL YEAR 68.
69	LTR FROM GENERAL NICHOLS. 17 DEC 68. TO ALL DIRECTORATES/STAFF OFFICES, HQ GEEIA, 2856TH ABG, GEEIA REGIONS. INTERNATIONAL BALANCE OF PAYMENTS (IBP).
70	LTR FROM COL VINCENT J. LOZITO, DEPUTY CHIEF OF STAFF, PERSONNEL. 27 DEC 68. TO GEEIA (GEG). INCENTIVE PAY FOR MILITARY PERSONNEL IN THE 361XO CARLER FIELD.

<u>NUMBER</u>	<u>SUBJECT</u>
71	LTR FROM LT GEN LEWIS L. MUNDELL, VICE COMMANDER, AFLC. TO GEEIA (GEG). FEDERAL RECOGNITION, 130TH GEEIA SQUADRON.
72	LTR FROM COL LEWIS L. BRADLEY, JR., COMMANDER, EASTERN GEEIA REGION. 31 DEC 68. TO GENERAL NICHOLS. EASTERN REGION NEWSLETTER.
73	SO G-1, HQ AFLC, 8 JAN 1969.
74	SO G-2, HQ AFLC, 27 JAN 1969.
75	SO A-2, HQ AFLC, 17 FEB 1969.
76	SO TA-310, HQ AFLC, 18 FEB 1969.
77	SO G-4, HQ AFLC, 18 FEB 1969.
78	SO G-5, HQ AFLC, 20 FEB 1969.
79	SO G-6, HQ AFLC, 25 FEB 1969.
80	SO G-4, HQ AFLC, 3 MARCH 1969.
81	SO G-7, HQ AFLC, 6 MARCH 1969.
82	SO G-8, HQ AFLC, 12 MARCH 1969.
83	SO G-12, HQ AFLC, 18 APRIL 1969.
84	SO GA-11, HQ AFLC, 8 MAY 1969.
85	SO G-24, HQ AFLC, 20 JUNE 1969.
86	SO G-11, HQ AFLC, 23 JUNE 1969.
87	SO G-22, HQ AFLC, 5 JULY 1968.

<u>NUMBER</u>	<u>SUBJECT</u>
88	SO GA-18, HQ AF LC, 8 JULY 1968.
89	SO G-23, HQ AF LC, 11 JULY 1968.
90	SO G-24, HQ AF LC, 18 JULY 1968.
91	SO G-25, HQ AF LC, 24 JULY 1968.
92	SO G-26, HQ AF LC, 29 JULY 1968.
93	SO G-27, HQ AF LC, 5 AUG 1968.
94	REQUEST AND AUTHORIZATION FOR CHANGE OF ADMINISTRATIVE ORDERS. G-16. TO G-29. 12 AUG 68.
95	SO G-28, HQ AF LC, 12 AUG 1968.
96	SO G-30, HQ AF LC, 19 AUG 1968.
97	SO G-31, HQ AF LC, 21 AUG 1968.
98	SO GA-21, HQ AF LC, 26 AUG 1968.
99	SO GA-22, HQ AF LC, 27 AUG 1968.
100	SO GA-23, HQ AF LC, 29 AUG 1968.
101	SO GA-32, HQ AF LC, 5 SEP 1968.
102	SO G-33, HQ AF LC, 6 SEP 1968.
103	SO G-34, HQ AF LC, 13 SEP 1968.
104	MOVEMENT ORDER #4, HQ AF LC, 17 SEP 1968.
105	SO G-36, HQ AF LC, 18 SEP 1968.



<u>NUMBER</u>	<u>SUBJECT</u>
106	SO G-35, HQ AFLC, 18 SEP 1968.
107	SO G-38, HQ AFLC, 27 SEP 1968.
108	SO GA-28, HQ AFLC, 3 OCT 1968.
109	SO #203-AIR, HQ UTAH NATIONAL GUARD, 14 OCT 1968.
110	GENERAL ORDER #30, STATE OF COLORADO, DEPT OF MILITARY AFFAIRS, 16 OCT 1968.
111	SO G-41, HQ AFLC, 16 OCT 1968.
112	SO G-42, HQ AFLC, 29 OCT 1968.
113	SO G-43, HQ AFLC, 7 NOV 1968.
114	SO G-44, HQ AFLC, 19 NOV 1968.
115	SO G-45, HQ AFLC, 27 NOV 1968.
116	SO GA-34, HQ AFLC, 29 NOV 1968.
117	SO G-46, HQ AFLC, 5 DEC 1968.
118	SO G-48, HQ AFLC, 19 DEC 1968.
119	AVERAGE STRENGTH DATA, JULY 1969.
120	AVERAGE STRENGTH DATA, JUNE 1969.
121	TWX FROM AFLC, SUBJECT FY 69 SUMMER HIRE.
122	GEEIA FY 1969 - FY 1970 COST REDUCTION AND MANAGEMENT IMPROVEMENT PROGRAM.

<u>NUMBER</u>	<u>SUBJECT</u>
123	CRITERIA FOR RECOGNIZING THE OUTSTANDING ANG UNIT, FROM MAJ STUART E. AITES, CHIEF, PLANS DIVISION, PLANS & MANAGEMENT OFFICE. 19 FEB 1969.
124	GEEIA AUTHORIZED AND ASSIGNED CIVILIAN STRENGTH, AS OF 28 DEC 68.
125	CIVILIAN STRENGTH CEILINGS. TO GEEIA, FROM CAPT PASQUALE A. LERRO, CHIEF PERSONNEL. NOV 1968.
126	GEEIA AUTHORIZED AND ASSIGNED CIVILIAN STRENGTH, AS OF 18 OCT 68.
127	CONSOLIDATED MILITARY PERSONNEL STATUS REPORT, AS OF 15 OCT 68.
128	ACTIVATION OF THE 138TH GEEIA SQUADRON, 11 OCT 68, FROM COL D. C. SHELTON, EXECUTIVE ASST CHIEF, NATIONAL GUARD BUREAU, AIR.
129	ACTIVATION OF THE 130TH GEEIA SQUADRON, 3 OCT 68, FROM COL D. C. SHELTON, EXECUTIVE ASST CHIEF, NATIONAL GUARD BUREAU, AIR.
130	GUARD STRIKE, GAFB SUPPORT PLAN 10-68. 3 JUL 68.
131	CONSOLIDATED MILITARY PERSONNEL STATUS REPORT, AS OF 4 JUNE 68.
132	BASE MOTOR VEHICLE TRAFFIC.
133	DRAFT OF LETTER INCLUDING BASE POPULATION INCREASES.
134	ROME'S HISTORY AND CHRONOLOGICAL DATES.

<u>NUMBER</u>	<u>SUBJECT</u>
135	PHOTO- SIMULATED "BROKEN ARROW" EXERCISE.
136	PHOTO- LIGHTNING STRUCK CHIMNEY.
137	PHOTO- GROUND BREAKING CEREMONY FOR NEW BASE CHAPEL.
138	GAFB TRIBUTE TO GENERAL EISENHOWER, PHOTO.
139	PHOTO- CONCLUSION OF THE COMBINED FEDERAL CAMPAIGN WHICH OFFICIALLY CLOSED 18 OCT 68.
140	PHOTO- SWIMMING POOL AND BATH HOUSE.
141	PHOTO- NEW F-106 "DELTA DART" AIRCRAFT ASSIGNED TO THE 49TH FIGHTER-INTERCEPTOR SQUADRON STATIONED AT GAFB.
142	DAILY BULLETIN, TUESDAY, 18 MARCH 1969, DISCONTINUANCE OR CURTAILMENT OF BASE BULLETIN.
143	(ROME DAILY SENTINEL, 28 FEB 69) GRIFFISS ECONOMIC IMPACT A WHOPPING \$67.2 MILLION.
144	ANNOUNCEMENT- ARE YOU A REAL FIRST LINE SUPERVISOR? BY GENERAL NICHOLS.
145	AGENDA ITEMS, VISIT OF GENERAL JACK G. MERRELL, 18-19 JULY 1968.
146	PAMPHLET, WELCOME TO GAFB, GENERAL FRANKLIN A. NICHOLS, COMMANDER.
147	PAMPHLET- GEEIA NCO DINING IN, THE CAN-DO AGENCY.
148	GEEIA NEWS, 15 FEB 1969. GEEIA OBJECTIVES 69.

<u>NUMBER</u>	<u>SUBJECT</u>
149	MOHAWK FLYER, 22 AUG 68, <u>BASE COUNTY SIGN MUTUAL PACT.</u>
150	THE AIR RESERVIST MAGAZINE, MAY 1969.
151	COMMUNICATIONS AND ELECTRONICS DIGEST, OCTOBER 1968. <u>GEEIA IN ITS ELEVENTH YEAR.</u>
152	GREATER UTICA CHAMBER REVIEW, JULY 1968.

CHRONOLOGY

- 1 JULY 68 PRIME-69, A DESIGNATION GIVEN BY THE AIR FORCE FOR THE OPERATING BUDGET CONCEPT OF REPORTING AND CONTROLLING RESOURCES BY ORGANIZATIONAL ENTITY, WAS IMPLEMENTED.
- 1 JULY 68 THE QUALITY ASSURANCE FUNCTION AND GROUND SAFETY FUNCTION WERE REMOVED FROM THE OFFICE OF THE INSPECTOR GENERAL AND BECAME SEPARATE STAFF OFFICES.
- 11 JULY 68 THE ACRONYM, "CESAC," DERIVED FROM THE WORDS "COMMUNICATIONS - ELECTRONICS SCHEME ACCOUNTING CONTROL," WAS DROPPED FROM GEFIA USAGE. THE DESIGNATION "DIRECTORATE OF MATERIEL (D/M)" HEADQUARTERS GEFIA WAS USED IN PLACE OF "CESAC."
- 14 JULY 68 A JOINT NATIONAL GUARD AND ARMY TRAINING EXERCISE AND ENCAMPMENT KNOWN AS "GUARD STRIKE 11" STARTED HERE AT GRIFFISS AFB. THE EXERCISE WAS SCHEDULED TO RUN THROUGH 10 AUGUST 68.

CHRONOLOGY (CONT'D)

15 JULY 68 A TOTAL OF 48 AFMC INSPECTORS ARRIVED TO INSPECT  
GEEIA AND THE AIR BASE GROUP. THEIR DEPARTURE  
DATE WAS SET FOR 26 JULY 68.

18 JULY 68 GENERAL MERRELL, COMMANDER OF AFMC VISITED  
THE BASE FOR ORIENTATION PURPOSES.

30 JULY 68 CONGRESSMEN ALEXANDER PIRNIE AND DURWARD G.  
HALL, MEMBERS OF THE ARMED SERVICES COMMITTEE,  
TOGETHER WITH DEPARTMENT OF DEFENSE OFFICIALS  
VISITED THE BASE TO DETERMINE THE NEED FOR A  
NEW HOSPITAL FACILITY.

30 JULY 68 THE LAST F-101 AIRCRAFT OF THE 49TH FIGHTER-  
INTERCEPTOR SQUADRON DEPARTED FOR OTIS AFB.  
PLANS CALLED FOR A SQUADRON OF F-106 AIRCRAFT  
TO ARRIVE IN SEPTEMBER 68.

1 AUG 68 COLONEL RICHARD N. CORDELL, HQ GEEIA VICE  
COMMANDER, PINNED ON THE STAR OF A BRIGADIER  
GENERAL. HE WAS SLATED TO DEPART 1 AUG 68  
FOR A NEW ASSIGNMENT WITH THE PACIFIC AIR FORCES.

CHRONOLOGY (CONT'D)

- 10 AUG 68 HEADQUARTERS PACIFIC GEEIA REGION STARTED OPERATING THEIR HEADQUARTERS ON SATURDAYS FROM 0745 - 1145 HOURS. ONLY MILITARY PERSONNEL WERE UTILIZED TO STAFF THE OFFICES.
- 22 AUG 68 AN AGREEMENT WAS SIGNED BY THE BASE COMMANDER AND OFFICIALS OF ONEIDA COUNTY COVERING A MUTUAL FIRE PROTECTION PACT. THIS MUTUAL AID AGREEMENT INVOLVED 53 LOCAL FIRE DEPARTMENTS.
- 27 AUG 68 THE FIRST F-106 FIGHTER AIRCRAFT ARRIVED FOR ASSIGNMENT TO THE 49TH FIGHTER-INTERCEPTOR SQUADRON. A TOTAL OF 20 OF THESE AIRCRAFT WERE SCHEDULED TO ARRIVE BY 23 SEPTEMBER 1968.
- 16 SEPT 68 EXERCISE "HIGH HEELS" STARTED WITH GEEIA PLAYING A SIGNIFICANT ROLE THROUGHOUT THE ENTIRE SERIES OF EVENTS.

CHRONOLOGY (CONT'D)

19 SEPT 68 A KICK-OFF RALLY TO THE COMBINED UNITED FUND DRIVE FOR 1969 WAS HELD IN THE BASE THEATER WITH SPEECHES BY CIVIC DIGNITARIES. EARLY BIRD AWARDS WERE PRESENTED TO ACTIVITIES WHO PLEDGED ABOVE THEIR RESPECTIVE GOALS PRIOR TO THIS DATE.

3 OCT 68 A TOTAL OF 11 TRUCKLOADS OF CIVIL DEFENSE EMERGENCY SUPPLIES FOR THE ROME AREA ARRIVED ON BASE AND WAS STORED IN BUILDING T-9. THE ROME CITY MAYOR, DR. SCHELTER OF CIVIL DEFENSE AND THE BASE COMMANDER WERE PRESENT FOR ARRIVAL CEREMONIES.

10 OCT 68 EFFECTIVE AT 0001 HOURS OPERATIONAL CONTROL OF THE 2856TH AIR BASE GROUP COMMAND POST WAS ASSUMED BY THE DIRECTOR OF OPERATIONS, HQ GEEIA. THE COMMAND POST WAS REDESIGNATED THE GEEIA COMMAND POST.

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CHRONOLOGY (CONT'D)

16 OCT 68 THE 138TH AC&W SQUADRON, GREELEY, COLORADO,  
WAS ASSIGNED TO THE WESTERN GEEIA REGION.  
ITS TITLE WAS CHANGED TO THE 138TH GEEIA ANG  
SQUADRON.

16 OCT 68 THE 130TH AC&W SQUADRON, SALT LAKE CITY, UTAH,  
WAS ASSIGNED TO THE WESTERN GEEIA REGION. ITS  
TITLE WAS CHANGED TO 130TH GEEIA ANG SQUADRON.

18 OCT 68 THE BASE COMBINED FEDERAL CAMPAIGN DRIVE  
NETTED \$106,591 WHICH TOPPED THE TARGET BY  
SOME \$11,000. A TOTAL OF 88 PER CENT OF THE  
BASE PERSONNEL CONTRIBUTED.

21 OCT 68 SENATOR JACOB K. JAVITS, SENATOR FROM NEW YORK,  
VISITED THE BASE AND WALKED THROUGH THE STAFF  
OFFICES OF HQ GEEIA.

24 OCT 68 EXERCISE "HIGH HEELS" WAS COMPLETED. GEEIA  
PLAYED AN ACTIVE ROLE THROUGHOUT THE ENTIRE  
SERIES OF TASK EVENTS.

CHRONOLOGY (CONT'D)

4-12 NOV 68 EASTERN GEEIA REGION MOVED TO ANNEX 3, KEESLER AIR FORCE BASE, MISSISSIPPI.

6 NOV 68 THE BUDGET OFFICE AND MANAGEMENT ANALYSIS OFFICE OF THE 2856TH AIR BASE GROUP PHYSICALLY MERGED WITH COUNTERPARTS IN GEEIA. THESE UNITED UNITS WERE ASSIGNED TO GEEIA'S OFFICE OF THE COMPTROLLER. THE COMPTROLLER WAS ALSO ASSIGNED TO GEEIA FROM THE 2856TH AIR BASE GROUP.

14 NOV 68 THE FIRST "NCO DINING-OUT" WAS HELD AT GRIFFISS AIR FORCE BASE. ALL NCO'S OF AFLC ON-BASE ORGANIZATIONS WERE IN ATTENDANCE.

14 NOV 68 THE ENGINEERING AND TECHNICAL SERVICES PROGRAM WAS TRANSFERRED FROM THE DIRECTORATE OF OPERATIONS TO THE PLANS AND MANAGEMENT OFFICE.

16 NOV 68 A TOTAL OF 271 GEEIA AIR NATIONAL GUARD SQUADRON PERSONNEL VOLUNTEERED TO PERFORM AUGMENTATION

CHRONOLOGY (CONT'D)

16 NOV 68  
(CONT'D) DUTY IN PACIFIC AREAS OTHER THAN VIETNAM AND THAILAND. THEIR TOUR OF DUTY WAS TO EXTEND UNTIL 30 JUNE 69.

31 DEC 68 NO GEEIA PERSONNEL WERE KILLED IN VIETNAM AS A RESULT OF DIRECT WAR ACTION DURING 1968.

10 JAN 69 GENERAL MERRELL, COMMANDER AFLC, CALLED BRIGADIER GENERAL NICHOLS AND TOLD HIM OF HIS NOMINATION FOR PROMOTION TO MAJOR GENERAL. THE EFFECTIVE DATE OF THE PROMOTION WAS NOT KNOWN.

5 FEB 69 GENERAL MERRELL, COMMANDER AFLC, VISITED GEEIA AND THE BASE.

7 FEB 69 THE BASE HAD A TOTAL OF 86.2 INCHES OF SNOW TO DATE. A NORMAL TOTAL WINTER SNOWFALL WAS 105.4 INCHES.

CHRONOLOGY (CONT'D)

16-19 FEB 69 DR. R. LOFTON HUDSON, DIRECTOR OF MIDWEST COUNSELING CENTER, OUTSTANDING PASTOR, COUNSELOR AND AUTHOR, WAS A GUEST SPEAKER IN THE BASE CHAPEL AND 1,356 PEOPLE ATTENDED HIS TALK.

15 MAR 69 GEEIA HAD 4,542 MILITARY AND 3,053 CIVILIANS ASSIGNED WORLD-WIDE. THE 2856th AIR BASE GROUP HAD 494 MILITARY AND 2,290 CIVILIANS ASSIGNED.

18 MAR 69 ANNOUNCEMENT MADE THAT EFFECTIVE 1 APRIL 69, THE DAILY BULLETIN WILL NO LONGER CARRY PERSONAL ITEMS, CLUB ACTIVITIES, SPORTS EVENTS, MEETING NOTICES, THEATER SCHEDULES ETC. RESTRICTIONS WERE CONTAINED IN AFM 5-1.

31 MAR 69 GRIFFISS AIR FORCE BASE WAS OFFICIALLY CLOSED THIS DATE IN MEMORY OF THE DEATH OF GENERAL DWIGHT D. EISENHOWER. A SPECIAL REVEILLE CEREMONY WAS HELD AT THE FLAGPOLE WITH AN HONOR FLIGHT OF 20 AIRMEN AND ONE OFFICER. THIS SAME UNIT CONDUCTED THE RETREAT CEREMONY.

CHRONOLOGY (CONT'D)

- 1 APR 69            GEEIA'S MATERIEL ACCOUNT WAS REDESIGNATED FROM FB2222, A BASE SUPPLY ACCOUNT, TO FX2222, A SPECIALIZED AIR FORCE ACCOUNT.
- 6 APR 69            A GROUND BREAKING CEREMONY WAS HELD AT THE SITE FOR A NEW CHAPEL. BOTH ON-BASE AND OFF-BASE DIGNITARIES PARTICIPATED. SOME 250 LOCAL AND AREA RESIDENTS WERE ON HAND TO WITNESS THE CEREMONY ON THIS EASTER SUNDAY.
- 11 APR 69           GROUND WAS BROKEN FOR A NEW BASE SWIMMING POOL. THIS WAS TO BE AN OLYMPIC SIZE POOL EQUIPPED WITH REGULATION DIVING BOARDS, RACING LANES AND LIGHTING ABOVE AND BELOW THE WATER LEVELS. MEMBERS OF THE CIVIL ENGINEERING DIVISION, 2856TH AIR BASE GROUP AT GAFB, DESIGNED THIS POOL.

CHRONOLOGY (CONT'D)

21 APR 69 THE AVERAGE HOURLY WAGE FOR CIVILIANS BASE-WIDE WAS \$4.24 OR \$5,819.20 PER ANNUM.

9 MAY 69 THE BASE LIBRARY MOVED FROM BUILDING 402 TO BUILDING 437. THE LIBRARY DID NOT REOPEN IN ITS NEW LOCATION ON THIS DATE. THE OPENING DATE WAS NOT KNOWN AT THIS POINT IN TIME.

9 MAY 69 HIGH WINDS AT 1844 HOURS DID SOME DAMAGE IN THAT ONE METRO TRUCK WAS BLOWN OVER AND TWO TREES WERE UPROOTED.

16 MAY 69 THE HISTORICAL FUNCTION WAS TRANSFERRED FROM THE OFFICE OF INFORMATION AND ASSIGNED AS A SPECIAL STAFF OFFICE UNDER THE GFFIA COMMANDER.

17-20 MAY 69 A TOTAL OF 5.36 INCHES OF RAIN FELL IN THE GRUFFISS AREA. EXTENSIVE FLOODING AND FLOOD DAMAGE RESULTED TO THE AREA, HOWEVER, NO BASE DAMAGE.

CHRONOLOGY (CONT'D)

22 MAY 69 A LOGAIR ARGOSY 650 CARGO AIRCRAFT FROM UNIVERSAL AIRLINES MADE AN EMERGENCY WHEELS UP LANDING AT GRIFFISS AT 0253 HOURS. THE AIRCRAFT SUFFERED MINOR DAMAGE AND NO INJURIES TO THE CREW OF THREE.

26 MAY 69 AN F-106B PILOT INADVERTENTLY JETTISONED ITS WING TANKS SHORTLY AFTER TAKE-OFF AT 0846 HOURS IN THE AREA SOUTH OF LAKE DELTA.

27 MAY 69 THIS 24 DEGREE READING WAS NOT ONLY THE COLDEST MAY 27TH BUT THE COLDEST DAY ON RECORD THIS LATE IN ANY YEAR.

28 MAY 69 AN OPEN HOUSE AND RIBBON CUTTING CEREMONY FOR THE NEW BASE LIBRARY WAS HELD AT 1400 HOURS. THE NEW FACILITY WAS LOCATED IN BUILDING 437.

10 JUNE 69 GEEIA WON THE COST REDUCTION FLAG FOR THE 3RD QUARTER OF FISCAL YEAR 1969 IN AFLC-WIDE COMPETITION.

CHRONOLOGY (CONT'D)

16 JUNE 69 WORD RECEIVED THAT THE 416TH BOMBARDMENT WING  
HERE AT GRIFFISS AND ASSIGNED TO THE 817TH AIR  
DIVISION AT PEASE AIR FORCE BASE, NEW HAMPSHIRE  
WOULD ON 2 JULY 1969 BE REASSIGNED TO THE 45TH  
AIR DIVISION, LORING AIR FORCE BASE, MAINE.

21 JUNE 69 COLONEL JAMES B. RANDELS BECAME COMMANDER OF  
THE 2856TH AIR BASE GROUP. HE REPLACED COLONEL  
CURTIS L. FRISBIE WHO WAS DUE TO RETIRE FROM  
MILITARY SERVICE.

21 JUNE 69 AN "OPEN HOUSE" WAS HELD UNDER IDEAL WEATHER  
CONDITIONS. APPROXIMATELY 31,000 PEOPLE CAME  
TO THE BASE TO VIEW THE EXHIBITS AND TO WITNESS  
THE COLORFUL AIRSHOW, A CHANGE OF COMMAND  
CEREMONY AND A PARADE OF TROOPS.

30 JUNE 69 THE CIVILIAN BASE-WIDE PAYROLL FOR CALENDAR  
YEAR 1968 WAS \$45,959,515.62.



CHAPTER ONE

MISSION, COMMAND, ORGANIZATION

MISSION

GEEIA'S MISSION HAS NOT CHANGED MATERIALLY OVER THE PAST SEVERAL YEARS. THE MERGER OF THE MOBILE DEPOT ACTIVITIES WITH GEEIA IN 1964 WAS THE LAST MAJOR CHANGE. THIS MERGER MADE GEEIA, IN ADDITION TO ENGINEERING AND INSTALLATION OF COMMUNICATIONS-ELECTRONICS FACILITIES, RESPONSIBLE FOR MAINTENANCE OF SUCH FACILITIES ON A WORLD-WIDE BASIS.<sup>1</sup>

THE OBJECTIVE OF GROUND ELECTRONICS INSTALLATION ENGINEERING AND INSTALLATION MANAGEMENT PERFORMED BY GEEIA WAS TO PROVIDE ADEQUATE AND TIMELY SUPPORT OF USAF COMMITMENTS IN SUPPORT OF NATIONAL POLICY IN THE AREAS OF.<sup>2</sup>

1. SYSTEM FACILITY AND FIELD INSTALLATION ENGINEERING.
2. INSTALLATION ACTIONS PURSUANT TO IMPLEMENTING STATUS REPORTING, COSTING, MONITORING, ASSISTING AND ADVISING.
3. ALLIED SERVICES WHICH INCLUDED CONSULTANT ENGINEERING, QUICK FIX INTERFERENCE REDUCTION CAPABILITY AND ELECTRO-MAGNETIC COMPATIBILITY.
4. MOBILE DEPOT MAINTENANCE.

MORE SPECIFICALLY, THE OBJECTIVE ENTAILED MANAGING A FORCE CAPABLE OF DELINEATING STANDARDS, ESTABLISHING

REQUIREMENTS FOR ALLIED SUPPORT AND SUPPORTING STRUCTURES AND SERVICES. ALSO, ADAPTING AND DIRECTING PROCEDURES TO SUIT ENVIRONMENTAL, LOGISTICS AND OPERATIONAL RESTRAINTS, PERFORMING AND DIRECTING THE TESTING AND ACTIVATION OF ELECTRONICS FACILITIES TO SUPPORT SYSTEMS AND COMMAND OBJECTIVES.

DIRECT MISSION

GEFIA WAS TASKED TO ACCOMPLISH THE FOLLOWING:<sup>3</sup>

1. MANAGE AND PERFORM THE WORKLOAD IDENTIFIED IN THE USAF PROGRAM COMMUNICATIONS-ELECTRONICS SUPPORT PROGRAM (PCSP) AS IT PERTAINED TO INSTALLATION-ENGINEERING AND INSTALLATIONS.
2. PERFORM OR DIRECT GROUND CEM SYSTEMS INSTALLATION-ENGINEERING TO INSURE TECHNICAL AND SCHEDULE COMPATIBILITY BETWEEN RELATED GROUND ELECTRONICS SYSTEMS.
3. ESTABLISH DESIGN CRITERIA FOR BOTH INTERNAL AND EXTERNAL COMMUNICATIONS FACILITIES AND FOR COMMUNICATIONS SUPPORTING STRUCTURES FOR ALL MAJOR MILITARY CONSTRUCTION PROGRAMS AND UPON REQUEST BY COMPETENT AUTHORITY FOR ALL MINOR CONSTRUCTION PROJECTS.

4. APPROVE THE COMMUNICATIONS PORTION OF THE PLANS AND SPECIFICATIONS FOR ALL MAJOR MILITARY CONSTRUCTION AND FOR MINOR CONSTRUCTION UPON REQUEST.
  5. PERFORM OR DIRECT FIELD INSTALLATION-ENGINEERING OF CEM FACILITIES.
  6. PROVIDE TECHNICAL ADVICE AND ASSISTANCE CONCERNING GROUND CEM SYSTEMS, EQUIPMENTS AND FACILITIES.
  7. PERFORM OR DIRECT MOBILE DEPOT MAINTENANCE OF GROUND CEM SYSTEMS, EQUIPMENTS AND FACILITIES WORLD-WIDE
- MISSION EFFORT EXPENDED BY WORKLOAD SOURCE

THE MAJOR SOURCES OF GELIA'S INSTALLATION-ENGINEERING, INSTALLATION AND ON-SITE DEPOT LEVEL MAINTENANCE CAME VIA THE FOLLOWING:

1. AIR FORCE MANUAL 100-18 PROCEDURES.
2. AIR FORCE REGULATION 375 SERIES PROCEDURES.
3. MOBILE DEPOT MAINTENANCE
4. MILITARY ASSISTANCE PROGRAM (MAP).
5. ARMED FORCES RADIO AND T. V. SERVICE.
6. GROUND ELECTROMAGNETIC INTERFERENCE AND RADIATION HAZARDS PROGRAM.

COMMAND

BRIGADIER GENERAL FRANKLIN A. NICHOLS ASSUMED COMMAND OF GEEIA ON 20 NOVEMBER 1967 AND REMAINED IN THIS ASSIGNMENT THROUGHOUT THIS HISTORICAL PERIOD. COLONEL RICHARD N. CORDELL CONTINUED IN HIS POSITION AS VICE COMMANDER UNTIL 1 AUGUST 1968 AT WHICH TIME HE WAS TRANSFERRED TO SOUTHEAST ASIA. ON 1 AUGUST 1968, COLONEL DAVID H. KONIN BECAME THE VICE COMMANDER. HE CONTINUED UNTIL 1 MARCH 1969 WHEN HE RETIRED FROM MILITARY SERVICE. COLONEL CHARLES Y. SHULTZ, JR., A NEW OFFICER TO GEEIA, ASSUMED THE DUTIES OF VICE COMMANDER ON 5 MARCH 1969 AND REMAINED IN THIS ASSIGNMENT THROUGHOUT THE REMAINDER OF THE PERIOD.<sup>4</sup>

THE GEEIA COMMANDER'S OTHER STAFF MEMBERS DURING FISCAL YEAR 1969 WERE CONSTITUTED AS FOLLOWS<sup>5</sup>

CHIEF OF STAFF

COLONEL DAVID H. KONIN UNTIL 1 AUGUST 1968 WHEN COLONEL DONALD H. VLCEK ASSUMED THE DUTIES AND CONTINUED UNTIL 27 MAY 69 WHEN COLONEL FRANCIS A. KELLY TOOK OVER THE POSITION AS ACTING CHIEF OF STAFF. DURING THE ARRIVAL OF COLONEL HUNTER FROM EUROPE.

DIRECTOR OF ENGINEERING

COLONEL DONALD H. VLCEK  
UNTIL 1 AUGUST 68 WHEN  
COLONEL BILLY J. MILLIS  
BECAME THE DIRECTOR.

DIRECTOR OF MATERIEL

COLONEL GERALD L. PURKEY

DIRECTOR OF OPERATIONS

COLONEL CECIL D. MILLER

PLANS AND MANAGEMENT OFFICE

COLONEL FRANCIS A. KELLY  
UNTIL 27 MAY 1969.

COMPTROLLER

MR. WILLIAM SAMUEL (ACTING)

OFFICE OF INFORMATION

MR. RICHARD E. SANDERSON

CIVIL ENGINEERING PLANS OFFICE

CAPTAIN CHARLES JUHASZ  
UNTIL 7 OCTOBER 68 WHEN  
MAJOR RICHARD L. WINNER  
ASSUMED THE POSITION.

OFFICE OF THE INSPECTOR GENERAL

COLONEL GEORGE A. SIMERAL  
UNTIL 30 AUGUST 68 WHEN  
LT COL JAMES W. GRUBBS, JR.  
BECAME THE INSPECTOR GENERAL.

PERSONNEL OFFICE

LT COL J. H. SAMS UNTIL  
31 JULY 68 WHEN CAPTAIN  
PASQUALE A. LERRO ASSUMED  
THE POSITION UNTIL 15 MAY 69  
WHEN CAPTAIN H. H. HAYSLETT  
ASSUMED THE DUTY.

QUALITY ASSURANCE

CAPTAIN NORMAN GALLACCI

SAFETY OFFICE

MR. JAMES T. FRANKLIN

THE REGION COMMANDERS DURING FISCAL YEAR 1969 WERE  
AS FOLLOWS.<sup>6</sup>

<u>EUROPEAN GEEIA REGION</u>	COLONEL JACK C. HUNTER
<u>EASTERN GEEIA REGION</u>	COLONEL L. L. BRADLEY, JR.
<u>CENTRAL GEEIA REGION</u>	COLONEL WILLIAM A. JONES
<u>WESTERN GEEIA REGION</u>	COLONEL ROBERT D. GIBSON UNTIL 31 DECEMBER 68. COLONEL G. H. BERTIE BECAME COMMANDER ON 1 JANUARY 69.
<u>PACIFIC GEEIA REGION</u>	COLONEL ORVILLE K. REILLEY

THE 2856TH AIR BASE GROUP STATIONED HERE AT GRIFFISS AIR  
FORCE BASE SERVED AS THE HOUSEKEEPING ORGANIZATION FOR THE  
BASE. THIS GROUP CAME DIRECTLY UNDER GEEIA ADMINISTRATIVELY  
ON 1 JANUARY 1968 AND HAS SO REMAINED THROUGHOUT THIS PERIOD.  
COLONEL CURTIS L. FRISBIE CONTINUED AS BASE COMMANDER AND  
GROUP COMMANDER UNTIL 21 JUNE 1969. COLONEL JAMES B. RANDELS  
THEN BECAME THE COMMANDER OF THE BASE AND GROUP.

ORGANIZATION

GEEIA, SINCE ITS ACTIVATION ON 15 JUNE 1958, HAD BEEN ASSIGNED  
TO THE AIR FORCE LOGISTICS COMMAND. THIS GEEIA ORGANIZATION HAD  
THE SAME STATURE IN RELATIONSHIP WITH MAJOR AIR COMMANDS AS  
AN AIR MATERIEL AREA.<sup>7</sup>

THE GEEIA ORGANIZATION CONTINUED TO BE CONSTITUTED WITH FIVE REGIONS, 16 SQUADRONS AND A VARIETY OF DETACHMENTS.<sup>8</sup>

ON 26 JUNE 1968, THE GROUND SAFETY FUNCTION AND THE QUALITY ASSURANCE FUNCTION WERE REMOVED FROM THE OFFICE OF THE INSPECTOR GENERAL AND DESIGNATED AS SEPARATE STAFF OFFICES.<sup>9</sup>

ON 10 OCTOBER 1968, OPERATIONAL CONTROL OF THE 2856TH AIR BASE GROUP COMMAND POST WAS ASSUMED BY THE DIRECTORATE OF OPERATIONS, HQ GEEIA. THIS COMMAND POST WAS ALSO REDESIGNATED THE GEEIA COMMAND POST.

ON 16 OCTOBER 1968, THE 138TH AIRCRAFT CONTROL AND WARNING SQUADRON, GREELEY, COLORADO WAS ASSIGNED TO THE WESTERN GEEIA REGION. THE NEW TITLE OF THIS ORGANIZATION WAS 138TH GEEIA AIR NATIONAL GUARD SQUADRON.

ON 16 OCTOBER 1968, THE 130TH AIRCRAFT CONTROL AND WARNING SQUADRON, SALT LAKE CITY, UTAH WAS ASSIGNED TO THE WESTERN GEEIA REGION. THE NEW TITLE OF THIS ORGANIZATION WAS 130TH GEEIA AIR NATIONAL GUARD SQUADRON.<sup>10</sup>

THE ADDITION OF THESE TWO AIR NATIONAL GUARD SQUADRONS RAISED THE TOTAL TO 19 ORGANIZATIONS ASSIGNED TO GEEIA FOR TRAINING AND INSPECTION.



ON 6 NOVEMBER 69, THE BUDGET OFFICE AND MANAGEMENT ANALYSIS OFFICE OF THE 2856TH AIR BASE GROUP PHYSICALLY MERGED WITH THEIR COUNTERPARTS IN HQ GEEIA. THESE UNITED UNITS WERE ASSIGNED TO GEEIA'S OFFICE OF THE COMPTROLLER. THE COMPTROLLER ALSO WAS REASSIGNED TO HQ GEEIA FROM THE 2856TH AIR BASE GROUP ON THIS SAME DATE.<sup>11</sup>

ON 14 NOVEMBER 1968, THE ENGINEERING AND TECHNICAL SERVICES FUNCTION WAS TRANSFERRED FROM THE DIRECTORATE OF OPERATIONS AND ASSIGNED TO THE PLANS AND MANAGEMENT OFFICE. THIS FUNCTION WAS FORMERLY KNOWN AS CONTRACT TECHNICAL SERVICES WHEREBY GEEIA CONTRACTED WITH INDUSTRY FOR THEIR PERSONNEL TO WORK FOR GEEIA AS SPECIALISTS.<sup>12</sup>

ON 1 JANUARY 1969, DETACHMENT 7 OF THE EUROPEAN GEEIA REGION OBTAINED ITS OPERATIONAL DIRECTION AND CONTROL FROM THE DIRECTORATE OF OPERATIONS, HQ GEEIA. THE DETACHMENT REMAINED ASSIGNED TO THE EUROPEAN GEEIA REGION.

ON 16 MAY 1969, THE HISTORICAL FUNCTION WAS TRANSFERRED FROM THE OFFICE OF INFORMATION AND ASSIGNED AS A SPECIAL OFFICE UNDER THE GEEIA COMMANDER.<sup>13</sup> THE GEEIA HISTORIAN PHYSICALLY REMAINED WITHIN THE OFFICE OF INFORMATION IN ORDER

TO OBTAIN THE CLERICAL SUPPORT PREVIOUSLY RENDERED. THE DIRECTED FUNCTIONAL TRANSFER MADE NO PROVISION FOR CLERICAL SUPPORT WHICH PROMPTED THE STATUS QUO ACTION OTHER THAN THE PAPER TRANSFER AT THIS LEVEL.<sup>14</sup>

ORGANIZATIONAL ELEMENTS

GEEIA'S ORGANIZATION REMAINED RELATIVELY STABLE DURING THIS YEAR. TWO AIR NATIONAL GUARD SQUADRONS WERE ASSIGNED TO GEEIA. THESE WERE THE 138TH AND 139TH GEEIA SQUADRONS. THEY WERE ASSIGNED TO THE WESTERN REGION. THE OTHER UNIT ASSIGNMENTS WITHIN THE GEEIA COMPLEX WERE AS FOLLOWS

<u>ORGANIZATION</u>	<u>LOCATION</u>
HQ GEEIA <sup>15</sup>	GRIFFISS AFB, N. Y.
<u>FIELD OFFICES</u>	
DETACHMENT 4	HQ ADC, ENT AFB, COLO.
DETACHMENT 5	HQ AFCS, SCOTT AFB, ILL.
DETACHMENT 6	HQ USAFSS, KELLY AFB, TEX.
DETACHMENT 8	ESD, HANSCOM FIELD, MASS.
HQ EASTERN GEEIA REGION <sup>16</sup>	KEFSLER AFB, MISS.
2860 GEEIA SQUADRON	ROBINS AFB, GA.
2861 GEEIA SQUADRON	GRIFFISS AFB, N. Y.

2862 GEEIA SQUADRON	PATRICK AFB, FLA.
2863 GEEIA SQUADRON	WRIGHT-PATTERSON AFB, OHIO
DET 1, 2-63RD SQUADRON	KEESLER AFB, MISS.

THERE WERE EIGHT AIR NATIONAL GUARD DETACHMENTS UNDER  
EASTERN GEEIA REGION FOR TRAINING AND INSPECTION AS FOLLOWS

DETACHMENT 33 211 GEEIA SQUADRON	HARRISBURG AIRPORT, PA.
DETACHMENT 34 270 GEEIA SQUADRON	PHILADELPHIA INTERNATIONAL AIRPORT, PA.
DETACHMENT 35 212 GEEIA SQUADRON	WORCESTER AIR NATIONAL GUARD BASE, MASS.
DETACHMENT 36 213 GEEIA SQUADRON	ROSLYN AIR NATIONAL GUARD STATION, N. Y.
DETACHMENT 37 214 GEEIA SQUADRON	NEW ORLEANS MUNICIPAL AIRPORT, LA.
DETACHMENT 38 241 GEEIA SQUADRON	LOVELL FIELD CHATTANOOGA, TENN.
DETACHMENT 39 243 GEEIA SQUADRON	FORT WILLIAMS, PORTLAND, ME.
DETACHMENT 40 202 GEEIA SQUADRON	COCHRAN FIELD, MACON, GA.

ORGANIZATION

LOCATION

HQ CENTRAL GEEIA REGION<sup>17</sup>

TINKER AFB, OKLA.

2865 GEEIA SQUADRON

CHANUTE AFB, ILL.

2866 GEEIA SQUADRON

KELLY AFB, ILL.

DET 1, HQ CENTRAL  
GEEIA REGION

MINNEAPOLIS-ST. PAUL  
INTERNATIONAL AIRPORT,  
MINN.

THERE WERE FIVE AIR NATIONAL GUARD DETACHMENTS UNDER  
CENTRAL GEEIA REGION FOR TRAINING AND INSPECTION AS FOLLOWS

DETACHMENT 32  
217 GEEIA SQUADRON

CHICAGO, ILL.

DETACHMENT 33  
218 AND 266  
GEEIA SQUADRONS

ST. LOUIS, MO.

DETACHMENT 34, 219 GEEIA  
SQ' ADRON AND 205 GEEIA  
SQUADRON

WILL ROGERS FIELD,  
OKLAHOMA CITY, OKLA.

DETACHMENT 36  
272 GEEIA SQUADRON

LA PORTE, TEX.

DETACHMENT 37  
273 GEEIA SQUADRON

NEDERLAND, TEX.

ORGANIZATION	LOCATION
HQ WESTERN GEEIA REGION <sup>18</sup>	M. CLELLAN AFB, CALIF.
2867 GEEIA SQUADRON	M. CLELLAN AFB, CALIF.
2868 GEEIA SQUADRON	ELMENDORF AFB, ALASKA
2869 GEEIA SQUADRON	NORTON AFB, CALIF.
2870 GEEIA SQUADRON	HILL AFB, UTAH
DETACHMENT 36	FAIRCHILD AFB, WASH.
DET 38, ENGINEERING FIELD OFFICE	ELMENDORF AFB, ALASKA
DETACHMENT 37	EDWARDS AFB, CALIF.
HQ WESTERN GEEIA RGN, OPERATING LOCATION	VANDENBERG AFB, CALIF.

THERE WERE FOUR AIR NATIONAL GUARD DETACHMENTS UNDER  
WESTERN GEEIA REGION FOR TRAINING AND INSPECTION AS FOLLOWS

DETACHMENT 34 215 GEEIA SQUADRON	SEATTLE, WASH.
DETACHMENT 35 216 GEEIA SQUADRON	HAYWARD, CALIF.
DETACHMENT 39 138 GEEIA SQUADRON	GREELEY, COLO.
DETACHMENT 40 130 GEEIA SQUADRON	SALT LAKE CITY, UTAH

<sup>18</sup>ASSIGNED TO GEEIA 16 OCTOBER 1968.

ORGANIZATION

LOCATION

HQ EUROPEAN GEEIA REGION<sup>19</sup>

WIESBADEN, GERMANY

2874 GEEIA SQUADRON

RAMSTEIN, GERMANY

2879 GEEIA SQUADRON

ATHENS, GREECE

DETACHMENT 6

TORREJON AIR BASE, SPAIN

DETACHMENT 7

TEHRAN, IRAN

DETACHMENT 8 (INACTIVE)

NEW DELHI, INDIA

HQ PACIFIC GEEIA REGION<sup>20</sup>

WHEELER AFB, HAWAII

2875 GEEIA SQUADRON

TACHIKAWA AB, JAPAN

2876 GEEIA SQUADRON

CLARK AB, PHILIPPINES

485 GEEIA SQUADRON

CAM RANH BAY AB, VIETNAM

483 GEEIA SQUADRON

KORAT, THAILAND

DETACHMENT 2

KADENA AB, OKINAWA

NOTES

CHAPTER ONE

1. PERSONAL KNOWLEDGE BY THIS HISTORIAN.
2. AFLCR 23-17, JUNE 68.
3. DISCUSSIONS AT CONFERENCE HELD IN GEV ON 5 JUNE 68 IN CONNECTION WITH A STUDY GROUP TO STANDARDIZE GEEIA OPERATIONS AND PROCEDURES.
4. DATA SUPPLIED BY MISS P. KAPSHO, PERSONNEL OFFICE, HQ GEEIA.
5. IBID.
6. IBID.
7. RECORDS IN VARIOUS GEEIA HISTORIES.
8. AFR 23-17.
9. DIRECTED BY GEEIA COMDR., BRIG. GEN. NICHOLS.
10. APPROPRIATE ORDERS FILED IN APPENDIX THIS HIST.
11. DATA FROM HQ AFLC DIRECTING ACTION.
12. DIRECTED BY GEEIA COMDR., BRIG. GEN. NICHOLS.
13. LTR FR HQ AFLC, SUBJ, "REORGANIZATION AND EXPANSION OF THE HISTORICAL PROGRAM," DTD 28 APR 69.
14. AGREEMENT BETWEEN COL SHULTZ, VICE COMDR AND MR. SANDERSON, GEK, HQ GEEIA.
15. ORG CHART HQ GEEIA, 1 APR 69.
16. ORG CHART EASTERN GEEIA RGN, 1 APR 69.

17. ORG CHART CENTRAL GEEIA RGN, 1 OCT 68.
18. ORG CHART WESTERN GEEIA RGN, 1 APR 69.
19. ORG CHART EUROPEAN GEEIA RGN, 1 APR 69.
20. ORG CHART PACIFIC GEEIA RGN, 1 APR 69.



CHAPTER TWO

NEW POLICIES, SYSTEMS AND PROGRAMS

GEEIA FINANCIAL SUBSYSTEM (GFS)

THIS GIVES SOME BACKGROUND OF THE DEVELOPMENT PERTAINING TO THE IMMEDIATE SYSTEM. GEEIA WAS ON A 1966 LIST FROM THE OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE (COMPTROLLER) WHICH LISTED ACTIVITIES TO BE INDUSTRIALLY FUNDED UNDER PROJECT PRIME. THE AIR FORCE REBUTTAL TO THE REQUIREMENT TO INDUSTRIALLY FUND GEEIA MADE ON 8 MARCH 1967 BY THE ASSISTANT SECRETARY OF THE AIR FORCE FOR FINANCIAL MANAGEMENT, DR. MARKS, WAS APPROVED BY THE ASSISTANT SECRETARY OF DEFENSE (COMPTROLLER), DR. ANTHONY. THIS REPLY ON 13 MARCH 1967 EXEMPTED GEEIA FROM INDUSTRIAL FUNDING. AFLC BRIEFED THE AIR STAFF AND SECRETARY MARKS AND HIS STAFF IN APRIL 1967 AS TO THE SYSTEM PROPOSED IN LIEU OF INSTALLING A MORE COSTLY INDUSTRIAL FUND.

THE COMPLETE ACCEPTANCE OF THE AIR STAFF AND SECRETARY MARKS OF THE AFLC PROPOSED SYSTEM RESULTED IN THE AIR FORCE COMPTROLLER AUTHORIZING DEVELOPMENT ON 4 MAY 1967. A WORK PANEL WAS ORGANIZED UNDER THE PROJECT FIRM WORK GROUP AT HQ AFLC TO ACCOMPLISH THE DEVELOPMENT EFFORT. HQ USAF APPROVED THE DESIGN CRITERIA FOR THE SYSTEM ON 19 MARCH 1967.

SYSTEM DETAILS AND SPECIFICATIONS WERE SCHEDULED FOR SUBMISSION TO HQ USAF IN JUNE 1967. THE WORK GROUP DID PREPARE SYSTEM DETAILS BUT THESE WERE NOT FORWARDED TO HQ USAF BECAUSE OF THE DEFERMENT OF THE RESOURCES MANAGEMENT SYSTEMS (RMS).<sup>1</sup>

AS A RESULT OF CORRESPONDENCE BETWEEN HQ AFLC AND HQ USAF, AUTHORIZATION WAS GRANTED ON 21 JULY 1967 TO DEVELOP THE SYSTEM IN CONJUNCTION WITH THE EXISTING AIR FORCE EXPENSE ACCOUNTING SYSTEM (H001). PURSUANT TO THIS AUTHORIZATION, NEW DESIGN CRITERIA WERE DEVELOPED TO ASSURE COVERAGE OF THE COMPLETE GEEIA REQUIREMENTS FOR A FINANCIAL MANAGEMENT SYSTEM. THE NEW DESIGN CRITERIA WERE APPROVED BY USAF ON 28 NOVEMBER 1967, AT WHICH TIME HQ USAF REQUESTED THAT A DATA AUTOMATION PROPOSAL BE SUBMITTED.

IN SEPTEMBER 1967, A HQ GEEIA TASK GROUP WAS FORMED TO PROCEED WITH DEVELOPMENT OF THE DESIGN CRITERIA INTO AN OPERATING SYSTEM. THE TASK GROUP WAS COMPRISED OF REPRESENTATIVES FROM ACCOUNTING, FINANCE AND DATA AUTOMATION FROM THE 2856TH AB GROUP AND FINANCIAL MANAGEMENT AND DIRECTORATE OF SUPPLY FROM HQ GEEIA. OPR FOR THE DEVELOPMENT EFFORT

WAS IN THE INDUSTRIAL ENGINEERING DIVISION, PLANS AND MANAGEMENT OFFICE, HQ GEEIA WHICH PROVIDED THE CHAIRMAN OF THE TASK GROUP. POLICY AND DIRECTIONS TO THE TASK GROUP WERE SUPPLIED BY A SYSTEM CONTROLLER FROM HQ ADVANCED LOGISTICS SYSTEM CENTER, WPAFB, OHIO. 2

THE PURPOSE OF THE SYSTEM, TO BE DEVELOPED AS ESTABLISHED BY THE CONTROLLER AND TASK GROUP, WAS TO INCORPORATE TWO REQUIREMENTS EMBODYING DIFFERENT CHARACTERISTICS

A. EXPENSE ACCUMULATIONS - TO ESTABLISH A MECHANIZED FINANCIAL MANAGEMENT SYSTEM IN WHICH ALL MEASURABLE EXPENSES ATTRIBUTABLE TO GEEIA MISSION OPERATIONS WOULD BE ACCUMULATED AND TOTALED BY ACCOUNTING PERIOD AND IDENTIFIED TO INDIVIDUAL JOBS BY WORKLOAD IDENTIFIER. THESE WOULD INCLUDE ALL RELATED LABOR, MATERIAL, CONTRACT SERVICES, TDY/TRAVEL, AND OTHER EXPENSES REQUIRED TO SUPPORT THE INSTALLATION AND MAINTENANCE OF CEM WORKLOAD. THESE TOTALED EXPENSES, INCLUDING PRORATION OF INDIRECT EXPENSES, WERE IDENTIFIED WITH THE BENEFITING DOD PROGRAM ELEMENT CODE THROUGH RELATIONSHIP OF THE GEEIA WORKLOAD IDENTIFIER TO THE RESPECTIVE AIR FORCE CEMPAC.

BASIC CONTROL JOURNALS WERE PRODUCED FROM WHICH EXPENSE DATA WOULD BE POSTED TO MANUALLY MAINTAINED LEDGER CONTROL ACCOUNTS TO ENABLE PREPARATION OF REPORTS BY THE COMPTROLLER, HQ GEEIA, GRIFFISS AFB, N. Y.<sup>3</sup>

B. EXPENSE FORECASTS - TO ESTABLISH FINANCIAL FORECAST CAPABILITY TO MORE ACCURATELY PORTRAY FINANCIAL REQUIREMENTS FOR BUDGET ESTIMATES, FINANCIAL PLANS, FINANCIAL PLAN REVISIONS, AND ANY OTHER FINANCIAL FORECAST REQUIRED BY HIGHER AUTHORITY. FURTHER, TO ESTABLISH A MEANS OF DETERMINING RELIABILITY OF FORECAST INFORMATION BASED ON DETAILS FROM RECORDINGS IN THE ACCOUNTING SYSTEM FOR OPERATIONS (DSDC H069), THE GFS WAS TO PROVIDE FOR PERIODIC ACCUMULATIONS OF COSTS FOR EACH CEM PROGRAM FOR COMPARISON OF COST-TO-DATE AND CURRENT ESTIMATED COST-TO-COMPLETE WITHIN USAF APPROVED GEEIA OPERATION AND MAINTENANCE APPROPRIATION. DOLLAR CEILINGS WERE STATED ON COMMUNICATIONS IMPLEMENTATION DIRECTIVES. THIS PORTION OF THE SYSTEM WOULD ALSO PRODUCE DATA FOR SPECIAL AND ONE TIME REPORTS AS REQUIRED BY HIGHER AUTHORITY IN REGARD TO FORECASTS OF FINANCIAL REQUIREMENTS.

THE SYSTEM CONTROLLER ESTABLISHED A GEEIA WORLD-WIDE SYSTEM IMPLEMENTATION DATE OF 1 JULY 68. TO MEET THIS DEADLINE, A TASK LIST OF ACTION ITEMS WAS DEVELOPED BY THE SYSTEM CONTROLLER FOR ACCOMPLISHMENT BY THE TASK GROUP. MAJOR ITEMS ON THIS LIST INCLUDED THE FOLLOWING:<sup>4</sup>

1. PREPARATION AND SUBMISSION TO AFLC AND USAF OF REQUIRED DOCUMENTATION TO EFFECT CHANGES TO EXISTING AUTOMATED SYSTEMS, EIGHT IN NUMBER, FROM WHICH DATA WOULD BE REQUIRED FOR THE GEEIA FINANCIAL SUBSYSTEM.
2. PREPARATION OF A DATA AUTOMATION PROPOSAL (DAP) FOR AFLC AND USAF APPROVAL.
3. DEVELOPMENT OF SYSTEM SPECIFICATIONS.
4. SYSTEM PROGRAMMING FROM THE SPECIFICATIONS.
5. DEVELOPMENT OF AN OPERATING PLAN.
6. DEVELOPMENT OF AN OPERATIONS MANUAL.
7. SYSTEM SERVICE TEST.
8. DEVELOPMENT OF TRAINING PLANS.
9. ORIENTATION AND TRAINING OF GEEIA AND GEEIA HOST BASE PERSONNEL WHO WOULD BE INVOLVED IN THE SYSTEM OPERATION.

ALTHOUGH A TALL ORDER TO BE DONE IN NINE MONTHS, THE TASKS ASSIGNED THE GFS TASK GROUP WERE COMPLETED UP TO THE ORIENTATION IN JUNE 68. ON 15 JUNE 68, THE FIRST DAY OF THE GFS ORIENTATION, WORD WAS RECEIVED FROM USAF DIRECTING A DEFERMENT OF SYSTEM IMPLEMENTATION BASED ON A USAF REQUIREMENT FOR ADDITIONAL MATERIAL AND MAINTENANCE CONTRACT EXPENSE INFORMATION TO BE INCLUDED IN THE SYSTEM. ADDITIONALLY, AF WAS UNABLE AT THAT TIME TO EFFECT THE NECESSARY PROGRAM CHANGES TO AF PROGRAMS TO PROVIDE REQUIRED INPUT TO THIS SYSTEM.

THE SYSTEM CONTROLLER IMMEDIATELY SET 1 OCT 68 AS THE NEW IMPLEMENTATION DATE AND DIRECTED SELECTED TASK GROUP MEMBERS TO WORK AT HQ ALSO DURING AUGUST AND SEPTEMBER TO ACCOMPLISH THE NECESSARY DAP, SPECIFICATIONS AND PROGRAMMING CHANGES.

AF COULD NOT SUPPORT THE 1 OCT DATE, NOR 1 JAN 69, NOR 1 NOV 69 WHICH WERE DATED BY THE SYSTEM CONTROLLER. IN APRIL, THE SYSTEM CONTROLLER DIRECTED A COMPLETE REWRITE OF THE OPERATION MANUAL INTO A PROPOSED AFLCM IN THE 170 SERIES. THIS WAS DONE BY THE TASK GROUP AND FINISHED IN MID JUNE 69.

MEANWHILE, THE NECESSARY RE-PROGRAMMING OF AF SYSTEMS HAD BEEN ACCOMPLISHED WITH ALSG/GEEIA ASSISTANCE TO AF PROGRAMMING PERSONNEL TO ALLOW SYSTEM IMPLEMENTATION 1 APRIL 69 ON AFLC STATIONS ONLY.

BY JULY, AN ENTIRELY NEW ORIENTATION/TRAINING PROGRAM HAD BEEN WORKED OUT AND WAS PRESENTED BY THE GFS TASK GROUP, 22-24 JULY, IN THE BASE THEATER, TO SEVENTY-SEVEN PEOPLE FROM OTHER COMMAND BASES SUPPORTING GEEIA WORLD-WIDE AND ALL GEEIA REGIONS.

ON 1 JULY 1969 THE GEEIA FINANCIAL SUBSYSTEM WITH AN APPROVED DATA SYSTEM DESIGNATOR CODE (DSAC) OF C003N BEGAN DATA COLLECTION ON A WORLD-WIDE BASIS.

#### ORIENTAL FAST RACE

DURING THE PERIOD FROM 16 NOVEMBER 1968 THROUGH 30 JUNE 1969 GEEIA AIR NATIONAL GUARD (ANG) VOLUNTEERS AUGMENTED THE PACIFIC GEEIA REGION. THE LARGE WORKLOAD PLACED UPON THE PACIFIC REGION DUE TO THE CONFLICT IN SOUTHEAST ASIA PROMPTED THIS ACTION.

IN PAST YEARS, GEEIA AND VOLUNTEERS WERE EFFECTIVELY UTILIZED IN SUCH OPERATIONS AS "FAST RACE," THE REMOVAL OF



GROUND COMMUNICATIONS FROM FRANCE. THUS, THIS NEWEST VENTURE WAS NICKNAMED "ORIENTAL FAST RACE."<sup>3</sup>

THE GEEIA ANG ADVISOR SUGGESTED TO THE GEEIA COMMANDER THE POSSIBILITY OF CALLING UP VOLUNTEERS TO ASSIST IN THE PACIFIC AREA. THE IDEA GAINED HIS APPROVAL AND THE PLAN WAS ACCEPTED BY THE AIR FORCE AND GUARD BUREAU.

A TOTAL OF 271 VOLUNTEERS ACCEPTED THE CALL WHICH CONSISTED OF 22 OFFICERS AND 249 AIRMEN. THEY WERE ASSIGNED TASKS INVOLVING MISSION ESSENTIAL WORK ONLY. THE PLAN ACCEPTED BY ALL ACTIVITIES INDICATED THAT THESE MEN WERE TO BE ASSIGNED TO AREAS OTHER THAN VIETNAM AND THAILAND. THE FOLLOWING LOCATIONS IN THE PACIFIC WERE ACCEPTABLE AND WERE ON THE ASSIGNMENT LIST AS FOLLOWS:<sup>4</sup>

1. HQ PACIFIC GEEIA REGION, WHEELER AIR FORCE BASE, HAWAII.
2. 2875TH GEEIA SQUADRON, TACHIKAWA, JAPAN.
3. 2876TH GEEIA SQUADRON, CLARK AIR BASE, PHILIPPINES.
4. DETACHMENT 2, 2875TH GEEIA SQUADRON, KADENA AIR BASE, OKINAWA.
5. OFF SHORE ISLANDS AROUND OKINAWA, OTHER BASES IN JAPAN AND CAMP O DONNELL NEAR CLARK AIR BASE, PHILIPPINES.

THE TOTAL TIME EXPENDED BY THESE GUARDSMEN IN ALL CATEGORIES OF WORK WAS 49,721 MANHOURS. SOME 36,253 MANHOURS WERE CONSIDERED AS PRODUCTIVE WORK WHICH GAVE A UTILIZATION FACTOR OF 72 PER CENT. ANALYSIS PROVED THAT THIS WAS WITHIN LINE WITH PRODUCTION FACTORS OF MILITARY PERSONNEL WORKING ON SIMILAR WORK ASSIGNMENTS.

MANY TYPES OF WORK WERE ACCOMPLISHED. AT HQ PACIFIC GLEIA REGION GUARD PERSONNEL WORKED ON ENGINEERING OF THE INSIDE AND OUTSIDE TELEPHONE FACILITIES, TELEPHONE SYSTEM TRAFFIC SURVEYS, UPDATING TELEPHONE PLANT RECORDS AS WELL AS IN THE SUPPLY, DRAFTING AND ADMINISTRATION AREAS.

THOSE ASSIGNED TO THE 287TH GLEIA SQUADRON WORKED ON DEPOT LEVEL REPAIR PROJECTS, OVERHAUL OF GROUND CONTROL APPROACH AND FPS-16 AIR NAVIGATIONAL AID RADAR EQUIPMENT. ALSO, THEY WORKED ON TELEPHONE PLANT INSTALLATION AND ASSOCIATED CABLE PROJECTS.

AT DETACHMENT 2, 287TH GLEIA SQUADRON, KADENA AND NAHA THESE MEN WORKED ON MASSIVE OUTSIDE TELEPHONE PLANT AND CABLE SPLICING JOBS. ALSO, THE REHABILITATION OF TELEPHONE CENTRAL OFFICES PLUS THE ADDITION OF MORE LINES TO THE SYSTEM.

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THEY INSTALLED AN FPS-77 WEATHER RADAR AT MIKAKO SHIMA. THEY MADE AN EMERGENCY REPLACEMENT OF A RADOME PLUS THE REBUILDING OF THE RECEIVING ANTENNA FIELD DUE TO DAMAGE BY 'TYPHOON DELLA.'

WORK ASSIGNMENTS FOR THE 2876TH GEEIA SQUADRON CONSISTED PRIMARILY OF SUPPLY AND OUTSIDE PLANT WORK INVOLVING ANTENNAS AND TELEPHONE CABLE.

THE AIR NATIONAL GUARD COORDINATOR ASSIGNED TO THE PACIFIC GEEIA REGION STATED THAT ALTHOUGH TIME HAD BEEN LOST ON TRAVEL, THESE VOLUNTEERS WORKED 60 HOUR WEEKS TO MAKE UP FOR LOST TRAVEL TIME.

COLONEL ORVILLE K. REILLEY, PACIFIC GEEIA REGION COMMANDER, SAID, "THE ANG MORE THAN PAID THEIR WAY DURING THIS DIFFICULT AND CHALLENGING PERIOD OF OUR NATION'S HISTORY. I WILL GLADLY TAKE AND EMPLOY ALL OF THESE GEEIA MEN I CAN GET."<sup>9</sup>

GENERAL NICHOLS, GEEIA COMMANDER, IN A LETTER OF APPRECIATION TO HQ AFPC AND THE GUARD BUREAU SAID IN PART,

"THEIR PROFESSIONALISM DESERVES NOTHING BUT PRAISE.

THE MANNER IN WHICH THEY EXPENDED 49,760 MANHOURS

ON THE JOB, THEIR INGENUITY, HIGH QUALITY OF WORK AND OVERALL "CAN-DO" ATTITUDE HAS NOT ONLY REAFFIRMED TO ME, BUT ALSO TO MY STAFF, THAT WE HAVE A DEDICATED RESERVE BACKING THE ACTIVE GFEIA FORCES."<sup>10</sup>

PRE CEIP ENGINEERING PROGRAM

LAST YEAR AT THE SENIOR COMMUNICATORS CONFERENCE AT ORLANDO, GFEIA UNVEILED ITS PROPOSED PLAN FOR A NEW MANAGEMENT TOOL - PRE CEIP ENGINEERING. THIS PROGRAM HAD BEEN IMPLEMENTED DURING THE PAST YEAR AND WAS PROVING TO BE VERY VALUABLE IN CEM PROGRAM MANAGEMENT, DESPITE A FEW GROWING PAINS.<sup>11</sup>

BRIEFLY, THE SITUATION THAT EXISTED A YEAR AGO WAS THIS CEIP'S WERE BEING PROCESSED TO HQ USAF THAT WERE NEITHER SUFFICIENTLY DEFINITIVE NOR TECHNICALLY COMPLETE ENOUGH FOR THE AIR STAFF TO EVALUATE. A MAJORITY OF THE CEIP'S WERE PREPARED WITHOUT GEEIA ASSISTANCE AND WITHOUT BENEFIT OF SITE SURVEYS AND SITE CONCURRENCE LETTERS. AS A RESULT, IT WAS VERY DIFFICULT TO MAKE REALISTIC IDENTIFICATION OF CEM EQUIPMENT REQUIRED, ALLIED SUPPORT REQUIREMENTS, OR TOTAL CEIP COSTS. THE RESULT WAS THAT MANY IMPORTANT PROGRAMS

SLIPPED BADLY DUE TO LATE PROGRAMMING FOR REQUIRED CONSTRUCTION, MAJOR EQUIPMENTS, OR EXCESSIVE COST OVER-RUN.

THE PLAN UNVEILED A YEAR AGO PROPOSED AS ITS OBJECTIVE A MEANS BY WHICH GEEIA WOULD ASSIST THE MAJOR COMMANDS IN DEFINING THEIR REQUIREMENTS, PERFORM CERTAIN BASIC ENGINEERING TO IDENTIFY EQUIPMENTS, ALLIED SUPPORT REQUIREMENTS, TEST REQUIREMENTS, AND, BASED ON THESE EVALUATIONS MAKE REALISTIC ESTIMATES OF RELATED COSTS, AND LEAD TIMES.

THE PRE-CEIP ENGINEERING CONCEPT FOR CEIP PREPARATION WAS APPROVED BY HQ USAF IN AUGUST 1968. IT WAS READY FOR WORLD-WIDE IMPLEMENTATION BY 1 DECEMBER 68. A TEST MANUAL WAS PREPARED AND TRIED WHICH CULMINATED IN GEFIAM 100-10 DATED 1 APRIL 1969 DEFINING THE PROCEDURES FOR GEEIA'S PARTICIPATION IN CEIP PREPARATION. COPIES OF THIS MANUAL WERE SENT TO ALL MAJOR COMMANDS. AFM'S 100-17 AND 18 WERE REVISED TO REFLECT THE NEW POLICY, AND MEETINGS WERE HELD WITH AMA PERSONNEL FOR THE PURPOSE OF REWRITING AFLC REG 100-1 TO REFLECT THEIR PART IN THE PRE-PROCUREMENT ACTIONS IN SUPPORT OF PRE-CEIP ENGINEERING.

SINCE SEPTEMBER 1968 PERSONNEL VISITED AND BRIEFED THE  
CE STAFFS OF TAC, SAC, ADC, PACAF AND MAC ON THE NEW POLICY.  
IT WAS PLANNED TO BRIEF THE REMAINING MAJOR COMMAND HEAD-  
QUARTERS STAFFS BY ABOUT MID YEAR. AT ALL THESE BRIEFINGS  
GEEIA'S WILLINGNESS TO PARTICIPATE IN COMMAND CEM MEETINGS  
IN WHICH THE COMMANDS WOULD FIRM UP OR PLAN THEIR FUTURE  
CEM REQUIREMENTS WAS STRESSED. IN ADDITION, IT PLACED  
EMPHASIS ON THE IMPORTANCE OF EACH COMMAND IDENTIFYING  
THEIR FUTURE REQUIREMENTS IN THE C3P OR OTHER AUTHORIZING  
DOCUMENTS SINCE GEEIA'S MANPOWER AUTHORIZATIONS WERE IN  
A LARGE PART BASED UPON THE WORKLOAD PROJECTIONS FROM THESE  
DOCUMENTS. THESE MEETINGS, PLUS WHAT WAS CALLED AN AGGRES-  
SIVE ATTITUDE BY GEEIA, HAVE PRODUCED SOME VERY TANGIBLE  
RESULTS. DURING THE PAST 8 MONTHS, 335 REQUESTS FOR TECHNICAL  
ASSISTANCE WERE RECEIVED FROM THE MAJOR COMMANDS. THESE  
DID NOT INCLUDE 300 OR SO AF 524'S RECEIVED FROM PACAF UNDER  
"PACER PICK" PROCEDURES. OF THE 335 REQUESTS FOR TECHNICAL  
ASSISTANCE, 151 HAVE BEEN COMPLETED WITH 184 REMAINING ACTIVE  
THROUGHOUT GEEIA. NEW REQUESTS FOR TECHNICAL ASSISTANCE WERE  
RECEIVED AT THE RATE OF 10-12 PER WEEK, APPROXIMATELY 7 OF  
WHICH CAME FROM THE Z1 COMMANDS.

ALTHOUGH THE BACKLOG OF 154 TASKS SEEMED LARGE, GEEIA IMPROVED THE RESPONSE TIME TO THE POINT WHERE ANSWERS TO A ROUTINE REQUEST WERE MADE IN 30 DAYS, A PRIORITY REQUEST WITHIN 15 DAYS, AND AN EMERGENCY REQUEST WITHIN 7 DAYS. THE LENGTH OF TIME IT TOOK TO ACTUALLY COMPLETE PRE-ENGINEERING ASSISTANCE NORMALLY TOOK FROM ONE TO THREE MONTHS DEPENDING UPON THE SCOPE AND COMPLEXITY OF THE REQUIREMENT.<sup>12</sup>

TO ASSURE TIMELY PROCESSING OF PRE-CEIP ENGINEERING TASKS, GEEIA ESTABLISHED ENGINEERING CONTROL ROOMS AT BOTH HEAD-QUARTERS AND REGION LEVEL. THIS ENABLED PERSONNEL TO MONITOR THE PROGRESS OF EACH TASK AND TO TAKE CORRECTIVE ACTION AS NECESSARY. MILESTONES WERE RECORDED AND REVIEWED, AND THE RESPONSIBILITY FOR TIMELY ACCOMPLISHMENT OF EACH TASK WAS FIRMLY ESTABLISHED.

ON THE BASIS OF ABOUT 8 MONTHS ACTUAL EXPERIENCE OF OPERATION OF THE PRE-CEIP ENGINEERING CONCEPT, GEEIA FOUND A FEW BUGS OR PROBLEMS. NONE HAVE BEEN SERIOUS AND WITH HQ USAF'S AND THE MAJOR COMMANDS' HELP THESE PROBLEMS WERE RESOLVED TO EVERYONE'S SATISFACTION.

A. THE FIRST WAS THAT THE PRE-CEIP ENGINEERING PROCEDURES AS DEFINED WERE TOO CUMBERSOME FOR MINOR CEM PROGRAMMING TASKS. FOR EXAMPLE, THE ADDITION OF A SINGLE STRIP RECEIVER, A SINGLE TELETYPE, ETC. GEEIA'S ENGINEERING EFFORT ON THESE TYPES OF REQUIREMENTS WAS CONSIDERABLY REDUCED WITHOUT CAUSING A DEGRADATION OF THE RESULTANT CEIP.

B. A SECOND PROBLEM WAS THAT MANY PROPOSED CEIP'S REPRESENTED FRAGMENTED SIMILAR REQUIREMENTS WITHIN A SINGLE COMMAND. THIS TENDED TO DUPLICATE ENGINEERING EFFORT WITHIN GEEIA. TO OVERCOME THIS SITUATION, IT WAS PROPOSED THAT EACH COMMAND, WITH GEEIA'S ASSISTANCE, REVIEW ALL KNOWN CEM REQUIREMENTS AT THE PERIODIC CEM MEETINGS AND CONSOLIDATE SIMILAR REQUIREMENTS INTO A SINGLE COMMAND PACKAGE.

C. A THIRD PROBLEM WAS THAT IN THE PAST GEEIA WAS REQUESTED TO GIVE TECHNICAL ASSISTANCE TO SUBORDINATE LEVEL ORGANIZATIONS ON REQUIREMENTS THAT WERE SUBSEQUENTLY NOT VALIDATED BY THE PARENT COMMAND. HQ USAF RESOLVED THIS PROBLEM BY REQUIRING EACH MAJOR COMMAND TO VALIDATE ALL REQUESTS EXCEPT THOSE FOR PROGRAMS DIRECTED BY HQ USAF PRIOR TO SUBMISSION TO GEEIA. 13



D. A FOURTH PROBLEM WAS THAT AFR 100-16/DOD DIRECTIVE 4630.1 REQUIRED MAJOR COMMANDS TO PROGRAM CEM REQUIREMENTS EXCEEDING DEFINED THRESHOLD COSTS BY A PROGRAMMING PROCEDURE THAT DID NOT REQUIRE GEFIA TO BE IN ON THE INITIAL PLANNING EFFORT. THIS WAS A MISTAKE AND GEFIA REQUESTED CSAF TO REQUIRE THAT WE GIVE ENGINEERING ASSISTANCE DURING THE INITIAL DEFINITION PHASES. AN ALLIED PROBLEM WAS THAT THE PROGRAMMING PROCEDURES UNDER AFM'S 100-17 AND 18, AND DOD DIRECTIVE 4630.1 WERE DIFFERENT. ON A FEW OCCASIONS IT WAS FOUND THAT CEIP'S SUBMITTED UNDER ONE PROCEDURE MUST BE REACCOMPLISHED DUE TO HIGHER HEADQUARTERS DIRECTING SUBMISSION UNDER THE OTHER PROCEDURE. AN ATTEMPT WAS MADE TO DEVELOP UNIFORM PROGRAMMING PROCEDURES. HOWEVER, THE EFFORT WAS LESS THAN A COMPLETE SUCCESS. IT WAS RECOMMENDED THAT EMPHASIS BE GIVEN TO THIS TASK UNTIL A SUCCESSFUL PRODUCT RESULTS.

E. THE FINAL DIFFICULTY WAS THE NON-PUBLICATION OF CHANGE 2 TO AFM 100-15 THAT CLEARLY DEFINED GEFIA'S NEW ROLE IN PRE-CEIP ENGINEERING. AS A RESULT, GEFIA WAS WORKING UNDER BOTH THE NEW AND OLD POLICIES. TO CORRECT THIS, GEFIA REQUESTED THE AIR STAFF TO FURTHER SPEED UP THE PUBLICATION

OF CHANGE 2, OR TO DIRECT THAT THE MAJOR COMMANDS ACCEPT GEEIA MANUAL 100-10 AS AN INTERIM AUTHORIZED PROCEDURE UNTIL THE REVISED AFM 100-18 WAS PUBLISHED.

EASTERN REGION'S NEW HOME

THE EASTERN GEEIA REGION OFFICIALLY MOVED FROM BROOKLEY AIR FORCE BASE TO ANNEX 3, KEESLER AIR FORCE BASE DURING THE PERIOD 4-12 NOVEMBER 1965. MAJOR GENERAL JAMES C. McGEHEE, COMMANDER OF THE KEESLER TECHNICAL TRAINING CENTER, AND GEEIA COMMANDER, BRIGADIER GENERAL FRANKLIN A. NICHOLS, DID THE HONORS AS COLONEL LEWIS L. BRADLEY'S HEADQUARTERS WAS OPENED SHORTLY AFTER THE MOVT WAS COMPLETED. (4)

THE NEW LOCATION WAS AT KEESLER ANNEX 3, ABOUT EIGHT MILES FROM THE MAIN BASE AND DIRECTLY ON THE GULF OF MEXICO. THIS ANNEX FORMERLY SERVED AS HEADQUARTERS FOR THE OBR-3031 ELECTRONIC OFFICERS' TRAINING COURSE.

FOUR YEARS PREVIOUS TO THIS MOVE A DECISION WAS MADE TO CLOSE BROOKLEY AIR FORCE BASE. AFTER CONSIDERABLE EXPLORATION DURING THE ENSUING YEARS, THIS NEW LOCATION WAS SELECTED. A CONTRACT LET TO RENOVATE THE NINE BUILDINGS WAS AWARDED ON 17 APRIL 1965.

THIS MOVE BROUGHT THE TOTAL NUMBER OF GEEIA EMPLOYEES AT KEESLER TO 639. THE TOTAL EASTERN HEADQUARTERS PERSONNEL INCLUDED 103 MILITARY AND 363 CIVILIAN EMPLOYEES THAT MADE THE MOVE FROM BROOKLY. DETACHMENT 1 OF THE 2-63RD GEEIA SQUADRON HAD BEEN AT KEESLER PRIOR TO THE MOVE OF THE HEADQUARTERS. IT WAS ESTIMATED THAT 1400 NEW CITIZENS WERE ADDED TO THE COMMUNITY AND ITS ENVIRONS. AGAIN IT WAS BELIEVED THAT EXPENDITURES FOR THE ECONOMY OF THE NEW AREA, INCLUDING SUPPLIES AND SERVICES WOULD TOTAL ABOUT \$6,250,000 ANNUALLY.

PERSONNEL THAT MOVED TO KEESLER GENERATED A NEW REQUIREMENT FOR MORE THAN 300 HOMES OR APARTMENTS AND 500 MORE AUTOMOBILES WERE ADDED TO THE BUSY AREA'S HIGHWAYS.<sup>15</sup>

#### FIELD TESTS OF POTENTIAL EQUIPMENT

BY KEEPING THEIR EYES OPEN AT MANUFACTURERS' EXHIBITIONS, EQUIPMENT MANAGEMENT PERSONNEL HERE AT GEEIA HEADQUARTERS TOOK ADVANTAGE OF A PREVIOUSLY UNTAPPED SOURCE FOR MODERN, ADVANCED EQUIPMENT. FIELD TESTING AND EVALUATION OF POTENTIALLY MORE EFFICIENT AND ECONOMICAL EQUIPMENT, ON LOAN FROM MANUFACTURERS, WAS UNDERWAY AT CERTAIN GEEIA SQUADRONS.

BOTH THE 2862ND GEEIA SQUADRON, PATRICK AFB, FLORIDA AND THE 2868TH GEEIA SQUADRON, ELMENDORF AFB, ALASKA WERE FIELD TESTING A NEW DESIGN, MANHOLE CANOPY. THESE SQUADRONS WERE TO EVALUATE ITS RESISTANCE FROM THE TROPICAL FLORIDA CLIMATE AND THE STRONG, ARCTIC, ALASKAN WINDS.

NO MATTER WHAT THE WEATHER, GEEIA MEN MUST GO DOWN INTO MANHOLES TO WORK UNDERGROUND ON COMMUNICATION CABLES. THIS WAS PARTICULARLY TRUE WHEN STORMS CREATED EMERGENCY SITUATIONS.

USUALLY A CANVAS COVERING WAS THROWN OVER A MANHOLE FENCE IN BAD WEATHER, HOWEVER, THE CANVAS MATERIAL DID NOT DIFFUSE MUCH LIGHT.

THE MANHOLE CANOPY, UNDER TEST, WAS A VINYL IMPREGNATED NYLON FABRIC, YELLOW COLORED FOR SAFETY, WITH DURABLE DACRON SEWN SEAMS. IT WAS TAILORED TO SLIP SMOOTHLY OVER ERECTED SPRING STEEL BOWS THAT FASTEN TO A METAL MANHOLE BARRICADE FENCE.

SNAP FASTENERS SECURED THE CANOPY AGAINST WIND, RAIN, OR SNOW. IN HOT WEATHER, TAPE-TIES PERMITTED THE CANOPY SIDES TO BE ROLLED UP.

THE IMPROVED LIGHT AND VISION, AS WELL AS WEATHER PROTECTION, OFFERED BY THIS NEWLY DESIGNED FABRIC, SHOULD PROVE ADVANTAGEOUS TO GEEIA CABLE SPLICERS, PROVIDED THE CANOPY PROVES DURABLE UNDER FIELD TEST CONDITIONS.

ANOTHER EQUIPMENT INNOVATION WAS A FLUORESCENT TROUBLE LIGHT, BEING FIELD TESTED BY THE 2865TH GEEIA SQUADRON, CHANUTE AFB, ILLINOIS. ON ANY INSTALLATION OR MAINTENANCE JOB, WHERE FORMERLY AN OLD FASHIONED, INCANDESCENT BULB WAS USED, THIS NEW 15 WATT, SIXTEEN INCH LONG, FLUORESCENT TUBE SHOULD PROVIDE GLARE FREE LIGHT.

IT WAS BUILT TO BE WATER AND VIBRATION PROOF. THE ASSEMBLY WAS PROTECTED AGAINST ELECTRICAL SHOCK AND TUBE BREAKAGE BY A TOUGH, VINYL-LIKE HOUSING. LIGHT WEIGHT TO CARRY, THIS NEW TROUBLE LIGHT SHOULD PROVIDE BETTER ILLUMINATION.

A CABLE SPLICERS' CHAIR WAS BEING TESTED BY THE 2860TH GEEIA SQUADRON, ROBINS AFB, GEORGIA. THIS WAS A PORTABLE SEAT, WITH FOOT REST, DESIGNED FOR USE BY CABLE SPLICERS DOING OUTSIDE PLANT WORK IN UNDERGROUND MANHOLES.

WHERE CRATES OR BOXES HAD BEEN USED FOR SEATS, THIS RUGGEDLY CONSTRUCTED SEAT ASSEMBLY COULD BE HOOKED INTO

NOTCHES ALONG THE FRAME OF A FIVE FOOT HIGH CABLE RACK, AT ANY HEIGHT, TO SUIT THE CONVENIENCE OF THE CABLE SPLICER. MADE OF 16 GAUGE STEEL, WITH A CANVAS COVERED FOAM RUBBER PAD, THE SEAT WOULD SUPPORT A WEIGHT OF 300 POUNDS.

IF SATISFACTORY IN THE FIELD, THIS ADJUSTABLE CHAIR SHOULD PROVIDE MORE COMFORT AND SAFETY TO THE CABLE SPLICER.

AN ADVANCED HEAD SET WAS ANTICIPATED FOR TEST BY THE 2866TH GEEIA SQUADRON, KELLY AFB, TEXAS AND THE 2862ND GEEIA SQUADRON, PATRICK AFB, FLORIDA. IT SHOULD PROVIDE GREATER EASE FOR CABLE SPLICERS, WHEN TAGGING PAIRS OF WIRES BY TONE, FOR CABLES VARYING IN SIZE FROM 100 TO 3800 PAIRS OF WIRE.

FUTURE PLANS WERE TO HAVE THE 2863RD GEEIA SQUADRON, WRIGHT PATTERSON AFB, OHIO, FIELD TEST A TRAILER MOUNTED TELESCOPING PNEUMATIC MAST FOR ROTATABLE ANTENNAS. WHEN COMING IN FOR A LANDING, AN AIRCRAFT PILOT DEPENDS ON THE RIGHT BEARING AND DISTANCE FROM A TACAN (TACTICAL AIR NAVIGATION) TOWER, OTHERWISE HE MAY HAVE TROUBLE LANDING SAFELY.

GEEIA TEAMS HAD TO SITE AND ERECT TACAN'S WHERE THEIR HEIGHT WOULD ELIMINATE DISTORTIONS CAUSED BY SURROUNDING MOUNTAINS, BUILDINGS, OR TREES.

A TEAM MUST RAISE APPROXIMATELY 700 POUNDS OF ASSEMBLED ANTENNA ONTO AN AVERAGE 45 FOOT HIGH TOWER, USING A HUGE CRANE, RENTED FOR A MINIMUM OF EIGHT HOURS AT \$500. THEN FLIGHT TESTS, ARRANGED WITH FEDERAL AVIATION ADMINISTRATION, WOULD BE FLOWN OVER THE TACAN.

IF THE HEIGHT WAS NOT CORRECT, THE TEAM USED THE CRANE TO REMOVE THE ANTENNA, AND LAY IT ON THE GROUND. ANTENNA SECTIONS WERE THEN MANUALLY ADDED OR REMOVED TO ADJUST THE HEIGHT.

AGAIN THE CRANE LIFTED THE ANTENNA TO THE TOWER, AND AGAIN FLIGHT TESTS WERE FLOWN. SOMETIMES THIS WAS REPEATED A DOZEN TIMES BEFORE A TEST COULD BE ACCEPTABLE. IN REAL DIFFICULT TOPOGRAPHICAL AREAS, CONSIDERING THE MANUAL LABOR BY THE GEEIA TEAM, AND DELAYS WAITING FOR A CRANE, OR FAA FURNISHED AIRCRAFT, A TACAN JOB CAN TAKE ABOUT 90 DAYS.

WITH THE PNEUMATIC MAST NESTED AT 13 FEET, A FORK LIFT COULD READILY RAISE THE ASSEMBLED ANTENNA TO THE MAST'S PLATFORM, WHERE IT COULD BE BOLTED IN PLACE. THEN BY SIMPLY TURNING A VALVE, THE MAST COULD BE FULLY EXTENDED TO A HEIGHT OF 80 FEET, LIFTING THE ANTENNA SKYWARD.

OPERATING THE AIR VALVE, A GEEIA TEAM CAN RAISE OR LOWER THE ANTENNA TO ANY HEIGHT DESIRED FOR THE FLIGHT TESTS. WITH THIS ADVANCED EQUIPMENT, THE PROPER TACAN HEIGHT SHOULD BE DETERMINED WITHIN ABOUT THREE DAYS.

GEEIA MAINTAINED 234 TACAN'S AND FUTURE PLANS INDICATED ABOUT 100 WERE TO BE MODERNIZED AND RELOCATED WITHIN THE UNITED STATES AS VORTAC'S (VHF OMNI-DIRECTIONAL RANGE TACTICAL AIR NAVIGATION).

IF FIELD TESTS SHOULD PROVE SUCCESSFUL, THIS MODERN PNEUMATIC MAST SHOULD SAVE CONSIDERABLE GEEIA DOLLARS AND MANHOURS.

THE EQUIPMENT MANAGEMENT DIVISION, DIRECTORATE OF MATERIEL AT HEADQUARTERS GEEIA MADE ARRANGEMENTS WITH THE WARNER ROBINS AIR MATERIEL AREA PERSONNEL RESPONSIBLE FOR THE AIR FORCE MAINTENANCE EVALUATION PROGRAM, TO OBTAIN THESE MANUFACTURER ITEMS FOR FIELD TEST. THE EQUIPMENT WAS ON LOAN, WITH NO OBLIGATION TO BUY UNLESS PROVIDED ADVANTAGEOUS UNDER FIELD CONDITIONS. 16



MOBILE DEPOT MAINTENANCE AND IN-SHOP MAINTENANCE

ON 1 JULY 1964, FOLLOWING SERVICE TESTS, THE MOBILE DEPOT MAINTENANCE ACTIVITY UNITS IN THE EUROPEAN, EASTERN AND CENTRAL REGIONS MERGED WITH GEEIA.<sup>17</sup> THUS, GEEIA ASSUMED THE MAINTENANCE RESPONSIBILITY IN THOSE AREAS. ON 1 OCTOBER 1964, THE MOBILE DEPOT MAINTENANCE ACTIVITY UNITS IN THE WESTERN AND PACIFIC REGION AREAS MERGED WITH GEEIA.<sup>18</sup>

THIS CONSOLIDATION MADE MOBILE DEPOT MAINTENANCE ONE OF THE THREE PRIMARY MISSIONS OF GEEIA. THE OTHER TWO MISSIONS WERE ENGINEERING AND INSTALLATION. THE MERGER COMPLETED GEEIA'S CONTINUAL INVOLVEMENT WITH AIR FORCE GROUND COMMUNICATIONS ELECTRONICS SYSTEMS AND EQUIPMENTS. THUS, FROM CONCEPTION THROUGH ENGINEERING AND INSTALLATION, MAINTENANCE DURING THE LONG OPERATIONAL PHASE COMPLETED THE CYCLE TO FINAL REMOVAL OF THE EQUIPMENT. GEEIA'S MOBILE DEPOT MAINTENANCE AND IN-SHOP MAINTENANCE FUNCTIONS CONSTITUTED THE FRONT LINE OF AFLC'S MAINTENANCE SUPPORT TO THE OPERATING COMMANDS.<sup>19</sup>

BOTH THE MOBILE AND IN-SHOP MAINTENANCE CONCEPTS OFFERED GREAT POTENTIAL ADVANTAGES OVER THE SINGLE POINT SPECIALIZED

REPAIR ACTIVITY METHOD. TWO OF THESE ADVANTAGES WERE GREATER EFFECTIVENESS AND MARKED ECONOMY. THESE CONCEPTS WERE BASED ON THE FACT THAT A SIGNIFICANT AMOUNT OF USAF GROUND COMMUNICATIONS-ELECTRONICS DEPOT LEVEL MAINTENANCE COULD BE ACCOMPLISHED AT THE OPERATING LOCATION MORE ECONOMICALLY AND EFFECTIVELY. THIS WAS TRUE SINCE THE EQUIPMENT DID NOT HAVE TO BE REMOVED AND SHIPPED LONG DISTANCES TO A CENTRALIZED SPECIALIZED REPAIR ACTIVITY. IN SOME CASES EQUIPMENT DESTINED FOR OVERHAUL AT A SPECIALIZED REPAIR ACTIVITY HAD TO BE TRANSPORTED HALFWAY AROUND THE WORLD.

THE MOBILE DEPOT MAINTENANCE AND LOCAL IN SHOP CONCEPT RECOGNIZED<sup>20</sup>

A. THAT MANY ITEMS OF EQUIPMENT WERE REMOVED FROM SERVICE, SHIPPED BACK TO AND PROCESSED THROUGH THE LONG, SLOW, EXPENSIVE SPECIALIZED REPAIR ACTIVITY PROCESS BECAUSE ITS OPERATING ORGANIZATION LACKED THE CAPABILITY TO IDENTIFY AND REPLACE OR REPAIR ONE OR TWO FAULTY PARTS.

B. THE HIGH COST OF THE LARGE ADDITIONAL QUANTITY OF ITEMS AND COMPONENTS WHICH WERE REQUIRED TO FILL THE LONG SLOW SPECIALIZED REPAIR ACTIVITY MAINTENANCE PIPELINE.

REPAIR ACTIVITY METHOD. TWO OF THESE ADVANTAGES WERE GREATER EFFECTIVENESS AND MARKED ECONOMY. THESE CONCEPTS WERE BASED ON THE FACT THAT A SIGNIFICANT AMOUNT OF USAF GROUND COMMUNICATIONS-ELECTRONICS DEPOT LEVEL MAINTENANCE COULD BE ACCOMPLISHED AT THE OPERATING LOCATION MORE ECONOMICALLY AND EFFECTIVELY. THIS WAS TRUE SINCE THE EQUIPMENT DID NOT HAVE TO BE REMOVED AND SHIPPED LONG DISTANCES TO A CENTRALIZED SPECIALIZED REPAIR ACTIVITY. IN SOME CASES EQUIPMENT DESTINED FOR OVERHAUL AT A SPECIALIZED REPAIR ACTIVITY HAD TO BE TRANSPORTED HALFWAY AROUND THE WORLD.

THE MOBILE DEPOT MAINTENANCE AND LOCAL IN-SHOP CONCEPT RECOGNIZED<sup>20</sup>

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B. THE HIGH COST OF THE LARGE ADDITIONAL QUANTITY OF ITEMS AND COMPONENTS WHICH WERE REQUIRED TO FILL THE LONG SLOW SPECIALIZED REPAIR ACTIVITY MAINTENANCE PIPELINE.

C. THE ADDITIONAL TIME AND HIGH COST OF REMOVING THE EQUIPMENT FROM ITS INSTALLED LOCATION, PACKING AND SHIPPING IT LONG DISTANCES TO A STORAGE POINT, OPENING AND INSPECTING IT UPON ARRIVAL AT THE WAREHOUSE, WAREHOUSING, SHIPMENT FROM WAREHOUSE TO REPAIR ACTIVITY, UNPACKING AND INSPECTION, REPACKING AFTER MAINTENANCE, SHIPMENT BACK TO THE WAREHOUSE, WAREHOUSING AND RESHIPMENT BACK TO ITS OPERATING LOCATION, UNPACKING AND REINSTALLATION AT THE SITE.

D. THE FRAGILITY OF CEM EQUIPMENT AND THE RESULTING HIGH COST OF DAMAGE RECEIVED DURING REMOVAL, PACKING, SHIPMENT, HANDLING, WAREHOUSING, UNPACKING, INSPECTION, REPACKING AND INSTALLATION.

E. THE ESSENTIALITY FOR QUICK AND EFFECTIVE RESPONSE TO USAF OPERATING COMMANDS EMERGENCY DEPOT LEVEL MAINTENANCE SUPPORT REQUIREMENTS

F. THE TIME AND COST OF THE ABOVE WAS ELIMINATED OR GREATLY REDUCED UNDER THE GEELA MOBILE DEPOT MAINTENANCE AND LOCAL IN-SHOP MAINTENANCE PROCEDURES. THE REALIZATION OF THE POTENTIAL ADVANTAGES OF THESE

TWO CONCEPTS WAS DEPENDENT LARGELY UPON GEEIA'S  
MANAGEMENT AND TECHNICAL SUPPORT."

AS SOUND AND VALID AS THE SYSTEM UNDER GEEIA HAS PROVED  
TO BE OVER THE YEARS, THERE WERE PLANNERS AT HIGHER ECHELONS  
WHO BELIEVED THAT THE SPECIALIZED REPAIR ACTIVITY SYSTEM WAS  
THE BETTER ONE. IN FACT, PLANS WERE UNDERWAY SOME MONTHS  
PREVIOUS TO THIS HISTORICAL PERIOD TO ABOLISH THE GEEIA SYSTEM  
AND CONVERT TO THE SPECIALIZED REPAIR ACTIVITY SYSTEM.<sup>21</sup>

MANPOWER COMPOSITION AND SKILL AVAILABILITY

GEEIA, SINCE INITIAL ESTABLISHMENT, HAS BEEN PREDOMINANTLY  
MILITARY IN OVERALL STRUCTURAL CONCEPT. GEEIA WORLD-WIDE  
HAS 57% MILITARY AND 43% CIVILIAN. OFFICER STAFFING WAS USED  
IN COMMAND, STAFF, AND DIRECTORATE LEVEL OFFICES AT HEAD-  
QUARTERS GEEIA LEVEL, AND IN COMMAND, STAFF AND DIVISION LEVEL  
AT GEEIA REGIONS. EACH GEEIA SQUADRON HAS A MILITARY COMMANDER,  
AND THE PREDOMINANT SQUADRON MIX WAS MILITARY. HOWEVER,  
HIGHLY COMPETENT CIVILIAN ENGINEERS, C E PROGRAM MANAGERS,  
MAINTENANCE MANAGEMENT SPECIALISTS, AND STAFF SUPPORT  
ADMINISTRATORS HELD KEY ASSIGNMENTS AT PRACTICALLY ALL LEVELS  
OF MANAGEMENT.

SEVERAL CATEGORIES OF CIVILIANS WERE EMPLOYED BY GEEIA TO PROVIDE THE NECESSARY ENGINEERING AND TECHNICAL ADVICE. THE LARGEST GROUP WERE THE DEPARTMENT OF THE AIR FORCE CIVILIAN EMPLOYEES. FOREIGN NATIONALS (BOTH DIRECT AND INDIRECT HIRE) WERE EMPLOYED IN THE PACIFIC AND EUROPEAN AREAS. AIR FORCE ENGINEERING TECHNICAL SERVICES REPRESENTATIVES WERE ALSO HIRED FROM VARIOUS COMPANIES UNDER AFM 66-18 PROCEDURES TO FILL QUOTAS AUTHORIZED FROM USAF. CONTRACT FIELD SERVICES PERSONNEL WERE ALSO USED WHEN REQUIRED TO CONTRACT FOR A COMPANY MAN TO GO TO A SITE TO CONDUCT TRAINING ON COMPANY EQUIPMENT. CONTRACT PLANT SERVICES PERSONNEL WERE HIRED TO PROVIDE FACTORY TRAINING TO GEEIA PEOPLE AT A COMPANY PLANT. FIELD SERVICE REPRESENTATIVES PERSONNEL WERE HIRED AS LIAISON AND ADVISORS BETWEEN THE USING COMMAND, AND THE COMPANY.

SINCE GEEIA ENGINEERING, INSTALLATION, AND MAINTENANCE TEAMS PERFORM SITE WORK IN ALL CORNERS OF THE GLOBE, THE USE OF GEEIA'S MILITARY MANNING PROVIDES FLEXIBILITY OF TEAM DEPLOYMENT AND FLUIDITY OF TEAM COMPOSITION TO INSTALL AND MAINTAIN EQUIPMENTS IN GEOGRAPHIC AREAS WHERE CIVILIAN

CAPABILITIES DO NOT EXIST. OFTEN THE NATURE OF THE EQUIPMENT TO BE MAINTAINED (CONTINUOUS OPERATION) REQUIRED AROUND -THE- CLOCK SERVICE WHICH COULD BE MORE READILY SUPPLIED BY BLUE-SUITERS. MORE THAN 85% OF GEEIA'S AIRMEN MANNING LAY IN THE MISSION ESSENTIAL SKILL CATEGORY, WITH MAJOR EMPHASIS IN THE WIRE, RADIO, RADAR, INSIDE PLANT, CRYPTO, AND DRAFTING SKILLS.

IN ORDER TO BE RESPONSIVE TO CUSTOMERS' NEEDS, GEEIA USED SEVERAL MANAGEMENT AND COMPUTERIZED TECHNIQUES TO SURVEY ALL WORK IN PROGRESS WORLD-WIDE. THUS TIMELY UP-TO-THE-MINUTE DATA ON RESOURCE REQUIREMENTS, RESOURCE UTILIZATION AND CURRENT STATUS OF WORKLOAD PERMITTED GEEIA TO MAINTAIN PROPER MANPOWER MIX AND ADEQUATE SKILL LEVELS TO EFFECTIVELY ACCOMPLISH ITS MISSION.

ADDITIONALLY, THE USE OF GEEIA AIR NATIONAL GUARD SQUADRONS PROVIDED AUGMENTATION TYPE RESOURCES, ABOVE NORMAL GEEIA ORGANIC CAPABILITY, AS THEY PERFORMED TRAINING EXERCISES DEVELOPED BY GEEIA ON ACTUAL C-1 EQUIPMENT IN THE FIELD.

GEEIA MANPOWER RESOURCES

<u>FY QTR</u>	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>CIVILIANS</u>		<u>TOTAL</u>
			<u>DAFC</u>	<u>FN</u>	
3/69	502	4305	3260	327	8394
4/69	501	4305	3259	279	8344
1/70	503	4307	3254	281	8345
2/70	503	4307	3254	281	8345
4/70	503	4307	3254	281	8345

ADDITIONALLY THERE ARE 743 AIR FORCE ENGINEERING TECHNICAL SERVICES PERSONNEL AUTHORIZED THROUGH AFM 66-18 PROCEDURES.

FURTHERMORE, THE 19 AIR NATIONAL GUARD SQUADRONS ASSIGNED TO GEEIA PROVIDE AN AUGMENTATION OF 3,413 GUARDSMEN (169 OFFICERS AND 3,244 AIRMEN).<sup>22</sup>

AIR NATIONAL GUARD SQUADRONS ASSIGNED TO GEEIA

GEEIA HAS LONG HAD 17 AIR NATIONAL GUARD SQUADRONS ASSIGNED FOR TRAINING AND INSPECTION FUNCTIONS. ON 16 OCT 65, TWO ADDITIONAL SQUADRONS WERE ADDED TO THE GEEIA ASSIGNED LIST. BY AUTHORITY OF THE SECRETARY OF THE AIR FORCE AND THE CHIEF, NATIONAL GUARD BUREAU, THE 130TH AIRCRAFT CONTROL AND WARNING SQUADRON, UTAH AIR NATIONAL GUARD, SALT LAKE CITY, WAS INACTIVATED ON 15 OCT 68.



THEN, ON 15 OCT 1968, THE 130TH GEEIA SQUADRON WAS ACTIVATED BY THE SAME AUTHORITY WITH THE GAINING COMMAND BEING AFLC.<sup>23</sup>

THE 130TH GEEIA SQUADRON HAD A UNIT MANNING STRENGTH OF 15 OFFICERS, 254 AIRMEN FOR A TOTAL AUTHORIZED OF 269 PERSONNEL. THIS NEW SQUADRON WAS ASSIGNED TO THE WESTERN GEEIA REGION.<sup>24</sup>

ALSO, ON 16 OCT 68, THE 138TH GEEIA SQUADRON OF GREELEY, COLORADO WAS ACTIVATED.<sup>25</sup> THE GAINING COMMAND WAS AFLC. THE MANPOWER AUTHORIZATION WAS FOR 11 OFFICERS AND 246 AIRMEN FOR A TOTAL ASSIGNED STRENGTH OF 257.\* THIS NEW SQUADRON WAS ALSO ASSIGNED TO THE WESTERN GEEIA REGION.

#### NEW GROUND SAFETY AWARDS

EARLY IN NOVEMBER 1968, A NEW GEEIA WORLD-WIDE GROUND SAFETY AWARD PROGRAM WAS ANNOUNCED AND IMPLEMENTED. THE PROGRAM INCLUDED FIVE SEPARATE AWARDS.

A NEW REGULATION COVERED THE PROGRAM AND READ IN PART AS FOLLOWS<sup>26</sup>

\*SEE ORDERS IN APPENDIX TO THIS HISTORY.

"RECOGNIZING GROUND SAFETY ACHIEVEMENTS WITH SIGNIFICANT AND WORTHWHILE AWARDS IS AN ESTABLISHED ADJUNCT TO GROUND ACCIDENT PREVENTION PROGRAMS."

THE VARIOUS AWARDS WERE TO BE MADE ON A CALENDAR YEAR BASIS WITH NOMINATIONS SUBJECT TO THE APPROVAL OF THE GEEIA COMMANDER OR HIS DESIGNATED REPRESENTATIVE.

THE FIVE GEEIA REGIONS AND THE 2556TH AIR BASE GROUP WERE ELIGIBLE FOR THE COMMANDER'S SAFETY TROPHY AND GROUND SAFETY CERTIFICATE OF RECOGNITION.

GEEIA'S SQUADRONS WERE ELIGIBLE TO QUALIFY FOR THE OUTSTANDING AND HEADQUARTERS OPERATIONAL SQUADRON PLAQUE AND THE CERTIFICATE. THE OPERATIONAL DETACHMENTS WERE ELIGIBLE FOR THE OUTSTANDING OPERATIONAL DETACHMENT GROUND SAFETY CERTIFICATE OF RECOGNITION.

INDIVIDUAL AWARDS WERE TO BE GIVEN AN OUTSTANDING INDIVIDUAL SAFETY AWARD AND THE PRIVATE VEHICLE SAFE DRIVER AWARD. BOTH MILITARY AND CIVILIAN PERSONNEL OF GEEIA WERE ELIGIBLE FOR THE FORMER WHILE ONLY MILITARY COULD QUALIFY FOR THE SAFE DRIVER AWARD.

THE AWARD OF THE COMMANDER'S TROPHY AND ACCOMPANYING CERTIFICATE WAS TO BE BASED ON AN AGGREGATE OF PRESIDENT JOHNSON'S MISSION SAFETY 70 GOALS FOR THE YEAR. ONLY THE FIRST FOUR CATEGORIES WERE TO BE USED. THEY WERE MILITARY DISABLING INJURIES, CIVILIAN DISABLING INJURIES, AIR FORCE MOTOR VEHICLES AND CIVILIAN MOTOR VEHICLES.<sup>27</sup>

TOTALS OF THESE GOALS WERE TO BE ADDED FOR EACH REGION, HQ SQUADRON, AND OPERATIONAL SQUADRON, WITH RANK AND ORDER THEREBY DETERMINED. THE ORGANIZATIONS WERE TO BE ALIGNED WITH THE LOWEST CUMULATIVE RATE TOTAL BECOMING THE WINNER IN EACH DIVISION.

THE SCORES WERE SLATED TO BE BROKEN BY REFERRING TO THE MILITARY DISABLING INJURY RATE, AND IF NECESSARY, THE AIR FORCE MOTOR VEHICLE RATE.

PERSONAL AWARDS WERE TO BE BASED ON THE INDIVIDUAL OFFICER, NCO, AIRMAN, OR CIVILIAN WHO MADE THE MOST SIGNIFICANT CONTRIBUTION TO THE OVERALL GEEIA SAFETY PROGRAM DURING THE AWARD PERIOD. NOMINATIONS WERE TO BE SUBMITTED THROUGH CHANNELS WITH THE REGIONS, AND THE 2836TH AIR BASE GROUP SCREENING THE SELECTIONS BASED ON OBJECTIVE MERIT.<sup>28</sup>

INTRA-COMMAND PERMANENT CHANGE OF STATION MOVES

THE CONGRESS IMPOSED A 10 PER CENT SURTAX ON INCOMES EFFECTIVE 1 APRIL 1968. THIS MOVE WAS ACCOMPANIED BY A REQUIRED FEDERAL BUDGET CUT OF SIX BILLION DOLLARS FOR FISCAL YEAR 1969.<sup>29</sup>

TO MEET THE AIR FORCE GOAL OF REDUCING COSTS DURING FISCAL YEAR 1969, IT WAS NECESSARY TO TAKE ALL PRUDENT ACTIONS TO REDUCE THE NUMBER OF INTRA-COMMAND PCS MOVES. ACCORDINGLY, ONLY VALID MISSION ESSENTIAL POSITIONS WERE FILLED THROUGH THE INTRA-COMMAND MOVEMENT OF PERSONNEL. TO ACCOMPLISH THIS, RIGID CONTROLS OF INTRA-COMMAND ASSIGNMENTS WERE ESTABLISHED.

THIS POLICY BECAME EFFECTIVE ON 16 OCTOBER 1968 AND REMAINED IN EFFECT THROUGH 30 JUNE 1969.<sup>30</sup>

THE POLICY DIRECTION READ AS FOLLOWS

"A. COMMANDERS OF CONUS AND OVERSEAS ORGANIZATIONS, ONE ECHELON BELOW MAJCOM, WILL CRITICALLY SCRUTINIZE ALL UMD POSITIONS FOR WHICH VACANCIES OCCUR AND A REPLACEMENT IS REQUIRED DURING FY 69. EXAMINATION OF REQUIREMENTS MUST BE VIEWED WITH MISSION ACCOMPLISHMENT AND THE 'DOLLAR GOAL' IN PROPER PERSPECTIVE.

B. CONUS COMMANDERS WILL BE CONCERNED ONLY WITH THEIR OFFICER CATEGORY "F" AND ARMEN CATEGORY "G" OVERSEAS REQUIREMENTS FOR WHICH INTRA-COMMAND PCS ASSIGNMENTS ARE MADE TO REPLACE INCUMBENTS WHO COMPLETE THEIR TOUR. CONUS VACANCIES WILL CONTINUE TO BE FILLED THROUGH THE NORMAL ALLOCATION SYSTEM.

C. OVERSEAS COMMANDERS WILL CONSIDER ONLY OFFICER REQUIREMENTS INCLUDING UNITS IN SEA AND MOVES BETWEEN ONE OVERSEAS UNIT TO ANOTHER UNIT OF THEIR COMMAND."<sup>31</sup>

IT WAS OF INTEREST TO NOTE THAT THIS POLICY PLACED A FURTHER CURB ON THE COMMANDER OF GEEIA IN THE MANAGEMENT OF HIS MILITARY FORCES. THIS STATEMENT SHOULD IN NO WAY BE CONSIDERED DEROGATORY IN NATURE BUT RATHER A NECESSARY ACTION IN LIGHT OF CONGRESSIONAL DEMANDS.

#### NEW SYSTEM OF SUPPLYING SCHEMES

EARLY IN FISCAL YEAR 1969, THE DIRECTORATE OF MATERIEL CONCEIVED, DEVELOPED AND IMPLEMENTED A NEW APPROACH TO THE SUPPLY OF REQUIREMENTS FOR A SCHEME INSTALLATION. THIS NEW SYSTEM WAS KNOWN AS AND CALLED "AGGREGATION." AS THE NAME IMPLIED, ALL EQUIPMENT AND MATERIAL FOR A SPECIFIC SCHEME WAS CONSOLIDATED INTO A SINGLE SHIPMENT FOR DELIVERY AS A COMPLETE SCHEME INSTALLATION PACKAGE.<sup>32</sup>

PRIOR TO IMPLEMENTATION OF THIS NEW SYSTEM, SCHEME MATERIAL WAS SHIPPED TO THE INSTALLATION SITE FROM SEVERAL SOURCES. THESE SOURCES WERE IN THE MAJORITY OF CASES THE RESPONSIBLE AIR MATERIEL AREA FOR MAJOR ITEMS; GEEIA STOCKS OF MATERIAL FROM STORAGE SITES HERE AT GRIFFISS OR FROM McCLELLAN AIR FORCE BASE AND ITEMS ON PROCUREMENT CONTRACTS FROM VARIOUS MANUFACTURERS' PLANTS.

GEEIA HAD USED A SYSTEM OF CONSOLIDATING ALL REQUIREMENTS ON A SINGLE BILL OF MATERIAL, AND ISSUED THE SHIPPING INSTRUCTIONS TO ALL SOURCES. BY SO DOING, IT WAS STILL IMPOSSIBLE TO ARRANGE FOR A SIMULTANEOUS ARRIVAL AT A SITE DESTINATION OVERSEAS.

MANY ITEMS BECAME LOST OR COMMINGLED WITH OTHER SCHEME SHIPMENTS WITH EQUIPMENT AND MATERIAL FROM MULTIPLE SOURCES ARRIVING AT VARIOUS TIMES AND BEING UNLOADED BY DIFFERENT CARRIERS. THIS SITUATION RESULTED IN FREQUENT DELAYS WHILE PROCESSING REQUESTS FROM THE INSTALLATION SITE FOR RESUPPLY. THE "AGGREGATION" CONCEPT WAS DEVELOPED TO OVERCOME THIS PROBLEM.

THE IMPLEMENTATION PROCESS INVOLVED A STUDY OF THE PROBLEM AND SELECTION OF THE BEST SOLUTION. PLANNERS HAD TO GAIN

AFLC APPROVAL AND ALSO ESTABLISH WORKING AGREEMENTS WITH THE 2856TH AIR BASE GROUP AT GRIFFISS AS WELL AS WITH THE SACRAMENTO AIR MATERIEL AREA. AS A RESULT, "AGGREGATION" BECAME A WAY OF LIFE AT GEEIA.<sup>33</sup>

ALL ITEMS OF EQUIPMENT AND MATERIAL DESTINED FOR SITES OUTSIDE THE CONTINENTAL UNITED STATES WERE, AND WILL CONTINUE IN THE FUTURE TO BE CONSOLIDATED BY SCHEME AT THE AGGREGATION POINT NEAREST THE SITE. AGGREGATION POINTS WERE LOCATED HERE AT GRIFFISS AIR FORCE BASE AND OPERATED BY THE 2856TH AIR BASE GROUP AND AT McCLELLAN AIR FORCE BASE OPERATED BY THE SACRAMENTO AIR MATERIEL AREA.

A COMPLETE SCHEME BILL OF MATERIAL CONTINUED TO BE ASSEMBLED, INSPECTED, PACKAGED IN A MINIMUM NUMBER OF CONTAINERS, CLEARLY MARKED AS TO DESTINATION AND MOVED OUT TO ITS INSTALLATION SITE AS A SINGLE SHIPMENT.<sup>34</sup>

WORKING HOURS PACIFIC GEEIA REGION

THE CONFLICT IN SOUTHEAST ASIA WITH ITS EVER DEMANDING REQUIREMENTS FOR INCREASED GEEIA SUPPORT CAUSED THE PACIFIC GEEIA REGION HEADQUARTERS TO START A WORK SCHEDULE ON SATURDAYS.

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EFFECTIVE 10 AUG 68, ALL ACTIVITIES OF THE HEADQUARTERS STAFF STARTED OPERATING ON SATURDAYS FROM 0745 HOURS TO 1145 HOURS. THIS WAS IN ADDITION TO THE NORMAL WEEKDAY SCHEDULE. THEY WERE, OF COURSE, CLOSED FOR BUSINESS ON SUNDAYS AND ON FEDERAL HOLIDAYS, HOWEVER, A STAFF DUTY NON-COMMISSIONED OFFICER WAS AVAILABLE DURING ALL NON-BUSINESS HOURS. ONLY MILITARY PERSONNEL WERE BEING USED TO STAFF OFFICES ON SATURDAY. THIS ACTION PRECLUDED THE USE OF OVERTIME HAD CIVILIAN PERSONNEL BEEN REQUIRED TO PERFORM THIS DUTY. <sup>35</sup>

GEEIA-LIKE ORGANIZATION FOR REPUBLIC OF CHINA

IN EARLY 1967, THE CHINESE NATIONALIST AIR FORCE MADE A FORMAL REQUEST TO GEEIA FOR AID IN ESTABLISHING A GEEIA-LIKE ORGANIZATION. THE ORIGINAL REQUEST STEMMED FROM THEIR INTEREST IN BUILDING A CAPABILITY WITH THE ADVANTAGES OF CONSOLIDATING MANAGEMENT PRACTICES. ALSO, TO INCREASE THEIR PROFESSIONAL CAPABILITIES IN THE AREA OF COMMUNICATIONS ELECTRONICS. <sup>36</sup>

AS A RESULT OF THIS REQUEST, MR. JOHN BUNTING OF THE DIRECTORATE OF OPERATIONS AND MR. ROBERT BELT OF THE DIRECTORATE OF ENGINEERING PROCEEDED TO TAIWAN TO DETERMINE THE SPECIAL REQUIREMENTS. THESE SPECIALISTS VISITED THE HEADQUARTERS OF THE REPUBLIC'S AIR FORCE WHERE THEY



RECEIVED BRIEFINGS BY SEVERAL GENERAL OFFICERS. THIS INFORMATION WAS MOST HELPFUL AS BACKGROUND FOR THE JOB OF SETTING UP A SUITABLE ORGANIZATIONAL STRUCTURE.<sup>37</sup>

ALL THIS BACKGROUND TOOK PLACE DURING 1967 AND AS OF 1 JULY 1968 THE CHINESE NATIONALIST AIR FORCE THROUGH ITS MINISTRY OF NATIONAL DEFENSE APPROVED THE GEEIA-LIKE ACTIVITY. SINCE 1 JULY 68, THE ORGANIZATION HAS BEEN ACTIVATED AND WAS IN A BUILDING PHASE. THE NEW FACILITY WAS LOCATED AT PINGTUNG UNDER THE COMMAND OF COLONEL WONG, GEEIA COMMANDER UNDER 1ST AMA.

THEIR GEEIA WAS BROKEN DOWN INTO FIVE SECTIONS: INSIDE AND OUTSIDE PLANT, A C & W RADAR, COMMUNICATIONS (RADIO), RADAR, AND NAVIGATIONAL AIDS. THE COMPLEX WAS TO HAVE A PERSONNEL STRENGTH OF 320 WHEN FULLY MANNED. THE ORGANIZATION WAS ASSIGNED TO THE PROGRAMS AND ENGINEERING SECTION OF THE COMMUNICATIONS AND ELECTRONICS BRANCH OF THE CHINESE AIR FORCE.

WORD RECEIVED VIA LETTER ON 22 AUGUST 68 INDICATED THAT THE ORGANIZATION WAS SUBSTANTIALLY THE WAY THE TWO GEEIA SPECIALISTS LAID IT OUT.<sup>38</sup>

GEEIA'S NEWEST TOOL OF MANAGEMENT

A GOOD WORKMAN WAS KNOWN BY THE TOOLS OF HIS TRADE. IT WAS ONCE SAID, "GIVE ME A LEVER LONG ENOUGH AND A FULCRUM STRONG ENOUGH AND SINGLE HANDED I CAN MOVE THE WORLD. THIS OF COURSE WAS NOT CONSTRUED TO BE ONE OF THE BASIC TOOLS OF A GOOD MANAGER. THE TOOLS OF MANAGEMENT WERE OFTEN COMPLEX. HOWEVER, THEIR WORTH TO THE ARTISAN COULD BE AS USEFUL AS THE SAW TO THE CARPENTER OR THE SWORD TO THE WARRIOR.

FACTS, OF COURSE, ARE STUBBORN THINGS AND DO NOT CEASE TO EXIST BECAUSE THEY ARE IGNORED. THIS BRINGS US TO EXPLORE ONE OF GEEIA'S NEWEST TOOLS OF MANAGEMENT BASED ON FACTS NOT FICTION.

FIRST, A WORD OF EXPLANATION AS TO WHAT TYPE OF ORGANIZATION WAS CONNECTED TO THE ACRONYM "GEEIA." THE ORGANIZATION, THE GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY, COMMANDED BY BRIG GEN FRANKLIN A. NICHOLS, WAS ESTABLISHED IN 1958. ITS MISSION WAS TO PROVIDE THE AIR FORCE WITH SINGLE POINT MANAGEMENT OF INSTALLATION ENGINEERING AND INSTALLATION OF GROUND COMMUNICATIONS, ELECTRONICS AND METEOROLOGICAL EQUIPMENT. AN ORGANIZATION OF SOME 8,000 PERSONNEL, GEEIA'S

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HIGHLY SKILLED WORKERS COULD BE FOUND IN ALL CORNERS OF THE FREE WORLD ASSIGNED OR ATTACHED TO ONE OF FIVE GEEIA REGIONAL ORGANIZATIONS OR TO ITS 16 SQUADRONS, 19 ANG SQUADRONS, AND NUMEROUS DETACHMENTS. GEEIA'S "BLUE SUIT" WORK FORCE WAS MANNED BY APPROXIMATELY 450 OFFICERS, 4300 AIRMEN AND THERE ARE 3,000 CIVILIANS. ITS ANG STRENGTH WAS SOME 2400. SOMEWHAT LESS THAN 10 PER CENT OF THESE PERSONNEL WERE LOCATED AT GEEIA HEAD-QUARTERS AT GRIFFISS AIR FORCE BASE, NEW YORK.

GROUND COMMUNICATIONS-ELECTRONICS EQUIPMENT WAS EXTREMELY COMPLEX AND OFTEN COMPRISED THOUSANDS OF COMPONENTS FOR A SINGLE FACILITY. IT CONSISTED OF ALL RADIO, WIRE AND OTHER MEANS FOR THE ELECTRICAL AND VISUAL TRANSMISSION AND RECEPTION OF INFORMATION. ALSO INCLUDED ARE RADAR AND RADIATING AIDS TO AIRCRAFT, MISSILE OR SATELLITE CONTROL AND NAVIGATION, METEOROLOGICAL EQUIPMENT AND ELECTRONIC DEVICES INSTALLED AT A GROUND LOCATION TO PERFORM A SPECIFIC FUNCTION IN SUPPORT OF THE UNITED STATES AIR FORCE.

THUS, IT COULD BE STATED THAT GEEIA CONCERNED ITSELF WITH THE TRANSMISSION OF MANY FORMS OF INFORMATION FROM ONE POINT TO ANOTHER. AND, SINCE TIME IMMEMORIAL, MAN HAS STRIVED TO

TRANSFER INFORMATION FROM ONE DISTANT POINT TO ANOTHER WITH GREAT RAPIDITY COUPLED WITH THE UTMOST EFFICIENCY AND WITHIN THE REALM OF ACCEPTABLE COSTS.

GEEIA'S LATEST MANAGEMENT TOOL WAS ITS BRAND NEW TYPE OF COMMAND CONTROL ROOM EQUIPPED WITH DATA DISPLAY BOARDS THAT CAUGHT THE EYE BY THEIR UNIQUE ARRANGEMENT OF INFORMATION. THESE DATA DISPLAY BOARDS PORTRAYED THE PROGRESS AND PROBLEM AREAS OF EVERY INSTALLATION AND MAINTENANCE JOB THAT GEEIA TEAMS WERE WORKING ON IN EVERY CORNER OF OUR SPHERE OF INFLUENCE ON EARTH.

GENERAL NICHOLS CREATED THE BASIC IDEA FOR THIS NEW MANAGEMENT AID SINCE HE FULLY REALIZED THE SCOPE OF HIS FAR FLUNG FORCES AND THE PROBLEMS INHERENT THEREIN. THUS, THROUGH HIS IMAGINATION AND CREATIVE TALENT WAS BORN WHAT HAS PROVED TO BE THE MEANS TO THE INCREASED HEALTH OF THE GEEIA MISSION.

ROTATING DATA BOARDS, COVERING THE EASTERN REGION IN MISSISSIPPI, CENTRAL REGION IN OKLAHOMA, WESTERN REGION IN CALIFORNIA, EUROPEAN REGION IN GERMANY AND PACIFIC REGION IN HAWAII GAVE THE GENERAL AND HIS STAFF CURRENT AND VALUABLE INFORMATION. THE WORKFORCE AND WORKLOAD WORLD-WIDE WAS

DISPLAYED WITH THE SPECIFIC PURPOSE OF PROVIDING IMMEDIATE AND EFFICIENT ACTION SUPPORT TO ALL IN ACCOMPLISHING THE MULTI-FACETED MISSION.

EACH DAY THE GENERAL AND HIS STAFF ASSEMBLED IN THE CONTROL ROOM WHERE THE OFFICER-IN-CHARGE POINTED OUT THE STATUS OF ALL THE JOBS GEEIA PERSONNEL WERE WORKING ON IN ONE REGION. THUS, EACH REGION WAS REVIEWED AT LEAST ONCE A WEEK. SPECIAL EMPHASIS WAS GIVEN THOSE WORK ASSIGNMENTS THAT HAD EMBOSSED NOTATIONS IN RED. THEY INDICATED A FACILITY SUPPORT DATE THAT MAY NOT BE MET. IT WAS HERE WHERE THE APPROPRIATE STAFF MEMBER WAS DIRECTED BY THE GENERAL TO SUPPLY ANSWERS AND TO APPLY THE NECESSARY ACTIONS TO BRING THE PROJECT BACK ON THE DESIRED TIME SCHEDULE.

IT WAS NOT SIMPLE TO KEEP AN ACCURATE DAY-BY-DAY ACCOUNTING OF ALL OF GEEIA'S ACTIVITIES. A DECADE OF EXPERIENCE, OF COURSE, HAS BEEN AN ARCH TO BUILD UPON AND DATA FLOWED DAILY FROM THE REGIONS AND SQUADRONS. IT CAME TO THE HEADQUARTERS ON COMPUTER CARDS THAT SHOWED EVERY JOB ASSIGNMENT, EVERY GEEIA TEAM BY SKILL COMPOSITION, PERCENTAGE OF COMPLETION, MANPOWER UTILIZATION PERCENTAGES, MANHOUR EXPENDITURES AND A MYRIAD OF OTHER DATA.

EACH OF GEEIA'S FIVE REGIONS HAS TEN BOARDS THAT SWING 180 DEGREES FROM A CENTRAL PIVOT POINT. HERE, HUNDREDS OF SQUARE FEET OF VALUABLE INFORMATION WAS POSTED DAILY. GRAPHS WERE ALSO PREPARED THAT MET THE EYE WITH PERFORMANCE DATA, PERCENTAGE OF COMPLETION AND DELINQUENT OR DELAYED FACTORS.

SINCE AN INVESTMENT IN KNOWLEDGE HAS PAID BIG DIVIDENDS IN THESE EARLY STAGES, PLANS WERE UNDERWAY TO PROVIDE STILL FURTHER INFORMATION. THIS WOULD INCLUDE INFORMATION ON MATERIAL OR SUPPLY FACTORS, DATA ON ENGINEERING AND VEHICLE OR SPECIAL EQUIPMENT STATUS. ALL OF THIS WAS TO BE IN ADDITION TO THE WEALTH OF KNOWLEDGE ALREADY PROVIDED ON MAINTENANCE AND INSTALLATION DATA.<sup>39</sup>

#### ZERO DEFECTS PROGRAM

THE ZERO DEFECTS PROGRAM WAS IMPLEMENTED AT HQ GEEIA FOR COMMAND-WIDE USE IN 1965. SINCE THAT TIME MANY REVISIONS HAVE TAKEN PLACE THROUGHOUT THE ENTIRE SYSTEM. THE TYPES OF AWARDS AND THE METHODS OF PRESENTATION THEREOF HAVE ALSO BEEN MODIFIED AND CHANGED MATERIALLY. OF COURSE, THE AWARD SYSTEM REQUIRED REVISION DUE TO THE FACT THAT OVER THE COURSE OF YEARS SOME EMPLOYEES HAD ACHIEVED THE TOP GOLD

AWARD AND WERE WORKING TOWARDS A SECOND ONE. EARLY IN THE PROGRAM PROVISIONS FOR SUCH EVENTS WERE NON-EXISTENT WHICH NECESSITATED ADDITIVE ACTIONS BY THE ZD COUNCIL TO BE INCLUDED IN REGULATIONS.<sup>40</sup>

GENERAL NICHOLS AND THE STAFF GAVE FULL SUPPORT TO THE PROGRAM DURING FISCAL YEAR 69. IN FACT, THEY FULLY REALIZED THE BENEFITS DERIVED FROM A VIGOROUSLY SUPPORTED AND MANAGED PROGRAM. THIS FULL SUPPORT MADE THE WORK OF THE ZERO DEFECTS ADMINISTRATOR AND THE COUNCIL MUCH EASIER.

THE AFLC COMMAND HAD EVERY REASON TO BE PROUD OF THE RECORD ACHIEVED IN ZERO DEFECTS DURING THE PAST FOUR YEARS. OVER THAT PERIOD OF TIME GEEIA CONTINUALLY MAINTAINED A HIGHLY ENVIABLE POSITION REGARDING CARE FORM PARTICIPATION THROUGHOUT THE ENTIRE AFLC. FOR EXAMPLE, COMPARISON BETWEEN GEEIA AND THE LARGEST ACTIVITIES IN AFLC OF CARE FORM SUBMISSIONS AS OF PER CENT OF STRENGTH FOR THE FOURTH QUARTER OF FY 1968 WAS AS FOLLOWS



<u>ACTIVITY</u>	<u>STRENGTH</u>	<u>PER CENT</u>
GEEIA	8,334	6.0
SAAMA	21,047	0.3
OCAMA	20,908	1.1
SMAMA	15,381	2.6
WRAMA	14,885	0.3
OOAMA	13,981	0.1

AMONG THE NEW PROMOTIONAL ITEMS ESTABLISHED THIS YEAR WERE PEN AND DESK SETS FOR ADMINISTRATIVE PERSONNEL, JOTTER BALL PENS AND CIGARETTE LIGHTERS FOR OPERATIONAL AND BLUE COLLAR TYPES WHO RECEIVED GOLD AWARDS.

A MONTHLY PROGRAM FOR THE MOST OUTSTANDING ACCOMPLISHMENT WAS INSTITUTED IN JULY 1968. THE OUTSTANDING ACCOMPLISHMENT HAD TO DEAL WITH A CONTRIBUTION TO THE OPERATIONAL EFFECTIVENESS OF THE EMPLOYEES' ORGANIZATION. THE WINNERS OF THIS AWARD RECEIVED GOLD WATCHES OF GOOD QUALITY. OF COURSE, MEN RECIPIENTS RECEIVED A MAN'S WRIST WATCH AND WOMEN A LADY'S WRIST WATCH.

THROUGHOUT THIS FISCAL YEAR PROCEDURES CALLED FOR THE AWARD OF A GOLD ZD PIN TO WINNERS OF THE FIRST GOLD AWARD.

THE WINNERS OF THE SECOND GOLD AWARD RECEIVED A GOLD ZD  
PIN WITH AN EMBEDDED DIAMOND STONE CHIP. 42

NOTES

CHAPTER TWO

1. INTERVIEW WITH MR. WILLIAM MERRINAN BY THIS HISTORIAN ON 11 SEPT 69.
2. IBID.
3. IBID.
4. IBID.
5. DATA SUPPLIED BY PLANS OFFICE, HQ GEEIA.
6. IBID.
7. IBID.
8. IBID.
9. GEEIA NEWS RELEASE, DTD 29 AUG 69, RELEASED TO GUARDSMAN MAGAZINE.
10. LETTER OF APPRECIATION FROM GEEIA COMDR TO HQ AFLC AND GUARD BUREAU, DTD 8 AUG 69.
11. DATA FROM GEE, HQ GEEIA, ALSO MR. JACK MAGLAYA, BRANCH CHIEF.
12. IBID.
13. IBID.
14. DATA EXTRACTED FROM CHRONOLOGY AND OFFICIAL MOVEMENT ORDERS.
15. ARTICLE IN GEEIA NEWS, TITLED, "KEESLER'S NEW HOME FOR HQ EASTERN" IN 1 DEC ISSUE.

16. DATA SECURED FROM GESE, HQ GEEIA.
17. ITEM TAKEN FROM "CHRONOLOGY OF KEY AND IMPORTANT EVENTS IN THE HISTORY OF GEEIA."
18. IBID.
19. ARTICLE, "WHY MOBILE DEPOT MAINTENANCE," PREPARED BY MR. KILMER, GEEIA'S MAINT. MGT. DIV.
20. IBID.
21. PERSONAL KNOWLEDGE OF EVENTS BY THIS HISTORIAN AND RECORDED IN MAINTENANCE MGT. DIV., HQ GEEIA.
22. DATA FROM MANAGEMENT ENGINEERING TEAM, GAFB.
23. S. O. 203 AIR, STATE OF UTAH, MILITARY DEPARTMENT HQ UTAH NAT. GUARD, DTD, 14 OCT 68.
24. IBID.
25. G. O. NUMBER 20, STATE OF COLORADO, DATED 16 OCT 68.
26. GEEIA REG. 127-3.
27. DATA SUBMITTED TO GEK FR. GROUND SAFETY OFFICE FOR PUBLICATION AND PRINTED IN GEEIA NEWS, 1 NOV 68.
28. IBID.
29. DATA WIDELY DISSEMINATED BY ALL NEWS MEDIA IN EARLY 1968.
30. LTR FR. HQ AFLC, MCA SUBJ INTRA-COMMAND PCS MOVES, FY 69, DTD 16 OCT 68, SEE APPENDIX.
31. IBID. AND TWX FR. HQ AFLC NUMBER RUEDF1A3175, DTD 14 OCT 68, SEE APPENDIX.

32. DATA PREPARED AND PASSED TO GEK FOR PUBLICATION IN GEEIA NEWS, 15 OCT 68.
33. IBID.
34. IBID.
35. TWX 1881 FROM WHEELER AFB, HAWAII 0955Z8, AUG 68, FILED HQ GEEIA AND P. G. R.
36. HIST OF GEEIA 1 JULY 66 - 30 JUNE 67, FILED GEK, HQ GEEIA.
37. IBID.
38. LTR FR MILITARY ASSISTANCE ADVISORY GP, REPUBLIC OF CHINA TO HQ GEEIA, ATTN GEO, DTD 22 AUG 68.
39. INTERVIEW BY THIS HISTORIAN WITH CAPT BESSETTE ON VARIOUS OCCASIONS.
40. INFO KNOWN TO THIS HISTORIAN WHO IS A MEMBER OF THE ZD COUNCIL.
41. INTERVIEW BY THIS HISTORIAN WITH MR. JAMES ROGERS, GEVE-2, HQ GEEIA.
42. IBID.

CHAPTER THREE

PROJECTS AND C-F EQUIPMENT

PROJECT 69-1 REVISED

THE HEADQUARTERS EUROPEAN GEEIA REGION WAS ACTIVATED ON 1 NOVEMBER 1958.<sup>1</sup> PROJECT 69-1R WAS A GEEIA PROGRAMMING PLAN TO REDUCE THE GEEIA MANPOWER POSTURE IN THE EUROPEAN AREA. THE DEPARTMENT OF DEFENSE HAD BEEN LOOKING FOR VARIOUS MEANS OF CUTTING THE GOLD FLOW TO THE EUROPEAN AREA AS WELL AS REDUCING MANPOWER AND COSTS OVERSEAS. OF COURSE, ANY SUCH REDUCTION WAS PLANNED SO THAT LITTLE OR NO DEGRADATION OF GROUND COMMUNICATIONS-ELECTRONICS-METEOROLOGICAL SUPPORT TO CUSTOMERS WOULD RESULT.

ON 8 JULY 1968, HQ USAF IN A MESSAGE TO AFLC DISCUSSED A PROPOSAL FOR THE REDUCTION OF GEEIA FUNCTIONS AND MANPOWER IN EUROPE.<sup>2</sup>

ON 9 JULY 1968, THE AFLC REPLY TO THE ABOVE CITED MESSAGE STATED THAT A GEEIA MANAGEMENT STUDY WAS IN PROGRESS TO DETERMINE THE FEASIBILITY OF ELIMINATING HQ EUROPEAN GEEIA REGION AND THE 2879TH SQUADRON AT ATHENS, GREECE. A GEEIA PROPOSAL WAS SENT TO AFLC ON 15 JULY 68, THAT, IF APPROVED, WOULD HAVE CONSOLIDATED THE EUROPEAN AND EASTERN GEEIA REGIONS.<sup>3</sup>

HQ AFLC APPROVED THE GEEIA PROPOSALS ON 22 AUGUST 68. HQ USAF WAS REQUESTED TO SUPPORT THE PROPOSAL THAT WOULD HAVE RETAINED 532 GEEIA MANPOWER POSITIONS IN EUROPE.

ON 3 OCTOBER 68, AFLC NOTIFIED HQ GEEIA THAT AUTHORITY HAD BEEN RECEIVED FROM HQ USAF TO PROCEED WITH PLANS FOR REDUCING THE POSTURE IN EUROPE. THE USAF GUIDANCE TO AFLC STATED "IN COORDINATION WITH USAF, WE ARE REQUIRED TO SUBMIT THE DETAILED PROGRAMMING PLAN TO USAF FOR AIR STAFF REVIEW."<sup>4</sup>

BASED ON THE ABOVE CITED USAF GUIDANCE, A GEEIA STUDY GROUP WAS CONVENED ON 7 OCTOBER 1968 TO PREPARE A DETAILED PROGRAMMING PLAN ON THE CONSOLIDATION OF THE EUROPEAN GEEIA REGION. THE PLAN WAS COMPLETED AND PASSED TO AFLC ON 6 NOVEMBER 68.

THE PLAN EMBODIED THE TRANSFER OF SOME 415 MILITARY AND CIVILIAN POSITIONS FROM EUROPE TO STATESIDE GEEIA UNITS BETWEEN OCTOBER 69 AND APRIL 70. A BREAKOUT OF THIS TRANSFER WAS TO INVOLVE THE FOLLOWING ACTIONS

1. TWO POSITIONS WERE SCHEDULED TO TRANSFER FROM THE ENGINEERING DETACHMENT 6 AT TORREJON, SPAIN.
2. EIGHTY FIVE (85) POSITIONS WERE SCHEDULED TO TRANSFER WITH THE CLOSE-DOWN OF THE 2879TH GEEIA SQUADRON AT ATHENAI AIRPORT, GREECE IN JANUARY 1970.<sup>5</sup>



3. TWO HUNDRED AND SIXTY-ONE (261) POSITIONS WERE SCHEDULED TO TRANSFER BY THE TIME EUROPEAN GEEIA REGION HEADQUARTERS PHASED OUT IN THE SPRING OF 1970.<sup>6</sup>

4. SIXTY-SEVEN (67) POSITIONS WERE TO BE TRANSFERRED FROM THE 2874TH GEEIA SQUADRON, RAMSTEIN AIR BASE, GERMANY. ALTHOUGH PLANS CALLED FOR THE 2874TH SQUADRON TO REMAIN AT RAMSTEIN, THE EASTERN GEEIA REGION WAS PROGRAMMED TO ASSUME JURISDICTIONAL CONTROL OVER IT BY APRIL 1970. THIS ACTION WOULD LEAVE THE 2874TH WITH 293 POSITIONS.<sup>7</sup>

5. HQ GEEIA WAS TO GAIN A TOTAL OF 61 POSITIONS AND THE EASTERN GEEIA REGION WAS TO GAIN 354 POSITIONS. THE 354 POSITIONS FOR EASTERN WERE FURTHER IDENTIFIED AS FOLLOWS: 177 TO HQ EASTERN GEEIA REGION AT KEESLER AF BASE, MISSISSIPPI, 40 TO THE 2860TH GEEIA SQUADRON AT ROBENS AF BASE, GEORGIA, 97 TO THE 2861ST GEEIA SQUADRON AT GRIFT SS AF BASE, N. Y. AND 40 TO THE 2863RD GEEIA SQUADRON AT WRIGHT-PATTERSON AF BASE, OHIO.<sup>8</sup>

6. DETACHMENT 7, TEHERAN, IRAN AND DETACHMENT 8, NEW DELHI, INDIA WERE PROGRAMMED TO BE REDESIGNATED AS DETACHMENTS UNDER JURISDICTION OF THE DIRECTORATE OF OPERATIONS, HQ GEEIA IN THE FALL OF 1969.

7. THE MILITARY ASSISTANCE PROGRAM (MAP) AND SYSTEMS ENGINEERING RESPONSIBILITIES WERE PROGRAMMED FOR TRANSFER TO HQ GEEIA.

THE OFFICE OF THE SECRETARY OF DEFENSE ASSESSED GEEIA FOR 52 POSITIONS AS MANPOWER SAVINGS FROM THE MERGER.<sup>9</sup>

IT WAS ESTIMATED THAT THE \$3.8 MILLION SAVINGS UNDER "GOLD FLOW" WOULD BE OFFSET BY THE REQUIREMENT FOR 250 MAINTENANCE AND INSTALLATION TYPES AND 50 ENGINEERING TYPES TO PERFORM CONTINUOUS TEMPORARY DUTY TO EUROPE.<sup>10</sup>

THIS WAS THE PICTURE AT THE END OF FISCAL YEAR 69. UNDOUBTEDLY, MANY CHANGES COULD CROP UP DURING THE TRANSITION PERIOD WHICH WOULD CAUSE A DEVIATION FROM THE ACCEPTED PLAN 69-1R.

PROJECT "PEACE RUBY"

AFTER SEVERAL YEARS OF INITIAL PLANNING AND DISCUSSION, PROJECT "PEACE RUBY" GOT UNDERWAY. THIS PROJECT CALLED FOR THE INSTALLATION OF A LARGE AIRCRAFT CONTROL AND WARNING SYSTEM FOR THE GOVERNMENT OF IRAN. THIS WAS A FOLLOW-ON PROJECT TO PROJECT "SPELL OUT."

THE SHAH OF IRAN REQUESTED THAT THE COMPLETION DATE WAS DESIRED SOME TWO TO THREE YEARS EARLIER THAN PREVIOUSLY ANTICIPATED. THIS ACTION STARTED THE BALL ROLLING AND PATH LOSS TESTING, WHICH HAD BEEN HALTED FOR NEARLY A YEAR, WAS AGAIN RESUMED. A TEAM FROM THE EASTERN GEEIA REGION COMPLETED THESE TESTS ON THE 16TH OF AUGUST 1968.<sup>11</sup>

SUBSEQUENT TO COMPLETION, THE REMOVAL OF HUGE AMOUNTS OF EQUIPMENT WAS UNDERTAKEN AND ACCOMPLISHED. VALUABLE TEST VANS HAD TO BE RETURNED FROM THE TOP OF A 10,000 FOOT MOUNTAIN WITH THE AID OF BULLDOZERS. NO ROADS WERE IN EXISTENCE.

A STATEMENT OF WORK WAS PREPARED BY HQ GEEIA AND DISPATCHED TO IRAN. AMMAN AND WHITNEY, AN ARCHITECTURAL AND ENGINEERING FIRM WAS UNDER CONTRACT FOR THE CONSTRUCTION OF A DESIGN CRITERIA PACKAGE. THIS FIRM ALSO ACTED AS IN COUNTRY CONSULTANTS TO DETACHMENT 7 IN IRAN.

A LETTER CONTRACT WAS AWARDED TO PHILCO-FORD CORPORATION ON 13 DECEMBER 68.<sup>12</sup> THIS WAS A SOLE SOURCE CONTRACT AT THE REQUEST OF THE GOVERNMENT OF IRAN. THE CONTRACT PRIMARILY CALLED FOR THE COMPLETION OF FIVE BASIC TASKS AS FOLLOWS<sup>13</sup>

1. PATH LOSS TESTING OR EVALUATION OF THE PREVIOUS GEEIA EFFORT.
2. SITE EVALUATION.
3. SYSTEM DESIGN.
4. FACILITY ENGINEERING.
5. SOIL BORING.

PHILCO-FORD'S IN-COUNTRY EFFORT ACTUALLY BEGAN IN JANUARY 69 AND ON FEBRUARY 11, 1969 FORMAL WEEKLY MONITORING BECAME EFFECTIVE WITH THE INITIATION OF WEEKLY PROGRESS REVIEW MEETINGS. ATTENDING THESE MEETINGS, CHAIRED BY THE PROGRAM ACTIVATION TASK FORCE (PATF), WERE PHILCO-FORD, THE SECOND AIR FORCE, THE AIR FORCE SECTION OF ARMISH MAAG AND AMMAN AND WHITNEY. MINUTES OF THESE MEETINGS BECAME THE TOOL FOR FORMALLY INFORMING ALL U.S. CONCERNED ACTIVITIES OF PROJECT PROGRESS AND PROBLEM AREAS.

THE IMPORTANT DATES FOR GEEIA COMPLETED RESPONSIBILITIES WERE THE ENGINEERING REQUIREMENTS PLAN, OCTOBER 68, SYSTEMS DESIGN CRITERIA, JANUARY 69, AND THE CONSTRUCTION DESIGN CRITERIA, MARCH 69.<sup>14</sup>

PROJECT "RIVET JEWEL"

THE SECRETARY OF DEFENSE ON 21 AUGUST 1968 TASKED THE DEFENSE COMMUNICATIONS AGENCY (DCA) TO PREPARE A PLAN FOR THE CONSOLIDATION OF HIGH FREQUENCY COMMUNICATION FACILITIES IN THE WASHINGTON, D. C. AREA. THE PLAN CALLED FOR THE TRANSFER OF ALL ESSENTIAL DEFENSE COMMUNICATION SYSTEM AND NON-DEFENSE COMMUNICATIONS SYSTEM HIGH FREQUENCY RADIO FUNCTIONS FROM THE ARMY TO THE NAVY AND AIR FORCE. IN ADDITION, THE PLAN CALLED FOR THE PHASE OUT OF THE ARMY TRANSMITTER SITE AT WOODBRIDGE, VIRGINIA AND RECEIVER SITE AT LA PLATA, MARYLAND BY 31 AUGUST 1969. IN ORDER TO ACCOMPLISH THE PHASE-OUT BY THE DATE SPECIFIED, THE "SWITCH OFF" DATE AT THE ARMY SITES WAS ESTABLISHED AS 30 JUNE 1969. THE COMPLETED PLAN WAS FORWARDED TO THE SECRETARY OF DEFENSE ON 13 DECEMBER 1968 AND IT RECEIVED APPROVAL ON 18 FEBRUARY 1969.<sup>15</sup>

THE AIR FORCE WAS ASSIGNED MANAGEMENT OF THE WASHINGTON PIRMASENS (GERMANY), WASHINGTON FORT ALLEN (PUERTO RICO), AND WASHINGTON NATIONAL EMERGENCY COMMAND POST AFLOAT HIGH FREQUENCY RADIO TRUNKS. THE ARMY, IN ACCORDANCE WITH THE DCA PLAN, WAS TO TRANSFER VARIOUS ASSETS TO THE USAF SO AS TO

ACTIVATE THESE TRUNKS UNDER AIR FORCE MANAGEMENT. THESE REQUIREMENTS WERE DOCUMENTED<sup>16</sup> AND APPROVED FOR IMPLEMENTATION BY HQ USAF IN MARCH 1969.

THE PROJECT NICKNAME OF "RIVET JEWEL" WAS ASSIGNED WITH IMPLEMENTATION FACTORS OF PRECEDENCE RATING 1-12, URGENCY OF NEED "A", AND PRIORITY DESIGNATOR 02.

THE OVERALL PROGRAM PROVIDED FOR THE RELOCATION FROM ARMY SITES TO AIR FORCE, BRANDYWINE, MARYLAND RECEIVER AND DAVIDSONVILLE, MARYLAND, TRANSMITTER SITES. THE FOLLOWING MAJOR EQUIPMENT ITEMS WERE RELOCATED:

SIX AN/FRT-22 - 50 KW HF SSB TRANSMITTERS

ONE AN/FRT-51 - 4 KW HF SSB TRANSMITTER

SIX AN/FRR-41 - STABILIZED DIVERSITY HF SSB RECEIVER SYSTEMS

THIRTEEN TD-97 - MULTIPLEXERS

TWENTY-FOUR TD-98 - DEMULTIPLEXERS

IN ADDITION, THE PROGRAM PROVIDED FOR THE INSTALLATION OF TWO 16 CHANNEL VOICE FREQUENCY CARRIER TERMINALS.<sup>17</sup> ALSO, THE ERECTION OF EIGHT HF BAND NESTED RHOMBIC ANTENNA SYSTEMS UTILIZING 240 FOOT TOWERS.

IT BECAME APPARENT TO THE HQ GEEIA PROGRAM MANAGER, AFTER REVIEW OF ALL REQUIREMENTS, THAT IT WOULD BE IMPRACTICABLE, IF NOT IMPOSSIBLE, TO IMPLEMENT ALL THESE REQUIREMENTS BY THE REQUIRED OPERATIONAL DATE OF 30 JUNE 1969. ENGINEERING, BASE SUPPLY AND BASE SUPPORT LEADTIMES NEGATED AN INSTALLATION START DATE EARLIER THAN MID-MAY 1969. THEREFORE, A TWO PHASE IMPLEMENTATION CONCEPT WAS PRESENTED TO HQ AFPC, HQ USAF, AND DCA.

PHASE ONE WOULD ASSURE THAT MINIMUM QUANTITY OF EQUIPMENT WAS INSTALLED AND ANTENNAS ERECTED TO ALLOW ACTIVATION OF THE NEWLY ACQUIRED HIGH FREQUENCY RADIO TRUNKS UNDER USAF MANAGEMENT BY THE 30 JUNE 1969 DATE. TO ACCOMPLISH PHASE ONE APPROXIMATELY 50% OF THE INSIDE PLANT EQUIPMENT HAD TO BE INSTALLED AND MADE OPERATIONAL. ALSO, THREE OF THE LIGHT TRI-BAND NESTED RHOMBIC ANTENNA SYSTEMS HAD TO BE ERECTED AND TERMINATED. THE REMAINING INSIDE PLANT EQUIPMENT AND ERECTION OF FIVE ADDITIONAL ANTENNAS WERE TO BE COMPLETED UNDER PHASE TWO BY 30 OCTOBER 1969.

THE TIMELY SUCCESS OF THE PHASE ONE IMPLEMENTATION EFFORT WAS LARGELY DUE TO THE EXTENSIVE SUPPORT BY HQ GEEIA PERSONNEL. THE EASTERN GEEIA REGION, OCAMA AND WRAMA LIKEWISE PROVIDED PREMIUM SUPPORT. VAST CREDIT WAS DUE THE INSTALLATION TEAMS IN THE FIELD WHO WORKED HARD AND LONG HOURS TO SEE THE JOB THROUGH.

ONE ACHIEVEMENT WORTHY OF MENTION WAS THE ALMOST INCONCEIVABLE COMPLETION OF A TRI-BAND RHOMBIC ANTENNA SYSTEM IN THE RECORD TIME OF SIX DAYS. THIS WAS FROM THE FIRST TOWER SECTION ASSEMBLY TO TERMINATION OF THE COAXIAL TRANSMISSION LINES INTO THE RECEIVER RADIO FREQUENCY PATCH FACILITY. THE AVERAGE TIME REQUIRED TO CONSTRUCT AN ANTENNA OF THIS TYPE AND SIZE WAS 30 DAYS BASED ON 1000 MANHOURS. TO ACHIEVE THIS FACT, A 40 MAN TEAM WORKED 16 HOURS A DAY IN 100 DEGREE HEAT, FROM 0600 HOURS SUNDAY MORNING UNTIL 2130 HOURS FRIDAY EVENING.

A LETTER OF APPRECIATION FROM THE VICE-COMMANDER GEEIA ATTESTS TO THE SIGNIFICANCE AND TIMELINESS OF THIS EFFORT ON THE PART OF GEEIA.\*

\*SEE LETTER OF APPRECIATION IN APPENDIX TO THIS HISTORY.



WEATHER RADAR FOR DESERT TEST CENTER

GEEIA RECEIVED A REQUIREMENT, ON 26 APRIL 1969, FROM AIR WEATHER SERVICE TO INSTALL AN AN/EPS-77 WEATHER RADAR AT THE DESERT TEST CENTER, DEUWAY PROVING GROUND, UTAH. THIS RADAR FACILITY WAS REQUIRED TO PROVIDE THE U.S. ARMY WITH PRECISE KNOWLEDGE OF POTENTIAL HAZARDOUS WEATHER CONDITIONS. ACCURATE WEATHER DATA WAS A NECESSITY PRIOR TO CONDUCTING CHEMICAL-BIOLOGICAL RESEARCH DEVELOPMENT TESTING AND EVALUATION FOR THE SERVICES. A SEEMINGLY IMPOSSIBLE REQUIRED OPERATIONAL DATE OF 27 JUNE 1969 WAS ESTABLISHED.<sup>19</sup>

HQ GEEIA AND WESTERN REGION ENGINEERS PERFORMED A SITE SURVEY AND SITE CONCURRENCE WAS SUBSEQUENTLY GRANTED. THE CHIEF OF STAFF OF THE AIR FORCE APPROVED THE PROGRAM ON 4 MAY 1969. THE EQUIPMENT FOR THIS FACILITY WAS THEN REQUISITIONED FROM "RIVET CLOUD" ASSETS STORED AT OKLAHOMA CITY AIR MATERIAL AREA. MISOR ITEMS AVAILABLE IN GEEIA STOCKS WERE SHIPPED AND ARRIVED ON THE SITE 5 MAY 1969, WITH THE MAJOR ITEMS OF EQUIPMENT ON SITE BY 7 MAY 1969.

THE INSTALLATION TEAM FROM THE 270TH GEEIA SQUADRON IMMEDIATELY STARTED THEIR PRE-INSTALLATION SURVEY AND INVENTORY

OF EQUIPMENT AND SIMULTANEOUSLY STARTED ASSEMBLY OF THE 65 FOOT TOWER. THE DUCWAY POST ENGINEERS COMMENCED POURING THE TOWER AND SHELTER FOOTINGS ON 12 MAY 1969. BY THE CLOSE OF 19 MAY 1969, THE TEAM HAD ERECTED THE TOWER, INSTALLED THE PEDESTAL, ANTENNA, AND RADOME, AND HAD ERECTED THE SHELTER ON THE GROUND FOOTINGS.<sup>70</sup>

DURING THE ENSUING DAYS, THE ELECTRONIC EQUIPMENT AND CABLING WAS INSTALLED. POWER WAS APPLIED TO THE SET ON 26 MAY 1969, AND "HOT CHECK" BEGAN. THE INSTALLATION WAS COMPLETED ON 2 JUNE 1969 AND THE FACILITY WAS READY FOR THE AIR WEATHER SERVICE QUALITY CONTROL TEAM. THIS TEAM ARRIVED ON 3 JUNE 1969 AND BEGAN TO CHECK OUT THE SYSTEM. THE SIGNING OF ACCEPTANCE DOCUMENTS WAS ACCOMPLISHED BY NOON ON 6 JUNE 1969.<sup>71</sup>

GELIA HAS INSTALLED MANY AN GPS-77'S THROUGHOUT THE WORLD. HOWEVER, THIS WAS A SPECIAL REQUIREMENT WHERE TIME WAS OF ESSENCE. A TOTAL OF 36 CALENDAR DAYS ELAPSED FROM INSTALLATION START TO FINAL ACCEPTANCE BY THE CUSTOMER. THE COMPLETION DATE WAS 9 DAYS AHEAD OF THE 15 JULY 1969 REQUIRED OPERATIONAL DATE.<sup>\*</sup>

\*SEE APPENDIX FOR LETTERS OF APPRECIATION CITING GELIA'S OUTSTANDING ACCOMPLISHMENT.

SUPPORT TO STRIKE COMMAND

THE 2562ND GEEIA SQUADRON, DURING THE EARLY MONTHS OF 1969, WORKED ON A PROJECT TO COMPLETE THE INSTALLATION OF A MASSIVE COMMUNICATIONS COMPLEX AT STRIKE COMMAND HEADQUARTERS, MACDILL AIR FORCE BASE, FLORIDA. SOME 36 AIRMEN OF THE 2562ND GEEIA SQUADRON COUPLED WITH 30 OR 60 MEN FROM OTHER GEEIA SQUADRONS WORKED AS TEAMS TO FULFILL THE ASSIGNMENT.<sup>22</sup>

KNOWN AS THE "PENTAGON SOUTH," THIS BUILDING WAS PROGRAMMED TO HAVE 239 MAJOR END TELETYPE AND CRYPTOGRAPHIC ITEMS INSTALLED BY GEEIA.

FURTHER EVIDENCE OF GEEIA'S EFFORTS FOR STRIKE COMMAND REVEALED THAT A 202 PAIR TTY CABLE WAS BEING RUN INTO THE BUILDING. ALSO, 1600 PAIR OF INDIVIDUAL HOUSE CABLES AND THE SPLICING OF OVER 9000 PAIR OF CABLE WERE REQUIRED IN THE COMPLEX.

GEEIA WAS INSTALLING EQUIPMENT IN THE HEADQUARTERS BUILDING TO BE USED IN STRIKE'S PRIMARY MISSIONS, THE FIRST OF WHICH WAS TO MAINTAIN A GENERAL RESERVE OF COMBAT READY FORCES TO REINFORCE OTHER UNITED COMMANDS.<sup>23</sup>

RADIO SYSTEM LINKS NORTH AMERICA WITH EUROPE

EARLY IN THIS REPORTING PERIOD WHEELUS AFB ACCEPTED THE INSTALLATION OF AN MRC 95 TROPOSPHERIC SCATTER RADIO SYSTEM. THE EUROPEAN GEE A REGION PERSONNEL INSTALLED THE SYSTEM EQUIPMENT WHICH PROVIDED RELIABLE TELEPHONE AND TELETYPE CIRCUITS LINKING THE TWO CONTINENTS WITH THE REST OF THE WORLD. 24

THIS PROJECT WAS STARTED IN THE EARLY SPRING OF 1968. THE FIRST TWO WEEKS WERE SPENT IN REALIGNING THE SYSTEM TO CORRECT OPERATING FREQUENCIES. ALSO, OTHER TESTS WERE PERFORMED TO PREPARE THE VANS FOR MOVEMENT TO PERMANENT SITES.

NUMEROUS PROBLEMS AROSE SHORTLY AFTER THE LOCATION OF THE MRC 95 VANS. THESE PROBLEMS INVOLVED THE WAVEGUIDE. TWO FIVE FOOT SECTIONS HAD TO BE SHORTENED TO HALF THEIR ORIGINAL LENGTH. THIS WAS ACCOMPLISHED BY FIELD CUTTING AND BELIARC WELDING OF NEW FLANGES TO THE CUT SECTION. 25

ANOTHER MAJOR PROBLEM DEVELOPED WHEN IT WAS DISCOVERED THAT A RUN OF WAVEGUIDE WAS SHORT BY 18 INCHES. THE ADDITIONAL SECTION WAS AIRLIFTED FROM RESOURCES IN TURKEY WHICH ASSURED DESIRED RESULTS.

DURING THE FINAL TWO WEEKS, GEFIA PERSONNEL WORKED IN SHIFTS AROUND THE CLOCK TO MEET THE RAPIDLY APPROACHING INSTALLATION COMPLETION DATE.<sup>26</sup>

#### 486L MEDITERRANEAN COMMUNICATIONS SYSTEM

486L WAS A DESIGNATION GIVEN TO A CONSOLIDATION OF VARIOUS COMMUNICATIONS PROGRAMS IN THE MEDITERRANEAN AREA. THE SYSTEM WAS A LONG HAUL, HIGHLY SOPHISTICATED COMMUNICATIONS NETWORK, UTILIZING THE LATEST TECHNIQUES. THE MAJOR EQUIPMENT AND ITEMS OF THE SYSTEM WERE: TROPOSPHERIC SCATTER RADIO EQUIPMENT, MICROWAVE RADIO EQUIPMENT, VOICE AND TELETYPE MULTIPLEX EQUIPMENT, SIGNALING EQUIPMENT AND SUPERVISORY CONTROL EQUIPMENT.<sup>27</sup>

IN EARLY AUGUST 1965, THE EUROPEAN GEFIA REGION'S 2879TH SQUADRON WRAPPED UP THE PARNIS HORTATIS LINK OF THIS MULTIMILLION DOLLAR PROJECT AND TRANSFERRED THE SYSTEM TO THE OPERATORS.

SEVEN MAJOR SCHEMES WERE INVOLVED IN THIS SYSTEM LINK. SOME 73,000 MANHOURS WERE EXPENDED BY THE SERBIANS IN THE INSTALLATION OF A VARIETY OF EQUIPMENT AT THESE SITES.

SEVERAL FRC-97 RADIO SETS WERE INSTALLED. AT MT PARNIS, THE SCHEME CALLED FOR THE INSTALLATION OF A 1.0 KILOWATT

FIXED TROPOSPHERIC SCATTER COMMUNICATIONS STATION MADE UP OF FRC-97 TRANSMITTERS AND RECEIVERS.<sup>28</sup>

ANOTHER SCHEME AT MT PARNIS PROVIDED THE MODIFICATION AND INSTALLATION OF ONE MASTER RACK OF MC-50 MULTIPLEX EQUIPMENT WHICH HAD BEEN SHIPPED FROM CIGLI AIR BASE, TURKEY UNDER ANOTHER SCHEME. THIS PROVIDED 12 VOICE CHANNELS BETWEEN TWO OF THE 486L SITES.<sup>29</sup>

UNDER THIS SAME SCHEME, THE TEAM RECABLED THE BIG RALLY II MULTIPLEX MC-50 EQUIPMENT WHICH PROVIDED SERVICE TO 486L SITES AT ISMIR, TURKEY AND PENDELIKON, GREECE. THIS RECABLING WAS REQUIRED TO RELOCATE THE MC-50 MULTIPLEX THAT PROVIDED SERVICE TO TANAGRA AND KATSEMUHI, GREECE.

THE COMPLETED INSTALLATION PROVIDED 12 VOICE CHANNELS TO MT HORTIATIS, FOUR TO KATSEMUHI AND FOUR TO TANAGRA.

THE 2879TH GREEK SQUADRON PLAYED AN IMPORTANT ROLE IN THE INSTALLATION AT THESE SITES. AFTER THE INSTALLATION OF THE EQUIPMENT, TEAMS ASSEMBLED AND RAISED ANTENNAS TO MAKE THE SYSTEM OPERATIONAL.

ALL THESE ACTIONS COMPLETED THE MT PARNIS-MT HORTIATIS 486L COMMUNICATIONS LINK BY AUGUST 1968.<sup>30</sup>

FIXED TROPOSPHERIC SCATTER COMMUNICATIONS STATION MADE UP OF FRC-97 TRANSMITTERS AND RECEIVERS 28

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TEST RANGE RHOMBIC ANTENNA

A GEEIA FIRST WAS CLAIMED AT CAPE KENNEDY AIR FORCE MISSILE TEST STATION IN NOVEMBER 1968. IT WAS THE COMPLETION OF THE FIRST RHOMBIC AND LARGEST ANTENNA OF ITS TYPE ON THE EASTERN TEST RANGE.

THIS WAS A TRI-NESTED RHOMBIC RECEIVER ANTENNA WHICH ENCOMPASSED AN AREA OF APPROXIMATELY 1900 FEET BY 800 FEET. IT WAS INSTALLED ON SEVEN STEEL TOWERS RANGING IN HEIGHT FROM 90 TO 240 FEET.

THE SCHEME CONSISTED OF THREE ANTENNAS NESTED TO ONE COMMON HEAD TOWER WHICH WAS A DEPARTURE FROM NORMAL RHOMBIC DESIGN. SOME 3000 FEET OF ANTENNA WIRE WAS USED FOR THE CURTAINS AND THE LARGE TOWERS WERE ERECTED BY THE GIN POLE METHOD IN TEN FOOT SECTIONS.<sup>31</sup>

THIS ANTENNA WAS PROGRAMMED FOR DIRECT SUPPORT OF THE EASTERN TEST RANGE BY RECEIVING TRANSMITTED RADIO SIGNALS FROM ASCENSION ISLAND. THE ISLAND WAS 4405 NAUTICAL MILES AWAY. THE ANTENNAS AND ANTENNA STRUCTURES WERE DESIGNED TO WITHSTAND WINDS OF 120 MILES PER HOUR DURING HURRICANES.



THIS WAS THE FIRST OF SEVERAL ANTENNAS OF THIS TYPE TO BE INSTALLED OVER THE RANGE AS PART OF A VAST ANTENNA MODERNIZATION PROGRAM. A TRANSMIT ANTENNA OF COMPARABLE SIZE WAS PLANNED FOR INSTALLATION AT THE MALABAR TRANSMITTER SITE ADJACENT TO THE CAPE KENNEDY AREA.<sup>32</sup>

SATELLITE COMMUNICATIONS LINK

PERSONNEL OF THE 2868TH GEEIA SQUADRON, STATIONED AT ELMENDORF AF BASE, ALASKA COMPLETED THE INSTALLATION OF A VITAL SATELLITE COMMUNICATIONS TERMINAL AT WILDWOOD, ALASKA. THE EQUIPMENT KNOWN AS AN/MSC-46 WAS COMPLETED IN AUGUST 1968. THIS INSTALLATION WAS ONE OF THE LATEST ADDITIONS TO THE INITIAL SATELLITE COMMUNICATIONS PROGRAM.

THIS PROJECT HAD BEEN ON THE BOOKS FOR OVER A YEAR PREVIOUS BUT HAD BEEN IN A HOLD STATUS. ON 24 MAY 1968, GEEIA WAS GIVEN THE GO AHEAD SIGN.<sup>33</sup>

THE ASSIGNMENT WAS STAGGERING IN THAT THE RADOME ALONE WAS PACKED IN 19 HUGE CRATES. THE TERMINAL EQUIPMENT HAD BEEN IN STORAGE NEAR THE CONTRACTOR'S FACTORY IN CALIFORNIA. FORTUNATELY, WILDWOOD AIR FORCE STATION WAS ACCESSIBLE BY ROAD AND THE RADOME WAS MOVED TO THE SITE ON FOUR LARGE

TRUCKS. THIS WAS A DISTANCE OF 170 MILES FROM ITS STORAGE POINT AT ELMENDORF. THE CALIFORNIA STORED EQUIPMENT WAS AIRLIFTED TO ELMENDORF FOR OVER THE ROAD TRANSFER TO THE SITE.

ON 17 JUNE 68, POWER WAS APPLIED AND 40,000 POUNDS OF ANTENNA WAS LIFTED INTO A VERTICAL POSITION. AFTER IT WAS SECURED TO THE BASE, A 40 FOOT PARABOLIC REFLECTOR WAS ADDED TO COMPLETE THE ANTENNA.

MEANWHILE, OTHER GEEIA TEAMS WORKED ON PLACING THE EQUIPMENT VANS, RUNNING CABLES, AND INSTALLING DIESEL GENERATORS. THE TERMINAL INSTALLATION WAS COMPLETED ON 19 JUNE 68. THE FIRST TRANS-SATELLITE CONVERSATION WAS ACCOMPLISHED WITH CAMP ROBERTS, CALIFORNIA THE NEXT DAY.

TERMINAL OPERATIONAL TESTING WAS COMPLETED ON 24 JUNE 68. THUS, THE TERMINAL INSTALLATION TOOK ONLY 9 DAYS WHICH ESTABLISHED A RECORD.

THE FINAL TESTING OF THE INTERFACE EQUIPMENT WAS COMPLETED ON 11 JULY 68. THE AFTO 88, THE FORMS USED TO TRANSFER THE SYSTEM TO THE OPERATORS, WAS COMPLETED ON 12 JULY 68, A TOTAL OF 19 DAYS AHEAD OF THE TARGET DATE. 34

TEN MILES OF CABLE AMID BULLETS

LATE IN 1968, THE 485TH GEEIA SQUADRON AT CAM RANH BAY, VIETNAM INSTALLED A SCHEME REQUIRING 10 MILES OF BURIED CABLE.

THE MONSOON SEASON AFFECTED WORK CONDITIONS, WHICH CAUSED CREWS TO WORK DURING HOURS OF DARKNESS TO MEET SCHEDULED DATES. FOUR MILES OF THE CABLE ROUTE WERE ADJACENT TO A PERIMETER ROAD WHICH PROVED PARTICULARLY HAZARDOUS. A SET OF FLOOD LIGHTS HAD TO BE USED IN ORDER FOR THE CABLE SPLICERS TO ACCOMPLISH THEIR WORK DURING NIGHT HOURS. THE USE OF THESE LIGHTS SUBJECTED THE GEEIA TEAMS TO SNIPER FIRE.

NIGHT WORK WAS, OF COURSE, KEPT TO A MINIMUM, HOWEVER, THERE WERE TIMES WHEN CREWS WERE AROUSED FROM THEIR SLEEP AND PLACED ON THE JOB TO MEET MISSION REQUIREMENTS. THE CABLE SPLICERS INSTALLED AND SPLICED CABLES RANGING FROM 1212 PAIR TO 25 PAIR.<sup>35</sup>

NEW DISTRIBUTION FRAME CONCEPT

A MINIATURIZATION STUDY WAS COMPLETED IN AUGUST 68 BY PERSONNEL OF HQ GEEIA'S FACILITIES STANDARDS GROUP. THE STUDY INVOLVED A NEW CONCEPT IN DISTRIBUTION FRAME COMMUNICATIONS CONSTRUCTION.

THE PROJECT INVOLVED A COMPACT SHIELDED CROSS-CONNECT FRAME. IT WAS PROMPTED BY THE EVER INCREASING COST OF SPACE AND THE ADDITIONAL EXPENSE OF SHIELDING. THESE FACTORS INDICATED THE PRESSING NEED FOR MINIATURIZATION IN THIS AREA FOR GLOBAL APPLICATIONS.<sup>36</sup>

MR. CARL V. DANIELS WAS THE PROJECT ENGINEER OF THIS REVOLUTIONARY IMPROVEMENT ON EXISTING EQUIPMENT, WHILE THE CONSTRUCTION AND TESTING OF A WORKING MODEL WAS UNDER THE SUPERVISION OF CMSGT J. S. PEPPLE. THESE TWO MEN WORKED TOGETHER FOR THE PROGRESS AND DEVELOPMENT OF THE PROJECT. IMPROVEMENTS WERE ADDED FROM TIME TO TIME AND TECHNICAL PROBLEMS WERE RESOLVED ON THE SPOT SO THAT THE FINAL DESIRED PRODUCT COULD BE EVALUATED.

THE FRAME CONSISTED OF A NUMBER OF VERY HIGH DENSITY 100 PAIR BLOCKS CROSS CONNECTED WITH MINIATURE PATCH CORDS MOUNTED ON THE SIDE OF THE FRAME. THE 100 PAIR BLOCKS MEASURED FOUR AND ONE HALF INCHES IN LENGTH, TWO AND ONE QUARTER INCHES IN WIDTH AND ONE INCH IN DEPTH. SIXTY OF THESE BLOCKS COULD BE ACCOMMODATED IN A STANDARD RELAY RACK. ON THE REAR OF THE PANEL, MOUNTED SEPARATELY, WERE CONVENTIONAL BLOCKS FOR LAND LINES AND OTHER USES.<sup>37</sup>

THE FRAME ITSELF WAS HUNG ON STANDARD MOUNTING CENTERS OF A RADIO FREQUENCY INTERFERENCE SHIELDED RELAY RACK CABINET 22 INCHES WIDE, 26 INCHES DEEP AND 84 INCHES HIGH. THE MAJORITY OF THE HIGH DENSITY BLOCKS WERE CONNECTED DIRECTLY BY SHIELDED STUDS, TO THE EQUIPMENT, AND THE COMPLETED FRAMES CONFIRM TO STANDARD RED-BLACK\* CRITERIA.

SOME OF THE OPERATING ADVANTAGES WERE THE SPEED AND EASE OF MAKING CROSS CONNECTS, AND TESTING TECHNIQUES UTILIZING THE PATCH LIKE CROSS CONNECTS MADE TESTING OF ACTIVE AND SPARE CIRCUITS MUCH SIMPLER. THE ABILITY TO RE-USE CROSS CONNECTS ALSO OFFERED A LONG RANGE MONETARY SAVING.

THIS WAS PRIMARILY A CROSS CONNECT FRAME, HOWEVER, IN EMERGENCES IT COULD BE UTILIZED AS A MAIN FRAME OR TECH CONTROL. THIS WAS TRUE SINCE EVERY ITEM OF EQUIPMENT SUCH AS PATCH BAYS AND POWER APPEARED ON ITS HIGH DENSITY BLOCKS, THEREBY FACILITATING EASIER AND MORE RAPID RESTORATION OF CONTROL AND SERVICE.

AN INSTALLATION OF THE FRAME WAS MADE IN THE PROTOTYPE LABORATORY, COMPLETE WITH OVERHEAD DUCTS REPRESENTING

\*CRYPTOGRAPHIC

A TYPICAL COMMUNICATIONS CENTER. THIS INITIAL MODEL HAD 25 FULL DUPLEX SECURED LINES WHICH COULD BE EXPANDED TO 150 WITHOUT INCREASING THE NUMBER OF SHIELDED CABINETS.

BY COMPARISON, CONVENTIONAL TYPE CROSS CONNECT AND DISTRIBUTION FRAMES FOR THE SAME 150 FULL DUPLEX SECURED LINES WOULD HAVE A VOLUME 10 TIMES GREATER THAN THAT OF THE NEW COMPACT VERSIONS.

THE FRAME AND ITS COMPONENTS COULD BE STOCKED AS STANDARD GEEIA ITEMS AND INSTALLATION COULD BE ACCOMPLISHED BY GEEIA PERSONNEL.

THE PRODUCTION MODEL OF THE PROTOTYPE INSTALLATION WAS CAPABLE OF MAKING 12,000 CONNECTIONS AND LENT ITSELF MORE READILY TO SECURITY SHIELDING.

OTHER ADVANTAGES THAT THE NEW FRAME OFFERED WERE A REDUCTION OF COST AND SPACE. PRE-FABRICATION IN ADVANCE OF SHIPMENT TO THE FIELD, WITH A RESULTANT SAVING IN MANHOURS.

ITS REDUCED SIZE MADE TRANSPORTATION COSTS LESS EXPENSIVE. AS AN END RESULT, PRODUCTION MODELS WERE BOUND TO HAVE MANY ADVANTAGES OVER THE PRIOR FRAMES UTILIZED. 35

SCOPE CONTROL

SCOPE CONTROL, FORMERLY KNOWN AS PRISCILLA ELLEN, WAS A PROJECT DESIGNED TO MODERNIZE GLOBAL COMMUNICATION SITES INTO HIGH FREQUENCY AERONAUTICAL STATIONS. THE GOAL WAS TO ACCOMPLISH THIS PROGRAM BY 1976.

COMMUNICATIONS IN THE LAST DECADE HAVE TAKEN TREMENDOUS STRIDES. THE ADVANCES STAGGERED THE MIND WHEN ONE REALIZED THAT APOLLO 8 ASTRONAUTS REACHED THE MOON AREA IN DECEMBER 1968. THE ADVANCED TYPES OF COMMUNICATIONS EQUIPMENT HELPED TO MAKE 'THIS FIRST' POSSIBLE.<sup>39</sup>

SOME 10 YEARS AGO GROUND CONTROLLERS TALKED WITH AIRCRAFT CREWS BY MEANS OF RADIO FREQUENCY EQUIPMENT DEVELOPED THROUGH A PROGRAM KNOWN AS THE QUICK FIX PHASE AIR COMMUNICATIONS (AIRCOM) MODERNIZATION PROGRAM.

THE HISTORY OF GEELIA FOR 19-0 RECORDS THAT QUICK FIX EQUIPMENT WAS INSTALLED AT 23 GLOBAL SITES. GEELIA TEAMS ENGINEERED AND INSTALLED THE OUTSIDE PLANT FACILITIES, WHILE PHILCO CORPORATION INSTALLED THE INSIDE PLANT EQUIPMENT. GEELIA QUALITY CONTROL PERSONNEL INSPECTED AND MONITORED ALL THE CONTRACT WORK.

OVER THE YEARS, OPERATIONAL DEFICIENCIES IN EQUIPMENT, ANTENNAS AND CONTROL SYSTEMS HAVE BECOME EVIDENT. SOME DEFICIENCIES WERE DUE TO MISSION CHANGES, OTHERS TO ADVANCES IN THE STATE OF THE ART AND THE REMAINDER DUE PRIMARILY TO DEGRADATION OF THE PERFORMANCE OF THE EQUIPMENT.

IN 1966, WITH THE INCREASED EMPHASIS IN SOUTHEAST ASIA, FIVE SITES IN THE PACIFIC WERE MODERNIZED INTO HIGH FREQUENCY COMMUNICATION STATIONS. THESE WERE CAPABLE OF HANDLING UP TO FOUR VOICE CHANNELS OR DIVERSITY DATA CHANNELS. THIS PROJECT WAS KNOWN AS PRISCILLA ELLEN. AGAIN GEEIA ORGANICALLY INSTALLED ALL THE OUTSIDE PLANT FACILITIES. COLLINS RADIO COMPANY INSTALLED THE INSIDE PLANT EQUIPMENT.

THE SCOPE CONTROL PROJECT CALLED FOR THE MODERNIZATION OF OUR RADIOS AND SUPPORTING CONSOLES AT 20 WIDELY SEPARATED HIGH FREQUENCY AERONAUTICAL STATIONS WHICH LITERALLY COVERED THE ENTIRE GLOBE.<sup>19</sup>

THE HIGH FREQUENCY AERONAUTICAL STATIONS PROVIDED GLOBAL GROUND-AIR-GROUND COMMUNICATIONS FOR COMMAND AND CONTROL OF THE MILITARY AIRBORNE FORCE. THROUGH USE OF CONVENTIONAL GROUND-AIR-GROUND VOICE AND TELETYPE COMMUNICATIONS,



COMMANDERS COULD TALK FROM THEIR COMMAND POSTS DIRECTLY TO AIRCRAFT PILOTS. NORMAL OPERATIONAL FEATURES SUCH AS PHONE PATCHING, AND THE SELECTION AND CONTROL OF REMOTELY LOCATED EQUIPMENTS WERE ALSO INCLUDED.

HISTORY AGAIN REPEATED ITSELF WITH GEEIA TROOPS ASSIGNED TO INSTALL THE OUTSIDE PLANT FACILITIES FOR SCOPE CONTROL. COLLINS RADIO COMPANY WAS ASSIGNED TO ACCOMPLISH THE INSIDE PLANT PORTION. GEEIA ENGINEERS HAVE WRITTEN THE TECHNICAL SPECIFICATIONS AND THE STATEMENT OF WORK.

CERTAIN SELECTED SCOPE CONTROL SITES PROVIDED GROUND-AIR-GROUND SUPPORT FOR THE "SOFT TALK" 484L PROGRAM. THIS ENSURED SECURE DIGITAL VOICE AND TELETYPE COMMUNICATION FOR THE SPECIAL AIR MISSION FLEET.<sup>41</sup>

THROUGH A CENTRALIZED NET CONTROL STATION AT ANDREWS AIR FORCE BASE, THESE REMOTE SELECTED STATIONS WERE CONDITIONED AND CONTROLLED OVER HIGH GRADE CIRCUITS TO PERMIT COMMUNICATION WITH THE AIR FLEET AT ALMOST ANY POINT ON THE GLOBE.

ONE HIGH FREQUENCY STATION WAS RESERVED AS AN OPERATOR-MAINTENANCE TRAINING FACILITY FOR THE AIR TRAINING COMMAND.

ALL RADIOS AND CONSOLES WERE MODERNIZED AT THE SMALLER HIGH FREQUENCY AERONAUTICAL STATIONS. WORK WAS CONTINUING AT THE LARGER STATIONS WHICH WOULD PROVIDE ESSENTIAL COMMUNICATIONS UNTIL THE NEXT PROJECT, "SCOPE PATTERN," WAS PLANNED TO MODERNIZE THE BALANCE OF THE RADIOS. 42

GLIDE SLOPE TEST VAN

IN 1965, HQ GEEIA TASKED CENTRAL GEEIA REGION TO CONTROL, OPERATE AND MAINTAIN AN AN/MRN 8A GLIDE SLOPE VAN FOR WORLD-WIDE SITE TESTING. THIS EQUIPMENT PROVIDED VERTICAL GUIDANCE TO APPROACHING AIRCRAFT. DUAL TRANSMITTERS OPERATED ON ONE OF 20 CHANNELS WITH AUTOMATIC SWITCHOVER AND WAS CONTINUOUSLY MONITORING ITS OWN OPERATION. THE EQUIPMENT WAS HOUSED IN A MOBILE TRAILER. 43

THIS VAN HAS SINCE 1965 TRAVELED FROM THE PANAMA CANAL ZONE TO THE FAR TIP OF THE ALEUTIAN ISLANDS. AFTER A SERIES OF IMPROVEMENT MODIFICATIONS, THIS EQUIPMENT WAS CONSIDERED THE NEAR ULTIMATE FOR PROVIDING VERTICAL GUIDANCE TO APPROACHING AIRCRAFT.

OVER THE YEARS MANY IMPROVEMENTS WERE SUGGESTED BY GEEIA ENGINEERS. THE MAJORITY OF EQUIPMENT DEFICIENCIES

DEALT WITH THE TIME CONSUMING, BACK BREAKING JOB OF ERECTING A 35 FOOT ANTENNA MAST. MANPOWER HAD TO BE KEPT AT A MINIMUM FOR ALL TASKS, BUT MANPOWER WAS THE MAIN REQUIREMENT TO WRESTLE THE BULKY ASSEMBLY INTO PLACE.

AN ADDITIONAL MAJOR PROBLEM ENCOUNTERED DURING THE FACILITY FLIGHT CHECK WAS THE ADJUSTMENT OF THE NULL AND REFERENCE ANTENNA HEIGHTS TO PROVIDE THE PROPER GLIDE ANGLE. A LONG EXTENSION LADDER HAD TO BE USED TO REACH THE ANTENNAS ON THE MAST.<sup>44</sup>

THE PENDING EXTENSIVE SOUTHEAST ASIA DEPLOYMENT FOR THE VAN PROVIDED SUFFICIENT JUSTIFICATION FOR MODIFICATION. ENGINEERS WENT TO WORK AND DESIGNED MODIFICATIONS TO THE VAN. PLANS WERE FORMULATED, DESIGN SKETCHES WERE MADE AND MATERIALS ORDERED. THE SHOPS AT OKLAHOMA AIR MATERIEL AREA WERE CONTACTED AND ASSISTANCE WAS PROVIDED.

THE VAN ONCE REDESIGNED WAS A FIRST WITHIN ITS CATEGORY. THE NEW 35 FOOT MAST WAS REDESIGNED TO SLIP INTO A PIVOT ASSEMBLY ON THE REAR OF THE VAN. THIS FORMED A GIN POLE\* EFFECT, THE

\*A GIN POLE WAS A SINGLE POLE HELD IN A VERTICAL POSITION BY GUY WIRES. THE POLE SUPPORTS A BLOCK AND TACKLE AND WAS USED TO LIFT ANTENNAS OR TOWER STRUCTURES.

NORMAL MAST CROSSBRACING WAS EASILY RAISED BY TWO AIRMEN.

AN ELECTRIC WINCH WAS MOUNTED ON A TOP FRONT CORNER OF THE VAN. THE WINCH LINE COULD PASS OVER A PULLEY, ON A YOKE, ATOP THE GIN POLE CROSSBRACE AND ON DOWN TO THE ANTENNA MAST ON THE GROUND. A MERE PUSH OF A BUTTON ON THE WINCH REMOTE CONTROL SWITCH DID ALL THE WORK. IN A MATTER OF SECONDS THE MAST COULD BE RAISED TO THE VERTICAL POSITION AND SECURED IN PLACE. THE LOWERING PROCESS WAS THUSLY SIMPLE AND COULD BE ACCOMPLISHED IN THE SAME TIME.<sup>45</sup>

ANTENNA HEIGHT ADJUSTMENTS WERE ABLE TO BE MADE IN A MATTER OF MINUTES. THUS, VITAL AND EXPENSIVE FLIGHT CHECK TIME WAS VASTLY REDUCED. AS A RESULT, THE MAST RAISING MANPOWER REQUIREMENTS WERE REDUCED FROM SIX STRONG BACKS TO TWO AVERAGE PERSONNEL.

TO COMPLEMENT THE VAN MODIFICATIONS, A 24,000 BTU AIR CONDITIONER AND AN RT-723 TRANSCEIVER WERE INSTALLED. A FIRST AID KIT, WATER COOLER, FIRE EXTINGUISHER AND A COMPLETE CHEST OF HAND TOOLS WERE INCLUDED TO PROVIDE FOR ANY CONTINGENCY.

THIS EQUIPMENT WAS SHIPPED TO SOUTHEAST ASIA AT THE REQUEST OF PACIFIC GEEIA REGION.<sup>46</sup>

GEEIA'S SUPPORT TO MAN-ON-THE-MOON PROJECT

GEEIA SUPPORTED THE APOLLO PROGRAM FROM THE BEGINNING THROUGH APOLLO 11 WHICH PLACED A MAN ON THE MOON.

A 72 HOUR OPERATIONAL HOT CHECK WAS CONDUCTED, BY A TEAM FROM THE 2862ND SQUADRON, ON THE ULTRA HIGH FREQUENCY TIMING TRANSMITTER SYSTEM. THIS SYSTEM HAD BEEN INSTALLED EARLIER THIS YEAR AND ITS OPERATIONAL CONDITION DEMANDED FINAL CHECKS TO ENSURE A GO CONDITION.

FINAL CHECKS WERE ALSO MADE ON A CONTRACTOR'S MODIFICATION DESIGNED TO IMPROVE THE SENSITIVITY OF ELECTRICAL SIGNAL INPUTS TO THE EQUIPMENT. 47

GEEIA ALSO COMPLETED WORK ON A TIMING DISTRIBUTION SYSTEM WHICH OBTAINED ITS CLOCK INPUT FROM RCA EQUIPMENT AT THE CAPE CENTRAL CONTROL BUILDING. THE TIMING SIGNALS WERE USED TO SET CLOCKS TO PRECISE "ZULU" TIME AT SPECIFIC MISSILE TRACKING RADAR SITES WITHIN A 40 MILE RADIUS OF THE CAPE. DIGITAL IMPULSES INDICATED THE EXACT TIME OF DAY COMPUTED TO A MICROSECOND. DATA COLLECTING SITES RECEIVED THE TIMING SIGNAL ON ANTENNAS WHERE IT WAS FED INTO A DECODER AND THEN SUPERIMPOSED ON RECORDED LAUNCH INFORMATION CARDS. IT WAS ESPECIALLY

IMPORTANT IN RADAR TRACKING TO KNOW EXACTLY WHERE THE SPACE VEHICLE WAS LOCATED AT ANY POINT IN TIME.

RADIO PROPAGATION WAS MORE ACCURATELY FIGURED WHEN COMPUTING TIME DELAYS BECAUSE RADIO FREQUENCIES TRAVEL AT A CONSTANT SPEED WHEREAS LAND-LINE DISTRIBUTION IS VARIABLE AND NOT AS ACCURATE. WHERE LONG DISTANCES WERE INVOLVED, THE TIME DELAY WAS DIFFICULT TO COMPUTE. THIS WAS ESPECIALLY TRUE WHEN USING PULSED-SIGNAL OUTPUTS AS IN THE OLD SYSTEM. 48

FIGURING TIME WAS EXTREMELY IMPORTANT TO THE TRACKING PEOPLE AND VITALLY ESSENTIAL TO THE APOLLO PROGRAM. IT WAS SO IMPORTANT IN FACT, THAT THE INSTALLATION WAS ENGINEERED TO PROVIDE TWO SEPARATE BUT INTERCONNECTED TRANSMITTERS. ONE WAS USED AS A PRIMARY RADIATION SOURCE AND THE OTHER SERVED AS A BACK-UP FACILITY.

SHOULD THE POWER OF THE PRIMARY EQUIPMENT DROP TO HALF OF ITS REGULAR OUTPUT, THE SYSTEM AUTOMATICALLY SWITCHED TO THE BACK-UP TRANSMITTER. THIS SWITCHING ACTION WAS INITIATED BY SENSING A DIRECT CURRENT FEED BACK SIGNAL FROM A MONITOR DIPOLE ANTENNA WHICH WAS LOCATED ATOP THE 500 FOOT TOWER.

THIS NEW TIMING FACILITY WAS PROGRAMMED FOR USE IN ALL FUTURE MISSILE LAUNCHES FROM CAPE KENNEDY.<sup>49</sup>

APOLLO ELEVEN

GEEIA PERSONNEL, FROM THE PROGRAMMERS AND ENGINEERS AT THE GRIFFISS AFB HEADQUARTERS TO THE ENGINEERS, INSTALLERS AND MAINTENANCE MEN OF THE 2862ND GEEIA SQUADRON AT PATRICK AFB, FLA., TO THE WESTERN GEEIA REGION PERSONNEL AT McCLELLAN AND VANDENBERG AIR FORCE BASES IN CALIFORNIA, HAD A FEELING OF DEEP SATISFACTION FOR THE TREMENDOUS RESULT ACHIEVED THROUGH THEIR GROUND COMMUNICATIONS-ELECTRONICS SUPPORT TO THE BLUE SWAN II (APOLLO) PROGRAM.

THE NOVEMBER 1963 DEPARTMENT OF DEFENSE DIRECTIVE KICKED OFF THE LENGTHY, STRENUOUS CYCLE FOR PROGRAMMING MILESTONE EVENTS, EFFECTING THE TECHNICAL AND PRE-ENGINEERING ASSISTANCE, DEVELOPING SYSTEM STANDARDS, WRITING THE WORK STATEMENTS, PREPARING THE TEST DOCUMENTATION, AND DEVELOPING PROCUREMENT EXHIBITS.

MAJOR SYSTEMS AND SUB-SYSTEMS USED FOR THE MERCURY AND GEMINI FLIGHTS WERE MODERNIZED. THE COMPATIBILITY OF EQUIPMENTS BETWEEN THE EASTERN AND WESTERN TEST RANGES AND OTHER NATIONAL COMMUNICATIONS SYSTEMS WAS ENSURED.

ENGINEERING WORK WAS ACCOMPLISHED ON MANY DIFFERENT COMMUNICATION DEVICES, RANGING FROM SUBMARINE CABLE TO TROPOSPHERIC SCATTER TRANSMITTERS AND RECEIVERS, SINGLE SIDE-BAND RADIO, MICROWAVE, AND SINGLE-SIDEBAND SHIP/SHORE AND AIR/GROUND.

A COMPLETE COMMUNICATIONS CONTROL CENTER WAS ENGINEERED AND INSTALLED AT WHEELER AFB, HAWAII.

TWO MILES OF GROUND COMMUNICATION CABLE, CONSISTING OF BOTH AUDIO AND VIDEO CABLE PAIRS, WERE INSTALLED BETWEEN APOLLO LAUNCH PADS 34 AND 37.

RHOMBIC AND VERTICAL LOG PERIODIC ANTENNAS, INTERCOM, MICROWAVE AND DIGITAL DATA SYSTEMS, HIGH FREQUENCY RECEIVERS, AND CRYPTO DATA CIRCUITS WERE INSTALLED AT THE MALABAR, FLA., ANTIGUA, ASCENSION, GRAND BAHAMA, AND GRAND TURK TRACKING STATIONS.

#### GEEIA'S SUPPORT TO THE APOLLO 8 MOON SHOT

GEEIA PERSONNEL PLAYED A SIGNIFICANT ROLE IN THE APOLLO 8 MISSION OF DECEMBER 1968. THE 2862ND SQUADRON AT PATRICK AIR FORCE BASE IN FLORIDA WORKED ON FOUR MAJOR PROJECTS IN SUPPORT OF APOLLO. THESE PROJECTS INVOLVED THOUSANDS OF MANHOURS OF ENGINEERING AND INSTALLATION WORK. 50



THE WORK PROJECTS WERE CONDUCTED AT CAPE KENNEDY AND AT ANTIGUA ISLAND, A STATION ON THE AIR FORCE'S EASTERN TEST RANGE. THE 2862ND PERSONNEL ENGINEERED AND INSTALLED HIGH FREQUENCY AND SINGLE SIDEBAND RECEIVERS.

THE CAPE PORTION OF THE PROJECT, WHICH BEGAN IN NOVEMBER 1965, INVOLVED 170 ENGINEERING MANHOURS AND 944 INSTALLATION MANHOURS.

AT ANTIGUA WORK BEGAN IN JUNE 68 AND WAS COMPLETED IN SEPTEMBER 68. ENGINEERS DEVOTED 254 MANHOURS TO THE PROJECT, WHILE INSTALLATION TEAMS WORKED 1402 MANHOURS.

AT CAPE KENNEDY THE SQUADRON ENGINEERED AND INSTALLED TRINESTED RHOMBIC ANTENNAS. THIS PORTION OF THE WORK STARTED IN JULY 68 AND CONTINUED THROUGH SEPTEMBER 68.

SOUTH OF CAPE KENNEDY AT MALABAR, FLORIDA, SQUADRON PERSONNEL ENGINEERED AND INSTALLED A VERTICAL LOG PERIODIC ANTENNA USED IN DOWN RANGE COMMUNICATIONS. THIS STARTED IN SEPTEMBER 68 AND INVOLVED 218 ENGINEERING MANHOURS AND 1550 MANHOURS TO INSTALL THE EQUIPMENT.

AT BOTH MALABAR AND CAPE KENNEDY, THE SQUADRON, TOGETHER WITH A CONTRACTOR, HANDLED THE MODIFICATION OF RHOMBIC

ANTENNAS USED IN SUPPORT OF THE APOLLO 8 MISSION. THIS WORK INCLUDED THE RAISING, ENLARGING, AND INCREASING THE DURABILITY OF THE ANTENNAS.

GEEIA WORKED IN SUPPORT OF THE APOLLO PROGRAM FOR 18 MONTHS. INCLUDED IN THESE PROJECTS WERE INTERIM MICROWAVE SYSTEMS AT ANTIGUA, CABLE INSTALLATIONS ALL ALONG THE DOWN RANGE TRACKING NETWORK, INTERCOM SYSTEMS AND A NUMBER OF PUBLIC ADDRESS SYSTEMS AT THE VARIOUS SITES.<sup>51</sup>

#### BUIC III INSTALLATIONS

WITH THE AFTO 88'S SIGNED OFF WITHOUT EXCEPTION, FOR THE BACK-UP INTERCEPTOR CONTROL (BUIC III) FACILITY AT MT. LAGUNA, CALIFORNIA, GEEIA TURNED OVER THIS AIR DEFENSE CENTER TO ELECTRONIC SYSTEMS DIVISION FOR USE BY THE AEROSPACE DEFENSE COMMAND.

A GEEIA TEAM FROM THE 286TH GEEIA SQUADRON, McCLELLAN AFB, CALIFORNIA INSTALLED THE MT. LAGUNA HIGH SPEED, COMPUTERIZED CONTROL CENTER, WHICH WILL PROVIDE THE 27TH AIR DIVISION WITH UP-TO-THE-MINUTE INFORMATION ON ANY AIRBORNE THREATS.

THIS FACILITY WAS THE ELEVENTH OF THE 15 WIDELY SPREAD, SEMI-AUTOMATIC CONTROL CENTERS, WHICH BACK-UP THE SEMI-AUTOMATIC

GROUND ENVIRONMENT (SAGE) SYSTEM, AND TAKE OVER IN CASE ONE OR MORE SAGE DIRECTION CENTERS WERE DESTROYED.

THE MAINSPRING OF THE SYSTEM WAS THE BURROUGHS CORPORATION HIGH-SPEED D-825 ELECTRONIC COMPUTER. IT COULD READILY COMBINE INPUT SUCH AS RADAR SIGNALS, WEAPONS STATUS, WEATHER, FLIGHT PLANS, AND TRANSMISSIONS FROM AIRBORNE OR NAVAL PATROLS INTO AIR DEFENSE DATA.

BY ELECTRONICALLY SCANNING FLIGHT PLANS, PREFILED INTO THE COMPUTER, IT COULD AUTOMATICALLY IDENTIFY AIRCRAFT AS FRIENDLY OR HOSTILE. THEN, INTERCEPT POINTS COULD BE COMPUTED AND PRESENTED TO THE CONSOLE OPERATORS.

THE SAME TEAM FROM THE 2-87TH GEEIA SQUADRON FINISHED THE TWELFTH BUIC III FACILITY AT FALLON AFB, NEVADA IN MAY 1969.

THE REMAINING THREE FACILITIES WERE SCHEDULED FOR COMPLETION DURING 1969 AS FOLLOWS -- CALUMET, MICHIGAN IN JUNE; CHARLESTON, MAINE IN JULY; AND FORTUNA, NORTH DAKOTA IN SEPTEMBER.

AIRCRAFT CONTROL AND WARNING FOR MEKONG DELTA

THE 485TH GEEIA SQUADRON HEADQUARTERED AT CAM RANH BAY, VIETNAM COMPLETED IN LATE OCTOBER 1968 AN ELABORATE RADAR

COMPLEX FOR CONTROLLING THE SKIES OF THE MEKONG DELTA. THIS NEW AIRCRAFT CONTROL AND WARNING SYSTEM WAS FOR DETACHMENT 3 619TH TACTICAL AIR CONTROL SQUADRON AT BINH THUY AIR BASE VIETNAM 52

INSTALLATION OF THIS NEW COMPLEX WAS STARTED IN OCTOBER 1967 OR A YEAR PRIOR TO COMPLETION OF THE FACILITY. THERE WERE PROBLEMS THAT CONFRONTED THE PERSONNEL OF THE 485TH THROUGHOUT THE ENTIRE INSTALLATION PROCESS. ADVERSITIES SUCH AS BLISTERING HOT AND MUGGY WEATHER, DRIVING RAIN STORMS, MUD, SHORTAGES OF PARTS AND OF COURSE THE EVER PRESENCE OF THE VIET CONG MORTAR ATTACKS.

THIS NEW EQUIPMENT INCLUDED SEARCH AND HEIGHT FINDING RADAR SETS, A SELECTIVE IDENTIFICATION FEATURE (SIF), INFORMATION FRIEND OR FOE (IFF) EQUIPMENT, INDICATOR SCOPES, VIDEO MAPPER, INFERENCE BLANKER, DISPLAY PLOTTING BOARD AND ALL THE ANCILLARY EQUIPMENT REQUIRED TO OPERATE AND MAINTAIN LONG RANGE SEARCH AND HEIGHT FINDING EQUIPMENT. ALL OF THIS EQUIPMENT COULD WELL BE DESIGNATED AS "EYES" OR VIDEO EQUIPMENT. 53

THE SO CALLED "EARS" OR SOUND EQUIPMENT CONSISTED OF GROUND TO AIR RADIOS PROVIDING ULTRA HIGH FREQUENCY AND VERY HIGH

FREQUENCY CHANNELS OF RADIO VOICE COMMUNICATIONS, AN ULTRA HIGH FREQUENCY MULTI-CHANNEL TRANSMITTER AND RECEIVER, ULTRA HIGH FREQUENCY MULTI COUPLERS, RECORDERS WITH SPEAKERS AND ANCILLARY EQUIPMENT.

THIS EQUIPMENT PERMITTED THE AIR TRAFFIC REGULATION CENTER CONTINGENT TO MAINTAIN RADAR AND RADIO CONTROL WITH AIRCRAFT FLYING POINT TO POINT UNDER INSTRUMENT FLYING RULES.

SIMILARLY, THE RADAR SCOPES, GROUND TO AIR RADIO, AND POINT TO POINT COMMUNICATIONS ALLOWED THE U. S. AIR FORCE AND THE VIETNAMESE AIR FORCE PADDY CONTROLLERS TO EFFICIENTLY HANDLE TACTICAL ARMED AIRCRAFT ENROUTE TO RENDEZVOUS WITH FORWARD AIR CONTROLLERS FOR STRIKES AGAINST THE VIET CONG.<sup>34</sup>

NOTES

CHAPTER THREE

1. AMC, G.O. 115 DATED 29 OCTOBER 1958.
2. GEEIA PROGRAMMING PLAN 69-1R PAGE A1.
3. IBID.
4. IBID.
5. IBID.
6. IBID.
7. IBID.
8. IBID.
9. INTERVIEW 18 AUG 69 BY THIS HISTORIAN WITH MISS ADDIE SCHMID.
10. IBID.
11. DATA SUPPLIED BY DET 7 HISTORIAN ON 14 AUGUST 69.
12. CONTRACT NUMBER F34(69) 08-A-2705-0960.
13. HISTORICAL REPORT, DET 7, IRAN.
14. IBID.
15. DATA PREPARED BY MR. A. J. KEELE, PROJECT MANAGER, GEOCC, HQ GEEIA.
16. CEIP 3KB040Y-9B07E.
17. TELE-SIGNAL MODEL 2090-16.
18. DATA PREPARED BY MR. A. J. KEELE, PROJECT MANAGER, GEOCC, HQ GEEIA.

19. INTERVIEW BY THIS HISTORIAN WITH MR. JOHN W. KRATZERT, PROGRAM MONITOR, GEOCA, HQ GEEIA ON 24 JUNE 1969.
20. DATA SUPPLIED TO GEEIA HISTORIAN FROM GEOCA, HQ GEEIA.
21. THE APPLICABLE FORM WAS THE AFTO #8.
22. DATA FROM EASTERN GEEIA REGION, 2862ND SQ TO GEEIA NEWS AND PUBLISHED MAY 15, 1969.
23. IBID.
24. DATA FROM EUROPEAN GEEIA REGION MONITORS TO GEK. ALSO, ARTICLE IN GEEIA NEWS, SUBJ, "4TH LINKS NO. AFRICA WITH EUROPE," 15 AUG 68.
25. IBID.
26. IBID.
27. ESD, MILITARY INFORMATION SYSTEMS LISTING.
28. DATA PREPARED BY EUROPEAN GEEIA REGION AND PROJECT MONITORS FOR RELEASE. ALSO, ARTICLE IN GEEIA NEWS, SUBJ, "MAMMOTH MEDITERRANEAN MISSION," 15 AUG 68.
29. IBID.
30. IBID.
31. DATA SUBMITTED BY EASTERN GEEIA REGION TO GEK FOR GEEIA NEWS. ALSO, ARTICLE IN GEEIA NEWS, 15 NOV 68.
32. IBID.
33. DATA SUPPLIED BY 2865TH GEEIA SQ TO GEK AND SUBSEQUENT ARTICLE IN GEEIA NEWS 1 SEPT 68 ENTITLED, "WILDWOOD SATELLITE COMM. LINK FINISHED BY 2865TH TEAM."
34. IBID.

35. DATA SUBMITTED BY 485TH GEEIA SQUADRON TO GEK, HQ GEEIA.
36. DATA PREPARED BY ENG. IN HQ GEEIA AND USED IN ARTICLE IN GEEIA NEWS, SUBJ, "MINIATURIZATION STUDY COMPLETED, 1 AUG 68.
37. IBID.
38. IBID.
39. DATA OBTAINED FROM PROJECT MONITOR, MR. GERALD HARRIS, GEEPR AND MR. BENNY CARCONE, OPERATIONS DIRECTORATE, HQ GEEIA.
40. IBID.
41. IBID.
42. IBID.
43. DATA EXTRACTED FROM AFCS CE EQUIPMENT DIRECTORY, AFCSP 100-2, 1 AUG 66.
44. ARTICLE SUBJ, "CENTRAL'S GLIDE SLOPE TEST VAN DEPLOYED TO SEA," IN GEEIA NEWS 1 JULY 68.
45. IBID.
46. IBID.
47. DATA SUPPLIED BY 2862ND GEEIA SQUADRON TO GEK AND SUBSEQUENT ARTICLE IN 15 JULY 1969 GEEIA NEWS, SUBJECT, "2862 CONTINUES SUPPORT OF MAN-ON-THE-MOON PROJECT."
48. IBID.
49. IBID.
50. DATA SUBMITTED BY MR. LYNCH, GEOS, HQ GEEIA.
51. IBID.



52. STORY PREPARED BY 485TH GEEIA SQUADRON, CAM RANH BAY,  
VIETNAM.

53. IBID.

54. IBID.

CHAPTER FOUR

STATISTICAL DATA AND MISSION PROGRESS

SCHEMES AWAITING APPROVAL

THE NUMBER OF SCHEMES PENDING UNITED STATES AIR FORCE/ MAJOR COMMAND APPROVAL CONTINUED TO RISE THROUGHOUT THIS FISCAL YEAR. THE IMPORTANCE RESIDED IN THE FACT THAT THIS WAS POTENTIAL GEEIA WORKLOAD. AS OF JUNE 1969, THE LEVEL OF UNAPPROVED WORKLOAD REACHED A FISCAL YEAR HIGH OF 1567. A BREAKOUT OF THESE JOBS BY PROGRAM CATEGORY INDICATED THE BASE WIRE PROGRAM WITH 753; COMMUNICATIONS-ELECTRONICS IMPLEMENTATION PROGRAMS 764, AND ALL OTHER PROGRAMS 50.

THE CENTRAL GEEIA REGION REGISTERED THE LARGEST INCREASE DURING THE YEAR. ANALYSIS OF THIS REGION'S WORKLOAD SHOWED THE BASE WIRE COMMUNICATIONS PROGRAM AND AUTODIN ACCOUNTED FOR SOME 500 OF THE 655 SCHEMES PENDING APPROVAL.

THE FOLLOWING STATISTICS INDICATE THE NUMBER OF SCHEMES AWAITING APPROVAL BY MONTH DURING FISCAL YEAR 69:

JULY 68	104
AUGUST 68	872
SEPTEMBER 68	855
OCTOBER 68	1062
NOVEMBER 68	1103

DECEMBER 68	1100
JANUARY 69	1080
FEBRUARY 69	1110
MARCH 69	1226
APRIL 69	1416
MAY 69	1552
JUNE 69	1567*

DELINQUENT SCHEMES

DELINQUENT SCHEMES REFERRED TO THOSE WHERE SLIPPAGES IN TIME WERE DUE TO SLOW CONSTRUCTION, SHORTAGE OF MATERIAL, DELAYS IN SUPPORT, HIGHER PRIORITY WORKLOAD AND LACK OF AIR-GROUND EQUIPMENT. SCHEMES IN PLANT-IN-PLACE PHASE, SCHEMES AWAITING AF TO 88 EXCEPTIONS AND THOSE AWAITING HIGHER COMMAND APPROVAL WERE EXCLUDED IN THE STATISTICS.

THE IMPORTANT FACTOR WAS THE FACT THAT DELINQUENT SCHEMES CONTINUED IN A DOWNWARD TREND. GEFIA'S STEADY DECLINE FROM 2150 IN THE FIRST QUARTER OF FISCAL YEAR 68 TO 159 IN THE FOURTH QUARTER OF FISCAL YEAR 69 MARKED THE SEVENTH CONSECUTIVE QUARTERLY DECLINE.

\*SOURCE: MGT ANALYSIS BRANCH, HQ GEFIA.

FURTHER ANALYSIS AT THE END OF FISCAL YEAR 69 OF THE 159 DELINQUENT SCHEMES WAS PROGRESSING SATISFACTORILY AND NO CORRECTIVE ACTIONS WERE REQUIRED.

THE FOLLOWING STATISTICS SHOWED THE DECLINE IN DELINQUENT SCHEMES BY FISCAL YEAR QUARTERS.

FISCAL YEAR 1968

1ST QUARTER	2150
2ND QUARTER	1695
3RD QUARTER	1401
4TH QUARTER	1309

FISCAL YEAR 1969

1ST QUARTER	965
2ND QUARTER	726
3RD QUARTER	252
4TH QUARTER	159

GENERAL NICHOLS AND HIS STAFF, COUPLED WITH ACCURATE REPORTING AND DISPLAY PROCEDURES, WERE RESPONSIBLE FOR THIS DYNAMIC DECLINE IN DELINQUENT SCHEMES. THIS AREA HAD LONG BEEN TROUBLESOME AND OF CONCERN TO MANAGEMENT.\*

\*SOURCE: MGT ANALYSIS BRANCH, HQ GEEIA.

DELINQUENT MAINTENANCE JOBS

A DELINQUENT MAINTENANCE JOB WAS ONE WHICH WAS PAST THE FORECASTED SUPPORT DATE. MAINTENANCE JOBS WHICH WERE AWAITING CLEARANCE OF AFTO 217 EXCEPTIONS WERE EXCLUDED. \*

AS OF THE END OF JUNE 1969, DELINQUENT MAINTENANCE WORK ORDERS DROPPED TO FOUR WHICH WAS GELIA'S BEST POSITION DURING FISCAL YEARS 1968 AND 1969. JUNE 1969 WAS THE FIRST TIME THAT THERE WERE ZERO DELINQUENCIES IN FOUR OF GELIA'S FIVE REGIONS.

THE FOLLOWING STATISTICS SHOWED THE NUMBER OF DELINQUENCIES BY QUARTER FOR THE PAST TWO FISCAL YEARS

FISCAL YEAR 1968	
1ST QUARTER	250
2ND QUARTER	173
3RD QUARTER	164
4TH QUARTER	122
FISCAL YEAR 1969	
1ST QUARTER	33
2ND QUARTER	26
3RD QUARTER	5
4TH QUARTER	4

\*SOURCE: MGT ANALYSIS BRANCH, HQ GELIA

GEEIA'S CUSTOMER SUPPORT FY 69

CUSTOMER SUPPORT WAS MEASURED IN TERMS OF DIRECT MISSION MANHOURS ON ENGINEERING, INSTALLATION AND MAINTENANCE WORKLOADS. THIS INCLUDED MANHOURS EXPENDED ONLY ON WORKLOADS IDENTIFIED AS SCHEMES, JOB ORDERS, AND WORK ORDERS.

DURING THE SIX MONTHS ENDING 30 JUNE 1969, GEEIA EXPENDED A TOTAL OF 2,753,827 DIRECT MISSION MANHOURS. MOST OF THESE MANHOURS WERE IN SUPPORT OF 10 MAJOR CUSTOMERS.

GEEIA'S SUPPORT TO THE AIR FORCE LOGISTICS COMMAND REVEALED THE FOLLOWING:

1. OVER 187,000 MANHOURS WERE EXPENDED FOR "IN-HOUSE" MAINTENANCE.
2. 55,000 MANHOURS WERE EXPENDED FOR INSTALLATION OF COMMUNICATIONS-ELECTRONICS EQUIPMENT.
3. APPROXIMATELY 52,000 MANHOURS WERE EXPENDED FOR ENGINEERING SURVEYS AND STUDIES.
4. SOME 14,000 MANHOURS WERE EXPENDED FOR GENERATING AND UPGRADING FACILITY AND EQUIPMENT STANDARDS.
5. THE REMAINING EFFORT WAS EXPENDED FOR CEM AND RELATED SUPPORT OF AFLC FACILITIES.

THE FOLLOWING CHART DEPICTED GELIA'S SUPPORT TO ITS MAJOR CUSTOMERS:

<u>CUSTOMER</u>	<u>MANHOURS EXPENDED</u>	<u>PER CENT</u>
PACAF	519,222	18.9
AFCS	502,595	18.3
AFLC	322,736	11.7
AFSC	269,957	9.8
ADC	240,605	8.7
AWS	169,014	6.1
SAC	143,001	5.4
USAFI	140,032	5.1
TAC	72,059	2.6
ATC	70,267	2.6
OTHER	298,359	10.8
<u>TOTAL</u>	<u>2,757,827</u>	<u>100.*</u>

GELIA'S EFFORT BY WORKLOAD SOURCE

THE MAJOR SOURCES OF GELIA'S WORKLOAD IN THE ENGINEERING, INSTALLATION AND ON-SITE DEPOT LEVEL MAINTENANCE CAME FROM

\*SOURCE - MGT ANALYSIS BRANCH, HQ GELIA.



AIR FORCE MANUAL 100-18 PROCEDURES, AIR FORCE REGULATIONS 375 SERIES PROCEDURES, MOBILE DEPOT MAINTENANCE IN ACCORDANCE WITH TECHNICAL ORDER 00-25-108, AND THE MILITARY ASSISTANCE PROGRAM.

APPROXIMATELY 62 PER CENT OF GEEIA'S TOTAL DIRECT MISSION EFFORT DURING THE LAST SIX MONTHS OF FISCAL YEAR 69 WAS EXPENDED IN SUPPORT OF THE COMMUNICATIONS-ELECTRONICS-METEOROLOGICAL PROGRAM. OVER 25 PER CENT WAS EXPENDED ON MAINTENANCE SUPPORT PROGRAMS. THE BALANCE OF GEEIA'S EFFORT WAS DIVIDED AMONG MILITARY ASSISTANCE PROGRAMS AND MISCELLANEOUS OTHER PROJECTS.\*

THE FOLLOWING STATISTICS PORTRAYED GEEIA'S EFFORT EXPENDED BY WORKLOAD SOURCE DURING THE LAST SIX MONTHS OF FISCAL YEAR 1969.

WORKLOAD SOURCE	MANHOURS EXPENDED	PER CENT
CI/M IMPLEMENTATION PROGRAMS	1,706,417	62
MAINTENANCE SUPPORT PROGRAMS	714,366	25.9
SYSTEMS SUPPORT PROGRAMS	227,111	8.2
OTHER	106,133	3.9
TOTAL	2,753,827	100

\*SOURCE: MGT ANALYSIS BRANCH, HQ GEEIA.

FIRST TERM REENLISTMENT RATES

THIS WAS AN AREA WHERE BY GEEIA DID NOT MEASURE UP TO THE DESIRED GOAL ESTABLISHED BY THE AIR FORCE. THE GOAL WAS TO REENLIST 35% OF THOSE AIRMEN DECLARED ELIGIBLE. THE CUMULATIVE RATE FOR CALENDAR YEAR 1969 WAS 14.6%. AS A RESULT, GEEIA WORLD-WIDE MET LESS THAN 50 PER CENT OF THE AIR FORCE GOAL. THE REASONS FOR THIS RATHER LOW RATE WERE UNDOUBTEDLY MANIFOLD, HOWEVER, IT MUST BE REALIZED THAT GEEIA, BY SCHOOL TRAINING AND ON-THE-JOB TRAINING, RAPIDLY PREPARED MANY CAPABLE YOUNG AIRMEN TO FUNCTION WELL IN THEIR FIELDS OF ENDEAVOR. CONSEQUENTLY, THESE AIRMEN WERE ABLE TO RETURN TO SIMILAR POSITIONS IN CIVILIAN LIFE AS QUALIFIED WORKERS AT A TIME WHEN THERE WAS A DEMAND \*

THE FOLLOWING STATISTICS SHOW THE NUMBER OF ELIGIBLE FIRST TERM AIRMEN TO REENLIST AND THE NUMBER OF REENLISTMENTS BY MONTH IN 1969.

NUMBER ELIGIBLE	REENLISTMENTS
JANUARY - 82	11
FEBRUARY - 77	5
MARCH - 16	6
APRIL - 19	6

\*SOURCE - MGT ANALYSIS BRANCH, HQ GEEIA

<u>NUMBER ELIGIBLE</u>	<u>REENLISTMENTS</u>
MAY - 60	7
JUNE - 40	8

SCHEMES-ON-HAND

SCHEMES-ON-HAND INDICATED THE TOTAL GELIA WORKLOAD OF ENGINEERING-INSTALLATION IN SUPPORT OF THE COMMUNICATIONS-ELECTRONICS AND METEOROLOGICAL IMPLEMENTATION PROGRAM \*

THROUGHOUT MOST OF FISCAL YEAR 1969, THE NUMBER OF SCHEMES CONTINUED TO DECREASE SLIGHTLY WITH THE EXCEPTION PRIMARILY OF JUNE 69 WHEN AN INCREASE OCCURRED. THIS JUNE INCREASE WAS FOUND ONLY IN STATESIDE REGIONS. BOTH THE PACIFIC AND EUROPEAN REGIONS CONTINUED IN THE DOWNWARD TREND. THE EASTERN REGION SHOWED THE LARGEST INCREASE. ANALYSIS OF THE WORKLOAD WITHIN THE EASTERN REGION REVEALED THE GENERATION OF NEW REQUIREMENTS ON THE 433L SYSTEM, THE EASTERN TEST RANGE AND THE INSTALLATION PROGRAM.

THE PACIFIC GELIA REGION SHOWED THE LARGEST WORKLOAD OF 1.9 MILLION MANHOURS.

THE FOLLOWING STATISTICS SHOW GELIA'S TOTAL WORKLOAD OF SCHEMES BY MONTH DURING FISCAL YEAR 1969:

\*SOURCE: MGT ANALYSIS BRANCH, HQ GELIA.

JULY 68 - 9413	JANUARY 69 - 8425
AUGUST 68 - 9315	FEBRUARY 69 - 8291
SEPTEMBER 68 - 9062	MARCH 69 - 8403
OCTOBER 68 - 8899	APRIL 69 - 8546
NOVEMBER 68 - 8783	MAY 69 - 8533
DECEMBER 68 - 8621	JUNE 69 - 8604

MAINTENANCE WORK ORDERS ON-HAND

THESE WORK ORDERS DEALT WITH DEPOT LEVEL MAINTENANCE. THE JOBS GENERALLY COVERED THE FOLLOWING TYPES OF WORKLOAD \*

1. ON-SITE INSPECTION AND REPAIR AS NECESSARY (IRAN) IN SUPPORT OF THE INVENTORY MANAGERS PROJECT DIRECTIVES
2. MODIFICATIONS
3. IN-HOUSE MAINTENANCE OF COMMUNICATIONS-ELECTRONICS-METEOROLOGICAL EQUIPMENT MAINTENANCE SUPPORT

THE NUMBER OF MAINTENANCE JOBS FLUCTUATED THROUGHOUT THE YEAR, HOWEVER, APPROXIMATELY THE SAME NUMBER WERE ON THE BOOKS AT YEAR'S END AS THE START OF FISCAL YEAR 1969.

THE FOLLOWING STATISTICS PORTRAY THE NUMBER OF MAINTENANCE JOBS ON HAND BY MONTH DURING THE YEAR

\*SOURCE: MGT ANALYSIS BRANCH, HQ GLEIA

JULY 68 - 1179

JANUARY 69 - 1181

AUGUST 68 - 1324

FEBRUARY 69 - 1193

SEPTEMBER 68 - 1220

MARCH 69 - 1485

OCTOBER 68 - 1120

APRIL 69 - 1481

NOVEMBER 68 - 1111

MAY 69 - 1450

DECEMBER 68 - 965

JUNE 69 - 1277

AIR FORCE TECHNICAL ORDER (AFTO 88) EXCEPTIONS

AN AFTO 88 EXCEPTION IDENTIFIED AN INSTALLATION JOB COMPLETION, ACCEPTED BY A BASE COMMUNICATIONS OFFICER, WHICH STILL HAD AN OUTSTANDING ACTION TO BE ACCOMPLISHED. EXCEPTIONS MAY REQUIRE ADDITIONAL SUPPLY ITEMS OR THE INSTALLATION OF MORE ITEMS OF EQUIPMENT. AN ARBITRARY STANDARD OF THREE MONTHS WAS ESTABLISHED TO EVALUATE GEEIA'S PERFORMANCE IN CLEARING THESE EXCEPTIONS.\*

THE MAJOR PROBLEMS INVOLVED IN CLEARING THESE EXCEPTIONS FROM THE RECORD WERE PRIMARILY THE SHORTAGES OF MATERIAL AND ADDITIONAL INSTALLATION REQUIREMENTS.

THE NUMBER OF AFTO 88 EXCEPTIONS OVER THREE MONTHS BY CALENDAR MONTH WERE AS FOLLOWS:

\*SOURCE: MGT ANALYSIS BRANCH, HQ GEEIA.

JULY 68 - 35	JANUARY 69 - 22
AUGUST 68 - 36	FEBRUARY 69 - 20
SEPTEMBER 68 - 30	MARCH 69 - 17
OCTOBER 68 - 30	APRIL 69 - 14
NOVEMBER 68 - 25	MAY 69 - 14
DECEMBER 68 - 25	JUNE 69 - 11

SCHEMES HELD IN ABEYANCE

A REVIEW OF THE STATISTICS INDICATED THAT THE NUMBER OF SCHEMES HELD IN ABEYANCE DURING THE FISCAL YEAR 1969 CONTINUED IN AN UPWARD TREND THROUGH MARCH 69. A SLIGHT DECREASE TOOK PLACE DURING THE REMAINDER OF THE YEAR. THE LARGEST SINGLE INCREASE WAS REGISTERED BY THE EASTERN GELIA REGION. ALMOST HALF OF THE TOTAL SCHEMES HELD IN ABEYANCE WERE IN THE WESTERN GELIA REGION. SEVENTY-TWO OF THESE WERE DUE TO CHANGE IN COMMAND REQUIREMENTS RELATED TO THE PHASE-DOWN OF THE AIR FORCE WESTERN TEST RANGE SITE AT LAWLOR.\*

SOME 100 SCHEMES WORLD-WIDE WERE HELD IN ABEYANCE IN SUPPORT OF THE CONTROL TOWER MODERNIZATION PROGRAM. THIS PROGRAM WAS DELAYED PENDING APPROVAL OF PROCUREMENT FUNDS BY HQ USAF.

\*SOURCE: MGT ANALYSIS BRANCH, HQ GELIA.

JULY 68 - 35	JANUARY 69 - 22
AUGUST 68 - 36	FEBRUARY 69 - 20
SEPTEMBER 68 - 30	MARCH 69 - 17
OCTOBER 68 - 30	APRIL 69 - 14
NOVEMBER 68 - 25	MAY 69 - 14
DECEMBER 68 - 25	JUNE 69 - 11

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\*SOURCE: MGT ANALYSIS BRANCH, HQ GEEIA.

6. DEVELOPMENT OF TEST STANDARDS AND TEST CAPABILITY.
7. MONITORING OF SYSTEM OR SUB-SYSTEM TESTS.
8. DEVELOPMENT OF FACILITY OR EQUIPMENT STANDARDS.

DURING THE FIRST HALF OF FISCAL YEAR 1969, JOB ORDERS CONTINUED TO DROP IN NUMBER. DECREASES WERE EVIDENT IN ALL REGIONS EXCEPT CENTRAL WHERE A SLIGHT INCREASE WAS NOTED.

THE FOLLOWING STATISTICS SHOW THE NUMBER OF GEEIA'S JOB ORDERS BY MONTH DURING FISCAL YEAR 1969:

JULY 68 - 1148	JANUARY 69 - 1081
AUGUST 68 - 1136	FEBRUARY 69 - 1297
SEPTEMBER 68 - 1094	MARCH 69 - 1351
OCTOBER 68 - 1098	APRIL 69 - 1328
NOVEMBER 68 - 1093	MAY 69 - 1381
DECEMBER 68 - 1034	JUNE 69 - 1287

NEW BASE SWIMMING POOL.

THE NEW AND FIRST SWIMMING POOL CONSTRUCTED ON GRIFFISS AIR FORCE BASE WAS DEDICATED ON 18 JULY 1969. AN APPROPRIATE CEREMONY WAS HELD AT NOON THIS DAY WITH GENERAL NICHOLS OFFICIATING. THE FOLLOWING STATISTICAL DATA IS RECORDED HERE



WHICH GIVES THE READER A "THUMBNAIL" SKETCH OF THIS NEW FACILITY. \*

- A. COST - \$190,000 (APPROXIMATELY)
- B. SIZE - REGULATION 25 METER OLYMPIC SIZE OR 85 FEET BY 65 FEET.
- C. CONTRACTOR - MYERS-LAINE OF UTICA, N. Y.
- D. DESIGNER - CIVIL ENGINEERING ON BASE.
- E. LIGHTING - BOTH ABOVE AND BELOW WATER.
- F. CONSTRUCTION - GUNITE POOL WHICH WAS A PNEUMATICALLY APPLIED CONCRETE MIXTURE.
- G. SWIMMING LANES - CERAMIC TILE RACING LANES.
- H. LIFE-GUARD EQUIPMENT - TWO LIFE-GUARD CHAIRS.
- I. DIVING BOARDS - A THREE METER, A ONE METER, AND ONE WATER LEVEL BOARD.
- J. CAPACITY - 300 BATHERS.

BASE WIDE TRAINING PROGRAM\*\*

THE CAREER DEVELOPMENT AND TRAINING SECTION OF THE 2856TH AIR BASE GROUP COMPLETED THE YEAR WITH THE FOLLOWING IMPRESSIVE

\*SOURCE: MR. LOUIS MAGGI, BASE CIVIL ENGINEERING.

\*\*SOURCE: CAREER DEVELOPMENT AND TRAINING SECTION, 2856TH AB GP.

STATISTICS. THESE STATISTICS COVERED CIVILIAN PERSONNEL  
PRIMARILY OF WHICH THERE WERE 4360 ON BASE.

NUMBER OF MAN COURSES DURING FISCAL YEAR 1969:

PROFESSIONAL AND SCIENTIFIC	377
TECHNICAL	371
MANAGEMENT	153
CLERICAL	34
SAFETY AND HEALTH	79
COMMUNICATIONS SKILLS	140
TOTAL	<u>1154</u>

THE CAREER DEVELOPMENT AND TRAINING SECTION HAD A STAFF  
OF 11 FULL TIME EMPLOYEES, THREE PART TIME AND TWO IN SUPPORT  
ROLES.

THE FOLLOWING DIFFERENT COURSES WERE GIVEN FOR TYPES OF  
ADULT EDUCATION TRAINING:

HIGH SCHOOL COURSES

MATHEMATICS, REFRESHER ENGLISH GRAMMAR  
AND PLAIN LETTER WRITING.

COLLEGE LEVEL COURSES

MATHEMATICS, COMPUTER PROGRAMMING,  
TECHNICAL WRITING, PHYSICS AND  
ELECTRICAL ENGINEERING.

## GRADUATE LEVEL COURSES:

SCIENCE AND ENGINEERING, BUSINESS  
ADMINISTRATION AND PERSONNEL ADMINISTRATION.

COST REDUCTION PROGRAM FY 69

HQ AIR FORCE LOGISTICS COMMAND ESTABLISHED A GOAL OF \$411,000 FOR GEEIA TO WORK TOWARD UNDER THE COST REDUCTION PROGRAM FOR FISCAL YEAR 69. THIS GOAL WAS SUBDIVIDED INTO SEVERAL AREAS TOGETHER WITH THE PERCENTAGE OBTAINED AS FOLLOWS:\*

<u>CATEGORY</u>	<u>GOAL</u>	<u>PER CENT OF GOAL</u>
SECONDARY ITEMS	\$ 35,000	36
DATA AND REPORTS	\$45,000	148
LONG SUPPLY/EXCESS/ SURPLUS INVENTORY	14,000	180
VALUE ENGINEERING	30,000	3,178
GENERAL MGT IMPROVEMENT	120,000	311
OPERATION/USE/ MAINTENANCE ADF SYSTEMS	32,000	137
TRANSPORTATION TRAFFIC MGT	30,000	63
MILITARY HOUSING MGT	9,000	190
REAL PROPERTY M&O	95,000	99
PACKING AND PACKAGING	1,000	100

\*SOURCE: MANAGEMENT ANALYSIS BRANCH, HQ GEEIA. ALSO COST REDUCTION MONITOR, HQ GEEIA, MRS. ANN TYLER.

GEEIA OBTAINED VALIDATION BY THE GRIFFISS GENERAL ACCOUNTING OFFICE AS WELL AS A SUCCESSFUL AUDIT AND REVIEW AT HQ AFLC FOR THE SUM OF \$2,690,400. THIS AMOUNTED TO SURPASSING THE GOAL OF \$411,000 BY SOME 655 PER CENT.

THIRD QUARTER COST REDUCTION RESULTS

AT THE END OF THE THIRD QUARTER, WITH ONLY ONE MORE QUARTER TO GO, IN THE FY 69 COST REDUCTION PROGRAM, GEEIA EXCEEDED ITS ASSIGNED GOAL BY 351 PER CENT, AND THE 2856TH AIR BASE GROUP WAS OVER THE TOP BY 154 PER CENT.

GEEIA'S FISCAL 1969 GOAL WAS ESTABLISHED BY HQ AFLC AT \$265,500. SAVINGS OF \$1,218,700 HAVE BEEN OFFICIALLY VERIFIED BY THE AUDITOR GENERAL.

THE 2856TH AIR BASE GROUP'S GOAL WAS SET AT \$145,500. BY 31 MARCH, COST REDUCTIONS OF \$224,100 WERE AUTHENTICATED TO HIGHER HEADQUARTERS.

BY COMBINING THESE SAVINGS, IT MEANS THAT A GRAND TOTAL OF \$1,442,800 HAS BEEN REPORTED AS OVERALL GEEIA COST REDUCTION TOWARD A COMBINED OVERALL GOAL AT THE END OF THE FISCAL YEAR OF \$411,000.

NO SAVING WAS TOO SMALL TO BE COUNTED. FROM TURNING A SAFE IN FOR RE-ISSUE AVAILABILITY, TO THE DECISION TO DO AN INSTALLATION

JOB ORGANICALLY RATHER THAN PAY CONTRACTUAL COSTS, THESE ADDED UP TO DOLLARS SAVED THE AIR FORCE.

THE MAIN CATEGORIES, WITH PRESCRIBED COST REDUCTION GOALS, WERE IDENTIFIED AS FOLLOWS. MILITARY HOUSING MANAGEMENT; MAJOR ITEMS OF EQUIPMENT; SECONDARY ITEMS; DATA AND REPORTS; VALUE ENGINEERING; GENERAL MANAGEMENT IMPROVEMENTS; MANAGEMENT USE OF AUTOMATED DATA PROCESSING SYSTEMS; TELECOMMUNICATIONS MANAGEMENT; TRANSPORTATION AND TRAFFIC MANAGEMENT; REAL PROPERTY (MAINTENANCE AND OPERATION); SURPLUS INVENTORY; AND PRESERVATION, PACKAGING AND PACKING.

CHAPTER FIVE

BASE-WIDE ACTIVITIES

PLANS FOR NEW BASE HOSPITAL

THE ORIGINAL BASE HOSPITAL FACILITY WAS BUILT ALONG WITH OTHER BUILDINGS PRIOR TO THE ACTIVATION OF GRIFFISS ON 1 FEBRUARY 1942. THIS COMPLEX OF RATHER NONDESCRIPT ONE STORY WOOD BUILDINGS BECAME A MAINTENANCE BURDEN SEVERAL YEARS AGO. THEIR LIFE EXPECTANCY AT TIME OF CONSTRUCTION WAS ONLY 10-15 YEARS.<sup>1</sup>

IN LIGHT OF THIS SITUATION, THE BASE PLANNING PEOPLE REQUESTED A NEW FACILITY BE BUILT UNDER THE MILITARY CONSTRUCTION PROGRAM. IT WAS NOT UNUSUAL FOR REQUESTS FOR NEW BUILDINGS OR FACILITIES TO SLIP OUT OF ONE PROGRAM YEAR AND FALL INTO FUTURE YEARS. THIS HAD BEEN THE CASE WITH THE HOSPITAL PLAN.<sup>2</sup>

A REAL SHOT IN THE ARM CAME ON 30 JULY 68 WHEN CONGRESSMAN ALEXANDER PIRNIE OF THIS CONGRESSIONAL DISTRICT MUSTERED SUPPORT TO INVESTIGATE THE ENTIRE SITUATION. HE ORIGINALLY HAD THREE OTHER CONGRESSMEN, ALSO MEMBERS OF THE ARMED SERVICES COMMITTEE, WHO HAD AGREED TO COME TO GRIFFISS FOR A FIRST HAND LOOK AT THE ENTIRE COMPLEX. IN ADDITION, MR. PIRNIE REQUESTED AND GAINED SUPPORT OF THE DEPARTMENT OF DEFENSE.

THEY SENT FOUR REPRESENTATIVES. THE AFLC SURGEON LIKEWISE ARRIVED FOR THE JOINT MEETING. ACTUALLY TWO OF THE THREE OTHER CONGRESSMEN WERE UNABLE TO MAKE THE TRIP. THE FOLLOWING PERSONNEL DID ASSEMBLE HERE FOR BRIEFINGS AND AN ON-THE-SITE EVALUATION OF THE SITUATION<sup>3</sup>

CONGRESSMAN ALEXANDER PIRNIE - ARMED SERVICES COMMITTEE.

CONGRESSMAN DURWARD G. HALL - ARMED SERVICES COMMITTEE.

DR. LOUIS M. ROUSSELOT - DEPARTMENT OF DEFENSE.

COLONEL H. G. WALLACE - AFLC SURGEON.

CAPTAIN ROBERT M. WARE - DEPARTMENT OF DEFENSE

COLONEL FRED A. HEIMSTRA - DEPARTMENT OF DEFENSE

MAJOR ROBERT M. EDWARDS - DEPARTMENT OF DEFENSE

MAJOR CECIL W. WILLIAMS - LEGISLATIVE & LIAISON DIVISION.

THIS ACTION WAS AN HISTORICAL MILESTONE SINCE NEVER BEFORE HAD SUCH A DISTINGUISHED GROUP VISITED GRIFFISS TO VIEW THE NEED FOR NEW CONSTRUCTION.

CITY PROPOSES TO EXTEND ITS LIMITS TO INCLUDE GAFB

THE CITY OF ROME PROPOSED TO EXTEND THE CORPORATION TAX LINE TO INCLUDE THE LAND OWNED BY THE FEDERAL GOVERNMENT.



THIS WAS THE DESIRE OF THE COMMON COUNCIL THROUGH ACTION  
TAKEN ON 12 JULY 68.<sup>4</sup>

THE PROPOSAL WAS BASED ON TWO PREMISES<sup>5</sup>

ONE "IF THE CITY IS TO CONTINUE TO SHOW GROWTH, IT IS VITAL  
THAT THE TAX BASE BE BROADENED TO EQUITABLY FINANCE THE  
SERVICES DESIRED BY ITS RESIDENTS.

TWO "THE INNER CITY IS NEARING SATURATION OF DEVELOPMENT,  
IS EXPERIENCING A LEVELLING OFF OF ASSESSMENT GROWTH, AND AT  
THE SAME TIME THE COST OF MUNICIPAL SERVICES IS EVER INCREASING,  
PLACING A GREATER BURDEN ON THE ASSESSMENT BASE OF THE  
PRESENTLY CONSTITUTED CORPORATION DISTRICT."

OTHER AREAS ADJACENT TO THE CITY WERE INCLUDED IN THE  
PROPOSAL.

THE BASE STAFF JUDGE ADVOCATE MADE A COMPLETE STUDY OF  
THE EFFECT OF THIS ANNEXATION OF GRIFFISS WITHIN THE CITY'S  
CORPORATE LIMITS. HE DETERMINED THAT SUCH ACTION WOULD IN  
NO WAY CHANGE ANY OF THE SERVICES OR COSTS CURRENTLY IN OPERA-  
TION. THE CITY WOULD GAIN A BIT OF PROTECTION IN THAT IF THE  
BASE SHOULD CLOSE AT A FUTURE TIME AND THE LAND AND PROPERTY  
REVERT TO LOCAL OWNERSHIP, THE CITY WOULD BE IN A POSITION TO  
ASSESS ALL FOR TAX PURPOSES.<sup>6</sup>

AS OF THE 1ST OF SEPTEMBER 1968, THE MATTER WAS IN THE HANDS OF OFFICIALS AT HQ USAF FOR APPROVAL OR DISAPPROVAL OF THE CITY'S PROPOSAL.\*

49TH FIGHTER-INTERCEPTOR SQUADRON AIRCRAFT SWITCH

DURING MOST OF THE EARLY SUMMER OF 1968 RUMORS WERE AFOOT THAT THE 49TH FIGHTER-INTERCEPTOR SQUADRON WITH ITS COMPLEMENT OF F-106 AIRCRAFT WAS TO BE DISBANDED OR GO ELSEWHERE. BY AUGUST 68 THE PLANS BECAME FIRM.<sup>7</sup>

THE 49TH HAD AN ILLUSTRIOUS AND ENVIABLE PAST RECORD DATING BACK TO ITS ACTIVATION IN NOVEMBER 1940, AT HAMILTON FIELD, CALIFORNIA. THE SQUADRON, AFTER REMARKABLE SUCCESSES IN WORLD WAR II, WAS ASSIGNED TO GRIFFISS IN MAY 1959. IN THE FALL OF 1959, THE F-101B "VOODOO" AIRCRAFT WERE ASSIGNED TO THE SQUADRON. THE ORGANIZATION CONTINUED TO REMAIN HERE AT GRIFFISS. THIS YEAR (AUGUST) PLANS CALLED FOR AN AIRCRAFT CHANGE AND A DECISION WAS MADE TO KEEP THE 49TH HERE AT GRIFFISS.

THE PLAN WAS TO BRING SOME SQUADRON (438TH) PERSONNEL STATIONED AT KINCHELOE AIR FORCE BASE, MICHIGAN AND ALL OF ITS F-106 AIRCRAFT TO THE 49TH. THIS MEANT AN EQUIPMENT CHANGE FOR THE 49TH FROM THE F-101 "VOODOO" TO THE F-106 "DELTA DARTS."

\*SEE ARTICLES IN APPENDIX THIS HISTORY.

THE MISSION OF THE 49TH WAS TO REMAIN THE SAME AS IN THE PAST.<sup>8</sup>

THE FIRST OF THE 18 106-A MODELS AND TWO 106-B MODELS, WHICH WERE TWO SEAT INSTRUMENT TRAINING VERSIONS, ARRIVED ON-BASE ON 27 AUGUST 68. THE REMAINDER OF THE F-106 COMPLEMENT WERE TO ARRIVE NO LATER THAN 23 SEPTEMBER 1968.

PLANS CALLED FOR 235 OFFICERS AND MEN TO TRANSFER FROM KINCHELOE AIR FORCE BASE DURING AUGUST AND SEPTEMBER 68. THE TOTAL STRENGTH OF THE 49TH, UNDER THEIR NEW CONFIGURATION, WAS TO BE APPROXIMATELY 436 AIR FORCE PERSONNEL.

THE F-101 AIRCRAFT, WHICH HAD SEEN LONG SERVICE, WERE TRANSFERRED IN JULY AND EARLY AUGUST 68 TO OTIS AIR FORCE BASE, MASS.<sup>9</sup>

NOTES

CHAPTER FIVE

1. INFO AVAILABLE TO THIS HISTORIAN FROM YEARS OF BASE STUDY AND HISTORICAL WRITING.
2. INTERVIEW 31 JULY 68 BY THIS HISTORIAN WITH MR. KENNETH THAYER, BASE PLANS OFFICE, GAFB.
3. DATA PREPARED BY HQ GEEIA PROTOCOL OFFICER.
4. ARTICLE "ROME DAILY SENTINEL," SUBJ, "PROPOSAL BASED ON TWO PREMISES," DTD 12 JULY 68. SEE APP.
5. IBID.
6. INTERVIEW BETWEEN THIS HISTORIAN AND CAPT HABERMAN, JUDGE ADVOCATE OFFICE, GAFB, ON 5 SEPT 68.
7. INTERVIEW BY THIS HISTORIAN WITH TSGT AMUSSEN, OFF OF INFOR, HQ GEEIA, ON 27 AUG 68.
8. NEWS RELEASE NUMBER 68-201, HQ GEEIA, GEK, DATED 20 AUG 68.
9. NEWS RELEASE NUMBER 68-219, 27 AUG 68, HQ GEEIA, GEK; ALSO, SEE PHOTOS OF F-106 IN APPENDIX TO THIS HISTORY.

CHAPTER SIX

HISTORICAL BRIEFS

HISTORICAL BRIEFS

VEHICLES

GEEIA WAS AUTHORIZED 1970 VEHICLES RANGING FROM JEEPS TO A WIDE VARIETY OF SPECIAL PURPOSE VEHICLES. TRUCKS EQUIPPED FOR TELEPHONE WORK TO HEAVY DUTY TRENCHERS FOR BURIED CABLE INSTALLATION WERE ALSO IN THIS INVENTORY. THE NUMBER OF VEHICLES OF ALL TYPES IN ACTUAL USE WORLD-WIDE WAS 1765 WHICH HAD A VALUE OF \$11,800,000.

TOOLS AND EQUIPMENT

GEEIA HAD AN INVENTORY OF TOOLS AND EQUIPMENT CONSISTING OF 12,000 LINE ITEMS WITH A VALUE OF \$16,500,000.

GEEIA'S WORK FORCE

APPROXIMATELY 64 PER CENT OF GEEIA'S WORK FORCE WERE DIRECT ENGINEERING, INSTALLATION AND MAINTENANCE PERSONNEL. THE BALANCE OF GEEIA'S WORK FORCE OR 24 PER CENT PROVIDED DIRECT SUPPORT SUCH AS WORKLOAD CONTROLLERS AND SUPPLY PERSONNEL, WHILE ONLY 12 PER CENT WERE CLASSED AS ADMINISTRATIVE OVERHEAD.

TRAINING

DURING FISCAL YEAR 1969, GEEIA HAD AN AVERAGE OF 1050 PERSONNEL IN TRAINING. THIS FIGURE EXCEEDED THE AFLC ESTABLISHED

GOAL FOR MORE THAN 6 MONTHS OF THE YEAR. THE NUMBER IN TRAINING FOR THE OTHER SIX MONTHS NEARLY REACHED THE GOAL.

FATALITIES

GEEIA HAD 600 PERSONNEL ON AN AVERAGE WORKING AT ANY POINT IN TIME IN SOUTHEAST ASIA. NOT ONE INDIVIDUAL WAS KILLED IN 1968 AS A DIRECT RESULT OF ENEMY ACTION. BY THE SAME TOKEN NO GEEIA PERSONNEL LOST THEIR LIVES IN SOUTHEAST ASIA AS A RESULT OF AN AIRCRAFT ACCIDENT IN 1968.

EXPENSE AUTHORITY

GEEIA HAD AN ANNUAL EXPENSE AUTHORITY OR OPERATING BUDGET FOR FISCAL YEAR 1969 AMOUNTING TO \$122,350,000. THIS WAS THE MONEY REQUIRED TO MANAGE GEEIA WORLD-WIDE.

TONNAGE SHIPPED

GEEIA SHIPPED FROM SMAMA AND GRIFFISS AFB A TOTAL OF 18,567,680 POUNDS OF ELECTRONICS EQUIPMENT FOR USE AT WORLD-WIDE SITES.

GLOSSARY OF ABBREVIATIONS AND TERMS

A

AB	AIR BASE
ADC	AIR DEFENSE COMMAND
AFCS	AIR FORCE COMMUNICATIONS SERVICE
AFLC	AIR FORCE LOGISTICS COMMAND
AFR	AIR FORCE REGULATION
AFTO	AIR FORCE TECHNICAL ORDER
AFM	AIR FORCE MANUAL
AIRCOM	AIR COMMUNICATIONS
ALSC	ADVANCED LOGISTICS SYSTEM CENTER
ATC	AIR TRAINING COMMAND
AWS	AIR WEATHER SERVICE

C

CEIP	COMMUNICATIONS-ELECTRONICS- IMPLEMENTATION PLAN
CEM	COMMUNICATIONS-ELECTRONICS- METEOROLOGICAL
CSAF	CHIEF OF STAFF AIR FORCE



	<u>D</u>
DAP	DATA AUTOMATION PROPOSAL
DCA	DEFENSE COMMUNICATIONS AGENCY
DET	DETACHMENT
DOD	DEPARTMENT OF DEFENSE
DSDC	DATA SYSTEM DESIGNATOR CODE
	<u>E</u>
ENG	ENGINEERING
ESD	ELECTRONIC SYSTEMS DIVISION
	<u>F</u>
FY	FISCAL YEAR
	<u>G</u>
GEEIA	GROUND ELECTRONICS-ENGINEERING INSTALLATION AGENCY
	<u>H</u>
HF	HIGH FREQUENCY
	<u>I</u>
IRAN	INSPECTION AND REPAIR AS NECESSARY

	<u>K</u>
KW	KILOWATT
	<u>M</u>
MAC	MILITARY AIRLIFT COMMAND
MGT	MANAGEMENT
M & O	MAINTENANCE AND OPERATIONS
MULTIPLEX (MULTIPLEXERS)	SIMULTANEOUS TRANSMISSION OF TWO OR MORE SIGNALS BY A COMMON CARRIER WAVE BY MEANS SUCH AS TIME DIVISION, FREQUENCY DIVISION OR PHASE DIVISION
	<u>N</u>
NCO	NONCOMMISSIONED OFFICER
	<u>O</u>
ORG	ORGANIZATION
	<u>P</u>
PACAF	PACIFIC AIR FORCES
PATF	PROGRAM ACTIVATION TASK FORCE
PAIRED CABLE	CABLE IN WHICH THE SINGLE CONDUCTORS ARE TWISTED TOGETHER IN GROUPS OF TWO, NONE OF WHICH IS ARRANGED WITH OTHERS TO FORM QUADS.

	<u>P</u>
PCS	PERMANENT CHANGE OF STATION
PCSP	PROGRAM COMMUNICATIONS-ELECTRONICS SUPPORT PROGRAM
	<u>R</u>
RCA	RADIO CORPORATION OF AMERICA
RGN	REGION
RHOMBIC ANTENNA	DIRECTIONAL ANTENNA COMPOSED OF LONG WIRE RADIATORS COMPRISING THE SIDES OF A RHOMBUS, THE TWO HALVES OF THE RHOMBUS BEING FED EQUALLY IN OPPOSITE PHASE AT AN APEX.
	<u>S</u>
SAC	STRATEGIC AIR COMMAND
SCHEME	A LIST OF PARTS NECESSARY TO BUILD A COMPLETE EQUIPMENT OR FACILITY.
SEA	SOUTHEAST ASIA
	<u>T</u>
TAC	TACTICAL AIR COMMAND
TROPOSPHERIC SCATTER	PROPAGATION OF RADIO WAVES BY SCATTERING AS A RESULT OF IRREGULAR- ITIES OR DISCONTINUITIES IN THE PHYSICAL PROPERTIES OF THE TROPOSPHERE.

TV

T

TELEVISION

UMD

U

UNIT MANNING DOCUMENT

USAFE

UNITED STATES AIR FORCES EUROPE

USAFSS

UNITED STATES AIR FORCE  
SECURITY SERVICE

WAVEGUIDE

W

A SYSTEM OF MATERIEL BOUNDARIES  
CAPABLE OF GUIDING ELECTRO-  
MAGNETIC WAVES.

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SO G-48, HQ GEEIA, was the last of the series for 1968.

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-1

8 Jan 1969

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

MAJ OAKLEY G VINCENT, FR3101015, 26 Aug 68 to 6 Dec 68 (First Oak Leaf Cluster)  
SMSGT JAMES J BRAGG, AF14334590, 3 Mar 66 to 2 Mar 69 (Second Oak Leaf Cluster)  
SMSGT THOMAS G ROACH, AF27028078, 10 Oct 67 to 1 Feb 69  
SMSGT OLIN THOMAS, AF14243284, 14 Apr 67 to 6 Feb 69  
SMSGT LESLIE T WALTON, AF18443603, 25 Aug 67 to 24 Oct 68 (Second Oak Leaf Cluster)  
MSGT FRANK M RAMIREZ, AF19368345, 15 Jul 66 to 30 Nov 68 (First Oak Leaf Cluster)  
MSGT MILLS B RENTZ, AF34777939, 1 May 66 to 5 Nov 68  
TSGT EDWARD E DOUGLAS, AF19861283, 12 Dec 65 to 15 Jan 69  
TSGT RICHARD C KOCH, AF12502559, 25 Sep 64 to 15 Dec 68  
SSGT JAMES P BAKER, JR., AF13523888, 4 Oct 66 to 15 Jan 69 (First Oak Leaf Cluster)  
SSGT WILLIAM J FELTS, AF12584770, 4 Jan 68 to 10 Jan 69 (First Oak Leaf Cluster)

FOR THE COMMANDER



IVAN T. YOST  
Director of Administrative Services

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFIC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-2

27 Jan 1969

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

LT COL EVERETT L THOMAS JR, FR30522, 11 Apr 67 to 25 Jan 69 (Second Oak Leaf Cluster)  
CAPT ROBERT H C EVEN, FR75793, 8 Mar 65 to 12 Dec 68  
CAPT MORRIS J HOLTZCLAW, FV3063266, 17 Jun 66 to 14 Mar 69  
CAPT MICHAEL P KARDIS, FV3160209, 5 Jul 66 to 30 Jul 68  
1ST LT ARTHUR SOBEL, FV3174156, 25 Oct 68 to 3 Dec 68  
MSGT JAMES M HAYNES, AF15227635, 1 Apr 68 to 1 Mar 69 (Second Oak Leaf Cluster)  
SMSGT HOWARD E CHASTAIN, AF14393318, 4 Apr 67 to 20 Dec 68 (First Oak Leaf Cluster)  
MSGT JAMES E BROWN, AF14339386, 15 Feb 68 to 21 Nov 68  
MSGT ANTONIO R PASCALE, AF12428458, 4 Jun 68 to 12 Jul 68  
MSGT CLIFFORD E WILKERSON, AF14324385, 22 Mar 67 to 28 Feb 69 (First Oak Leaf Cluster)  
TSGT JOSE R ALEJANDRO, AF18355021, 25 Oct 68 to 3 Dec 68  
TSGT VINCENT D FLORIAN, AF16488732, 8 May 67 to 8 Jan 69  
TSGT FRANK J HARKLEROAD, AF13494595, 25 Oct 68 to 3 Dec 68 (First Oak Leaf Cluster)  
TSGT ROBERT B LOGAN, AF14398189, 25 Oct 68 to 3 Dec 68 (First Oak Leaf Cluster)  
SSGT MILTON O HUSSEY JR, AF11260624, 1 Jul 66 to 14 Feb 69  
SSGT EUGENE E MCDANIEL, AF39489709, 25 Oct 68 to 3 Dec 68  
SSGT FLOYD A RYTHER, AF19316791, 1 May 66 to 31 Mar 69 (First Oak Leaf Cluster)  
SSGT JOHN D SALMON JR, AF13318949, 25 Oct 68 to 3 Dec 68  
SGT DONNIE G RAKESTRAW, AF1723626, 25 Oct 68 to 3 Dec 68  
SGT LAWRENCE W RYAN, AF18634246, 25 Oct 68 to 3 Dec 68  
SGT ROMA J WARD, AF13842419, 25 Oct 68 to 3 Dec 68  
SGT DAVID W SWEITZER, AF19833438, 21 Aug 67 to 21 Jan 69  
AMN LARRY K CILLO, AF68036581, 25 Oct 68 to 3 Dec 68  
AMN ROBERT KRACIEMALNICK, AF11869908, 25 Oct 68 to 3 Dec 68  
AMN HAROLD D LOPEZ, AF68024790, 25 Oct 68 to 3 Dec 68

FOR THE COMMANDER



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G-2

AFPC MET Griffins AFB (00000)

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR FORCE LOGISTICS COMMAND  
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

May 24  
1969  
RD

SPECIAL ORDER  
GA-2

17 February 1969

1. Detachment 39, HQ FAANA, is activated at Brookley AFB, Alabama, effective 10 June 1969. AFPC Organization Identity Number 00000130029 is approved for inclusion in DSO/DSD Records. Authority: AFM 26-2.
2. So much of Special Order GA-32, this HQ, 7 November 1968, as reads: "Detachment 10, HQ AFRE (AF Plant Office, Sial-Marchetti), Malpensa Airport, Vergiate, Italy (ZYU), is activated effective 8 November 1968" is amended to read: "Detachment 10, HQ AFRE (AF Plant Office, Sial-Marchetti), Malpensa Airport, Italy (ZYU), is activated effective 8 November 1968."
3. Detachment 41, HQ Eastern GENIA Region, is inactivated at Keesler AFB, Mississippi, effective 1 March 1969. AFPC Organization Identity Number 00000130061 is cancelled. Authority: AFM 26-2.

FOR THE COMMANDER:



W. J. SALANCA, Colonel, USAF  
Director of Administration

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- 1 AFM (AWLED), Maxwell AFB, Ala. 36112
- 1 HQ AFPC (GG) (AGV), APO N. Y. 09633
- 1 HQ USAF, APO N. Y. 09633
- 1 Eastern GENIA Rgn, Keesler AFB, Miss. 39504
- 1 Keesler AFB, Miss. 39534
- 1 GENIA (GRI) (GV) Griffins AFB, N.Y. 13460
- 1 FAANA (GAG) (GAV) (GAD) (GAK)

1 AFMGA	3 MCGSP-1	2 SGOFF	2 SWM
1 AFMGA	2 MCGH	1 SGPAD	1 SWM
1 AFMGA	6 MCOM	1 SGMW	1 SWM
1 AFMGA	2 MCOLK	1 AGG	
1 AFMGA	1 SGO	1 ACDF	

AF-A-175

GA-2

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
TA-310

18 Feb 1969

Each of the following personnel, residence indicated, is invited by the Secretary of the Air Force to proceed on or about 4 Mar 1969 from Rome, NY to Patrick AFB, FL and Eglin AFB, FL for approximately 3 days to participate in an orientation visit and, upon completion, return to Rome, NY. Travel by military aircraft authorized. No per diem authorized.

NAME & RESIDENCE

MR DOMINICK ASSARO, 629 Pleasant St, Utica, NY  
MR CURRY BARTLETT, 4 Ballantyne Brae, Utica, NY  
MR RICHARD BAYNES, 906 N. Madison St, Rome, NY  
MR ROBERT BIDWELL, 8243 Phillips Road, Rome, NY  
MR JOSEPH L BOGAR, 26 Smithport Road, Utica, NY  
MR C A CHRISTOPHER, 60 Woodberry Road, New Hartford, NY  
MR GERALD COMMERFORD, 403 W. Sycamore St, Rome, NY  
MR HARRY DANIELS, 83 New Hartford St, New York Mills, NY  
MR WILLIAM FLINCHBAUGH, 804 Amherst Drive, Rome, NY  
MR CHARLES GEORGE, 42 Lynacres Boulevard, Fayetteville, NY  
DR EDWARD T GREEN, 3876 Prospect St, Oneida, NY  
MR EMLYN GRIFFITH, Golf Course Road, Rome, NY  
MR ALFRED F JOHNSON, 509 Turin St, Rome, NY  
MR KIDDON JONES, 143 Eastwood Ave, Utica, NY  
MR JACK KENNELTY, 23 Clarion Drive, Whitesboro, NY  
MR WALTER LOWENRE, 7778 Turin Road, Rome, NY  
MR ROBERT MORRIS, 1413 W. George St, Rome, NY  
MR ROBERT T PYLE, 1610 Aaken St, Rome, NY  
MR THEODORE ROBAK, 9 Gilbert Road, Whitesboro, NY  
MR WILLIAM RUNDLE, 1509 Bedford St, Rome, NY  
MR ANDREW RYAN, 906 Franklyn St, Rome, NY  
MR BESSELL STEPHENSON, 17 Hoffman Road, New Hartford, NY  
MR FRANK TOMAINO, 783 Mary St, Utica, NY  
MR FRITZ S UPDIKE, 710 Turin Road, Rome, NY  
MR WILLIAM A VALENTINE, 916 W. Thomas St, Rome, NY

FOR THE COMMANDER



IVAN T. TOFT  
Chief of Administration

TA-310

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-4

18 Feb 1969

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

CAPT FRANCIS E POAST, FV3122054, 4 Oct 67 to 2 Feb 69  
MSGT C W LONG, AF14297781, 6 Mar 68 to 12 Feb 69  
MSGT ALLEN E SWANSON, AF19528133, 30 Jun 67 to 31 Jan 69  
TSGT GAIL E COX, AF19342134, 8 Feb 68 to 31 Jan 69  
TSGT JERRY S DRYMAN, AF18329305, 4 Mar 65 to 20 Dec 68  
TSGT ROBERT D GILBERTSON, AF11204221, 19 Aug 68 to 12 Jan 69  
SSGT JOHN T CULLINAN, AF16725886, 23 Apr 68 to 9 Oct 68  
SGT FRANCIS E PROCHNIEWSKI, AF19859927, 24 Oct 68 to 20 Feb 69 (First Oak Leaf Cluster)

FOR THE COMMANDER



FRAN T. RUST  
Chief of Administration

DISTRIBUTION:

1-GERA-1  
2-Each Individual Concerned  
1-URAFMPC (AFPMDO), Randolph AFB,  
TX 78148  
1-Each CEPO Concerned, GEA, GERB  
1-GEKN  
48-GRAMQ

G-4

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFEG)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-5

20 Feb 1969

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

CAPT RAYMOND H LEKOWSKI, FV3171104, 3 Jan 66 to 2 Mar 69  
CAPT GEORGE L LICKMAN, FR3168862, 15 Mar 65 to 15 Mar 69  
1ST LT DAVID A DEWOLFE, FV3172112, 31 Mar 67 to 19 Sep 68  
1ST LT ALAN G HUTCHESON, FV3173440, 3 May 66 to 19 Jul 68  
MSGT JOHN F JACKSON, AF17278302, 29 May 68 to 11 Apr 69  
MSGT JAMES J AHEARN, AF12389030, 12 Jul 66 to 23 Mar 69 (First Oak Leaf Cluster)  
MSGT CHARLES L BURINSKY, AF13280223, 3 Jan 68 to 30 Jan 69  
MSGT RICHARD N DUROSE, AF21901984, 20 Sep 68 to 2 Jan 69 (First Oak Leaf Cluster)  
MSGT CURTIS MCGAFFEE, AF15448298, 12 Sep 66 to 5 Feb 69  
TSGT JOSEPH F JENSEN, AF12374207, 6 Nov 67 to 20 Jan 69  
SSGT HENRY J GARDENBROCK, AF12350939, 1 May 67 to 1 Dec 68  
SSGT JOSEPH G HUGHES JR, AF12635366, 3 Apr 68 to 23 Dec 68  
SSGT EMIT T LOONEY, AF13578982, 7 Nov 65 to 20 Nov 68

FOR THE COMMANDER



IVAN T MUST  
Chief of Administration

DISTRIBUTION:

1-GEBA-1  
2-Each Individual Concerned  
4-USAFMPC (AFFMDRO), Randolph AFB,  
TX 78148  
1-Each CRPO Concerned, GEA, GEDE  
3-GEKB  
78-GEAMQ

G-5

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFEG)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-6

25 Feb 1969

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, LT COL JACK F FREDERICKS, FV942184, is awarded the Air Force Commendation Medal for meritorious service during the period 1 Jul 65 to 30 Jun 68, effective date indicated.

FOR THE COMMANDER



IVAN T. POST  
Chief of Administration

DISTRIBUTION:

- 1-GEBA-1
- 2-Individual Concerned
- 1-USAFMPC (AFIMDRO), Randolph  
AFB, TX 78148
- 1-CBFO Concerned, GEA, GEBH
- 3-GECH
- 6-GEAMQ

G-6

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 2856TH AIR BASE GROUP (AFLC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-4

3 March 1969

1. CAPT DUANE G BESSETTE, WO3110054, Hq GREEA (AFLC), this station, is awarded the Missileman Badge. Authority: APR 35-5.

FOR THE COMMANDER



IVAN T. YOUNG  
Chief of Administration

DISTRIBUTION  
F & X

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GEORGIA ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFIC)  
WRIGHT PATTEN AIR FORCE BASE, NEW YORK 13840

SPECIAL ORDER  
G-7

6 Mar 1969

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

1ST LT JOSEPH L GAUSE, PV3179696, 6 Jul 67 to 13 Dec 68  
SMSGT ELAIR L KONN, AF16344145, 27 Jul 67 to 17 Jan 69  
SMSGT BENNIE R POWELL, AF14253171, 1 Aug 68 to 28 Feb 69  
SMSGT WILLIAM Z SMITH JR, AF15082626, 2 Nov 67 to 15 Apr 69 (Second Oak Leaf Cluster)  
TSGT LOUIS R FRASE, AF39409311, 14 Jul 67 to 30 Apr 69 (First Oak Leaf Cluster)  
TSGT CHARLES LICARDO, AF12433599, 27 Dec 68 to 10 Jan 69

FOR THE COMMANDER



IVAN T. YOST  
Chief of Administration

DISTRIBUTION:

1-GEBA-1  
2-Each Individual Concerned  
1-USAFMPC (AFPMRO), Randolph AFB,  
TX, 78148  
1-Each CBPO Concerned, GEA, GEBE  
3-GEKH  
36-GEAMQ



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFEG)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-8

12 Mar 1969

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

LT COL HAROLD L BROOKS, FV2261272, 3 Sep 67 to 15 Mar 69 (First Oak Leaf Cluster)  
LT COL THURMAN R MATTHEWS, FR10971, 1 Jan 67 to 31 Mar 69 (Second Oak Leaf Cluster)  
LT COL JAMES L TUCKER, FV904261, 15 Jul 68 to 19 Mar 69 (First Oak Leaf Cluster)  
MAJ JACK N MCKINNEY, FV748446, 9 Aug 66 to 28 Jan 69 (First Oak Leaf Cluster)  
CAPT GERALD W PADRICK, FV3129333, 11 Jun 68 to 1 Mar 69 (First Oak Leaf Cluster)  
1ST LT JERRY L SPARKS, FV3183787, 19 Aug 66 to 24 Jan 69  
SMSGT CECIL W HURLEY, AF14293406, 10 Nov 65 to 30 Apr 69  
SMSGT NELSON O WALKER, AF16299397, 1 Aug 67 to 31 Mar 69 (First Oak Leaf Cluster)  
MSGT JOHN E SMITH, AF18225524, 1 Feb 68 to 31 May 69 (Second Oak Leaf Cluster)  
TSGT FRED P STEVENSON, AF14635254, 10 Sep 65 to 3 Jan 69  
TSGT DONALD L WILLIAMS, AF14146116, 26 Jun 68 to 31 May 69  
SSGT JERRY SANDOVAL, AF19571034, 6 Dec 68 to 19 Dec 68

FOR THE COMMANDER



IVAN T. POST  
Chief of Administration

DISTRIBUTION:

1-GERA-1  
2-Each Individual Concerned  
6-USAFMPC (AFPMDO), Randolph AFB,  
TX 78148  
1-Each CBPO Concerned, GEA, GEBH  
3-GEKH  
72-GRAMQ

G-8

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-12

18 April 1969

1. By direction of the President, COL WESLEY E BRITTING, FLL4945, SSAN 077 12 6371, is appointed Commander, 2856 Air Base Group (AFLC), Griffiss AFB, NY, effective 21 April 1969, during the temporary absence of COL CURTIS L. FRISBIE, FR3977, SSAN 265 12 4193.

FOR THE COMMANDER



IVAN T. YOST  
Chief of Administration

DISTRIBUTION  
F & X

GEEIA (GEK) Griffiss AFB, N. Y. 84

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR FORCE LOGISTICS COMMAND  
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

SPECIAL ORDER  
GA-11

8 May 1969

Onida Hospital Storage Site, Onida, New York, Installation SKAZ, an off-base facility of Griffiss Air Force Base, was disposed of effective 30 April 1969, with the Commander, Griffiss Air Force Base relieved of jurisdiction and real property accountability. Authority: AFR 87-5.

FOR THE COMMANDER:



RALPH R. MALANGA, Colonel, USAF  
Director of Administration

DISTRIBUTION:

- 1 ea DCS, Staff Ofc, AMAs & AFLE Met Ofc
- 3 ea HQ USAF (AFMEG) (AFOMG) (AFOPAP) (AFPPM) (AFPPC)
- 1 ea HQ USAF (AFDASA) (AFODG) (AFADSLD-3)
- 5 ABPC, 3800 York St., Denver, Colo. 80205
- 1 AWH (AWLSD), Maxwell AFB, Ala. 36112
- 2 CofEngrs, DA, (ENGRE-PR), Gravelly Point, WashDC 20315
- 1 District Engineer, US Army Engr District, New York,  
26 Federal Plaza, New York, N.Y. 10007
- 1 NCGA
- 1 NCGB
- 3 NCAMS
- 7 NCEPE
- 2 NCEH
- 3 NCECPP-1
- 6 NCOM
- 1 NCOLE
- 1 SGG
- 1 SGGPAD
- 2 SGGDPF
- 1 SWS
- 1 SGMW
- 1 AGG
- 1 HWA
- 1 CMG (AFCMG)

AF WP-A-150

GA-11

85

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFEG)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-24

20 JUNE 1969

BY DIRECTION OF THE PRESIDENT, COL JAMES B RANDELS, FR13258,  
SSAN 446 07 3801, IS APPOINTED COMMANDER, 2856 AIR BASE GROUP  
(AFEG), GRIFFISS AFB, NY, EFFECTIVE 21 JUNE 1969, VICE COL  
CURTIS L FRISBIE, FR3977, SSAN 265 12 4193.

FOR THE COMMANDER



IVAN T. YOST  
DIRECTOR OF ADMINISTRATION

DISTRIBUTION  
F & X

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS, 2250TH AIR BARRON GROUP (AFB)  
WHEELS AIR FORCE BASE, WHEELS, MISSOURI

OFFICIAL COPY  
1-1

25 June 1969

Under the provisions of AFI 35-54, 10LT MICHAEL J. BOLAND III, F330531/425 22 6346, assumes command of Bq Squadron 2250th, 2250th Air Barron Group (AFB), this station effective 22 June 1969, also 10LT DANIEL C. ARDREY, F330550/425 22 3672.

FOR THE COMMANDER



1948 T.  
Chief of Administration

10.00000000  
F 5 X

DEPARTMENT OF THE AIR FORCE  
 HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFEG)  
 GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
 G-22

5 July 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

SMSGT FRANCIS A SCHILLER, AF19539164, 4 Aug 67 to 31 Jul 68  
 SMSGT C E WEST, AF14268060, 5 Sep 67 to 30 Jun 68  
 MSGT JACK S COBB, AF13239795, 22 Aug 67 to 31 Jul 68  
 MSGT WILLIAM H MOODY, AF31231839, 9 Oct 67 to 31 May 68 (First Oak Leaf Cluster)  
 MSGT RUSSELL M PARRIN, JR., AF14585309, 1 Dec 66 to 31 May 68  
 MSGT JAMES M N RIHN, AF18413700, 21 Nov 65 to 7 Aug 68  
 TSGT BENJAMIN J DAVIS, SR., AF34856806, 9 Jul 65 to 30 Jun 68  
 TSGT JOHN C MCGAHEE, AF14263198, 17 Jul 67 to 31 Jul 68  
 TSGT LEON B NEEDHAM, AF14248098, 17 Feb 65 to 30 Jun 68  
 SSGT MELVYN A H COPTA, AF10112251, 2 Aug 66 to 30 Apr 68

FOR THE COMMANDER



IVAN E. YOCT  
 Director of Administrative Services

DISTRIBUTION  
 1-GEDA-1  
 2-Each Individual Concerned  
 1-GEA, GEBH  
 3-GEEKH  
 50-TEAMQ

G-22



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFIC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-23

11 July 1968

By direction of the Secretary of the Air Force and under the provisions of APM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

LT COL CHARLES A WINTERMEYER, FVB56164, 20 Nov 67 to 31 Aug 68  
CAPT BILLY E GREGG, FR3148327, 27 Jun 67 to 1 Jul 68  
CAPT RICHARD A PYLE, FR3122295, 1 Nov 67 to 1 Jul 68 (First Oak Leaf Cluster)  
CAPT LARRY A ROBINSON, FV3151373, 26 Oct 66 to 31 Aug 68  
1ST LT THOMAS M BOUTSEN, FV3173862, 14 Aug 67 to 30 Jun 68  
1ST LT ROBERT C KWIT, FV3160433, 30 Sep 66 to 16 Jun 68  
CWO W-4 ROY S BROWN, FR954618, 28 Apr 67 to 31 Aug 68  
MSGT NEWBURN C TALLEY, AF18431582, 28 Sep 67 to 31 Aug 68 (First Oak Leaf Cluster)  
MSGT THOMAS S FLOYD, AF34547381, 19 Jun 67 to 31 Jul 68  
MSGT ORVAL C HALLEMAYER, AF17015184, 28 Jun 65 to 1 Jul 68  
MSGT EDWARD F JACKMAN, AF35732656, 19 Aug 64 to 31 Jul 68  
MSGT MAURICE L LANCPOT, AF31481696, 5 Jul 66 to 31 Jul 68  
MSGT WALTER S STREPKA, AF37339295, 18 Oct 66 to 9 Jul 68  
MSGT ELWOOD F ZIMMERMAN, AP20301109, 11 Sep 67 to 31 Aug 68 (First Oak Leaf Cluster)  
TSGT MARLIN E HELMS, AF13227845, 1 Aug 67 to 31 Jul 68  
TSGT HERMAN F SCHEIBELHUT, AF13396943, 10 Jun 66 to 1 Apr 68

FOR THE COMMANDER



IVAN T. FOET  
Director of Administrative Services

DISTRIBUTION  
1-GEBA-1  
2-Each Individual Concerned  
7-USAFMPC (AFPMRO), Randolph AFB,  
TX 78148  
1-GEA, GEBH  
96-GRAMQ  
3-GECH

G-23



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFEG)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-24

18 July 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, CWO W-4 HOWARD E JOHNSON, FR954878, is awarded the Air Force Commendation Medal (First Oak Leaf Cluster) for meritorious service during the period 27 Jul 67 to 29 Jul 68, effective date indicated.

FOR THE COMMANDER



IVAN T. YOGT  
Director of Administrative Services

DISTRIBUTION

- 1-GEBA-1
- 2-Individual Concerned
- 1-USAFMIC (AFIMDRO), Randolph AFB,  
TX 78148
- 1-GEA, GEBH
- 3-GERH
- 6-GEAMQ

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AGEIC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-25

24 July 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

LT COL JAMES H SAMS, FV830707, 5 Aug 67 to 31 Jul 68 (Second Oak Leaf Cluster)  
1ST LT DONALD E FRISCHMANN, FV3160453, 31 Mar 66 to 3 Jul 68  
1ST LT JOSEPH SQUARZINI, FV3107070, 9 Aug 65 to 20 Jul 68  
TSGT CLARENCE M FRAZIER, AF13293690, 21 Apr 67 to 30 Sep 68  
TSGT WILLARD R KRANTZ, AF18325944, 15 Oct 67 to 31 Aug 68  
TSGT VINCENT D MARFINO, AF35516042, 19 May 67 to 31 Jul 68

FOR THE COMMANDER



IVAN T. YOGT  
Director of Administrative Services

DISTRIBUTION  
1-GEMA-1  
2-Each Individual Concerned  
3-USAFMPC (AFPMRO), Randolph  
AFB, TX 78140  
1-GEA, GEMH  
36-GEAMQ  
3-GERH

G-25

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONIC ENGINEERING INSTALLATION AGENCY (AFIC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-26

29 July 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, MSGT JOHN F. MCKEON, AF32019218, is awarded the Air Force Commendation Medal for meritorious service during the period 26 Oct 65 to 31 Jul 68, effective date indicated.

FOR THE COMMANDER



IVAN T. YOST  
Director of Administrative Services

DISTRIBUTION  
1-GEBA-1  
2-Individual Concerned  
1-GEA, GEBH  
3-GEKH  
6-GEAMQ

G-26

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFIC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-27

5 Aug 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

MAJ ELMER J HICKMAN, FR47986, 27 Sep 65 to 31 Jul 68 (First Oak Leaf Cluster)  
CAPT ROBERT M HIGASHI, FV3107384, 12 Feb 68 to 27 Mar 68 (First Oak Leaf Cluster)  
CAPT GEORGE W PICKARD, FR3121371, 1 May 66 to 31 Aug 68 (Second Oak Leaf Cluster)  
CWO W-4 JACK D GREGORY, FR954269, 21 Jun 66 to 31 Aug 68 (First Oak Leaf Cluster)  
SMSGT GLENN W DAVIS, AF14278062, 6 Jan 68 to 31 Aug 68  
SMSGT ROBERT C SUTTON, AF14339644, 17 Jan 68 to 28 May 68 (First Oak Leaf Cluster)  
SMSGT HERBERT WALKER, AF14246723, 28 Nov 67 to 30 Sep 68 (First Oak Leaf Cluster)  
MSGT DAVID M KENDRICK, AF14427975, 6 Jul 66 to 31 Jul 68  
MSGT DEAN F MANHIG, AF17242494, 2 Jul 65 to 31 Jul 68  
TSGT RALPH E HERMAN, AF19377475, 18 Aug 67 to 14 Jun 68 (First Oak Leaf Cluster)  
TSGT PATRICK J RYAN, AP24630837, 17 Oct 67 to 31 Aug 68  
SGT FRANCISCO BERTOT, AF14966170, 17 Jun 66 to 10 Aug 68

FOR THE COMMANDER




IVAN T. YOST  
Director of Administrative Services

DISTRIBUTION

1-GEA-1  
2-Each Individual Concerned  
4-USAFMPC (AFPMRO), Randolph  
AFB, TX 78148  
1-GEA, GEMH  
3-GECH  
72-GEAMQ

G-27

94

REQUEST AND / HORIZATION FOR CHANGE OF ADMINISTRATIVE ORDERS				
<i>(If more space is required, continue on reverse, identifying items by number)</i>				
TO: <b>GEBA-1</b>		FROM: <b>GEA</b>		
ORDER PERTAINING TO THE INDIVIDUAL SELECTED (ITEM NO.)		<input type="checkbox"/> DELETED <input type="checkbox"/> RESCINDED <input checked="" type="checkbox"/> N/A		
IDENTIFY ALL OF THE ORDERS BEING CHANGED (Issued by the Headquarters unless otherwise stated in item 5)				
A. PARA	B. ORDER (Type and No.)	C. DATE	D. FROM	E. TO (Type and No.)
	4-16	27 May 1968	1-GEA 1-GEBA	Award of Air Force Commendation Medal
2. PREVIOUS AMENDMENTS ISSUED BY THIS HEADQUARTERS				
A. PARA	B. ORDER (Type and No.)	DATE		
	None			
3. IDENTIFICATION OF INDIVIDUAL(S) TO WHOM CHANGE ACTION PERTAINS				
A. GRADE	B. LAST NAME, FIRST, MIDDLE INITIAL	C. AFSS OR POSITION TITLE (Civilian)	D. ORGANIZATION	
CWO W-4	ENZOR, AUSTIN F.	FR952689	Hq GECIA	
4. AMENDMENT (Identify item in order being amended)				
A. ITEM	AS READ		AS AMENDED TO READ	
	CWO W-4 AUSTIN F., ENZOR		CWO W-4 AUSTIN F., ENZOR	
B. ITEM	AS AMENDED TO INCLUDE			
5. REMARKS				
6. DATE	7. AUTHORIZED OFFICIAL (Type name, grade, and title) <b>PASQUALE A. FERRO, Col, USAF</b>		8. PHONE NO.	
8 Aug 68	Chief, Personnel			3126
10. DESIGNATION AND LOCATION OF HEADQUARTERS			11. ORDER (Type and No.)	12. DATE
DEPARTMENT OF THE AIR FORCE GECIA (AFIC) GRIFFISS AFB, NY 13440			G-22	12 Aug 68
14. DISTRIBUTION			13. SIGNATURE AND TITLE OF ORDER AUTHENTICATING OFFICIAL	
1-GEBA-1 2-Individual Concerned COMAFFIC (AFIMDR), Randolph AFB, TX (RTR) 1-GEA, GEMH 3-GECH 6-GEAMR			FOR THE COMMANDER  IVAN T. YOST DAB	

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFEG)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-28

12 Aug 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

MAJ RICHARD D MONTGOMERY, FR3034301, 1 Oct 67 to 9 Apr 68 (First Oak Leaf Cluster)  
CAPT ARTURO M ROMANAT, FR3132314, 15 Sep 65 to 15 Sep 68  
MSGT JAMES F ENGLEHARDT, AF19514757, 11 Mar 66 to 25 Sep 68 (First Oak Leaf Cluster)  
MSGT HARLEY J HUGGINS, AF14197250, 2 Jun 67 to 31 Jul 68  
TSGT HOWARD W LIGHTFOOT, AF13091631, 24 Jan 68 to 30 Sep 68  
SSGT GUY R COOMBS, AF12608142, 25 May 66 to 13 Jun 68  
SSGT FRANK B GLOVER, AF14747367, 14 Sep 65 to 10 Sep 68 (First Oak Leaf Cluster)

FOR THE COMMANDER



IVAN T. YOST  
Director of Administrative Services

DISTRIBUTION  
1-GEBA-1  
2-Each Individual Concerned  
2-USAFMPC (AFMPCDO), Randolph  
AFB, TX 78148  
1-GEBA, GEBB, GEA  
3-GECH  
42-GEAMQ

G-28

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFPG)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440


SPECIAL ORDER  
G-30

19 Aug 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

COL BILLY J HILLIS, FR12245, 1 Aug 67 to 12 Jul 68 (Second Oak Leaf Cluster)  
COL GEORGE A BERNAL, FR3400, 13 Jan 65 to 31 Aug 68  
LT COL JACK W CLARK, FR37378, 5 Sep 67 to 30 Sep 68 (First Oak Leaf Cluster)  
MAJ WILLIAM C THERFT, JR., FV591271, 23 Jun 66 to 30 Sep 68  
MAJ DUANE M WHITE, FR61491, 10 Dec 67 to 30 Jun 68  
CAPT CHARLES W CRAWFORD, FV3149917, 26 Aug 64 to 12 Aug 68  
CAPT STUART S PARTISON, FV3160439, 30 Apr 65 to 29 Sep 68  
MSGT ROBERT C FRANKS, AF15414213, 14 Oct 67 to 31 Oct 68 (First Oak Leaf Cluster)  
TSGT GROVER L BUCHNER, AF17382388, 25 Jan 64 to 20 Jan 68  
TSGT THOMAS G WILLIAMS, AF14523419, 1 Jan 68 to 28 Mar 68

FOR THE COMMANDER

  
IVAN T. YOST  
Director of Administrative Services

DISTRIBUTION  
1-GEBA-1  
2-Each Individual Concerned  
7-USAFMPC (AFPMDO), Randolph  
AFB, TX 78148  
1-GEA, GEBH  
3-GEKH  
60-GEAMQ

G-30

DEPARTMENT OF THE AIR FORCE  
 HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFEG)  
 GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
 G-31

21 Aug 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

SMSGT HERBERT K HARPER, AF12268491, 23 Aug 67 to 31 Aug 68  
 SMSGT THOMAS E SIVILS, AF18059797, 30 Dec 66 to 30 Sep 68  
 MEGT BOBBY D BIBBS, AF18397757, 8 Jul 64 to 10 Jul 68  
 MEGT THOMAS A CAMPBELL, AF24627530, 19 Oct 64 to 9 May 67  
 TSOT JESSIE J BUCHANAN, AF14557040, 15 Jul 64 to 14 Jun 68  
 TSOT THOMAS J GLASS, AF14343054, 11 Jan 68 to 30 Jun 68 (First Oak Leaf Cluster)  
 TSOT THEODORE K MACDONALD, AF33121551, 26 Aug 61 to 30 Sep 68  
 TSOT ROBERT S SCOTT, AF17247560, 27 Aug 66 to 11 Mar 68  
 SSGT DAVID R BRYAN, AF18406997, 12 Sep 65 to 12 Sep 68  
 SSGT JOEL FRIED, AF13625693, 20 Jul 65 to 6 Jul 68  
 SSGT JOHNNIE HAMMON, AF16453522, 13 Jul 65 to 20 Jul 68  
 A1C RICHARD A WAGNER, AF16914314, 11 Aug 67 to 30 Jun 68

FOR THE COMMANDER



IVAN T. YOST  
 Director of Administrative Services

DISTRIBUTION  
 1-GEBA-1  
 2-Each Individual Concerned  
 1-GEA, GEBH  
 3-GEKH  
 72-GEAMR

G-31



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR FORCE LOGISTICS COMMAND  
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

SPECIAL ORDER  
GA-21

26 August 1968

1. Announcement is made of the permanent change of station of the 2863d GEEIA Squadron from Brookley AFB, Alabama to Wright-Patterson AFB, Ohio, effective 1 October 1968. Authority: AFLC Movement Order Nr 2, dated 21 June 1968 and AFM 26-2.
2. Detachment 2, 2863d GEEIA Squadron is discontinued at Wright-Patterson AFB, Ohio, effective 1 October 1968. Personnel and manpower authorizations revert to the parent unit. AFEMS Organization Identity Number 286340970002 is cancelled. Authority: AFM 26-2.
3. Detachment 3, 2863d GEEIA Squadron is discontinued at Wright-Patterson AFB, Ohio, effective 1 October 1968. Personnel and manpower authorizations revert to the parent unit. AFEMS Organization Identity Number 286340970003 is cancelled. Authority: AFM 26-2.

FOR THE COMMANDER:



RALPH W. MALANGA, Colonel, USAF  
Director, Administrative Services

DISTRIBUTION:

- 1 ea DCS, Staff Office & AMAs
- 2 ea AFLC MET
- 3 ea Hq USAF (AFMEG) (AFOMO) (AFOAP) (AFPM) (AFPDC)
- 1 ea Hq USAF (AFDASA) (APOCE) (AFADFA-1)
- 5 ea GEEIA Region
- 2 ea GEEIA (GEG) (GEB) (GEV) (GES) 6 (GEK)
- 5 MOAMA (MOB)
- 10 2863d GEEIA Sq, Brookley AFB, Ala.
- 5 ARPC, 3800 York St., Denver, Colo.
- 1 MASDC, Davis-Monthan AFB, Ariz.
- 1 AUL (AUL2D) Maxwell AFB, Ala.
- 1 2802d IG&CG, Newark AF Stn, Newark, OH.
- 1 MCGA 6 MCOM
- 1 MCOB 1 SGSPAD
- 3 MCAMS 2 SGDDPF
- 1 MCEPE 1 ACG
- 3 MCGSCPP-1 1 ACDP
- 2 MCKH 2 EWG
- 1 HWA 2 EWAM

AF WP-A-175

GA-21

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR FORCE LOGISTICS COMMAND  
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

SPECIAL ORDER  
GA-22

27 August 1968

1. The following detachments are discontinued at Vandenberg AFB, California, effective 15 September 1968. Concurrent with discontinuance action operating locations will be established. Personnel and Manpower authorizations revert to the parent unit and will be used in establishing the operating locations.  
Authority: AFM 26-2:

<u>DETACHMENT</u>	<u>PARENT UNIT</u>	<u>LOCATION</u>
2	HQ 2802 Inertial Guidance/Calibration Group	VAFB, Calif.
23	HQ SAAMA	VAFB, Calif.
24	HQ OCAMA	VAFB, Calif.
31	HQ Western GEEIA Region	VAFB, Calif.
42	HQ OOAMA	VAFB, Calif.

2. Pine Ford Acres Family Housing Annex, Middletown, Pa., Installation Nr. TGEJ, an off-base facility of Griffiss Air Force Base was disposed of effective 24 July 1968, with the Commander 2856 AB Gp, Griffiss AF Base relieved of jurisdiction and real property accountability. Authority: AFR 87-5.

3. Norwalk AF POL Retail Distribution Station #1, Norwalk, California, Installation SCYM, a detached facility of McClellan Air Force Base, was disposed of effective 1 February 1968, with the Commander McClellan AF Base relieved of jurisdiction and real property accountability. Authority: AFR 87-5.

FOR THE COMMANDER:



R. J. MALANGA, Colonel, USAF  
Director, Administrative Services

DISTRIBUTION:

1 ea DCS, Staff Office & ANAs  
2 ea AFLC MET  
3 ea Hq USAF (AFMSG) (AFOMO) (AFOAP) (AFPMP) (AFPDC)  
1 ea Hq USAF (AFDASA) (AFOCE) (AFADPAB-1)  
2 ea SAAMA (SAV) (SAG) (SAB)  
2 ea OCAMA (OCV) (OCG) (OCB)  
2 ea OOAMA (OOV) (OOG) (OOB)  
2 ea GEEIA (GEV) (GEG) (GEB) - 6 (GEX)  
5 2802 IG&CG, Newark AF Stn, Newark, OH.  
2 ea SMAMA (SMV) (SMG) (SMB)  
2 Comdr, VAFB, Calif. 93437  
5 Det 41, SMAMA, Vandenberg AFB, Calif. 93437  
2 HQ AFSC, Andrews AFB, D. C.  
5 ARPC, 3800 York St., Denver, Colo. 80205  
1 MASDC, Davis-Monthan AFB, Ariz. 85707  
1 AUL (AUL2D) Maxwell AFB, Ala. 36112  
2 CofEngrs, DA, ENGRE-PR, Gravelly Point, WashDC 20315

DEPARTMENT OF THE AIR FORCE  
 HEADQUARTERS AIR FORCE LOGISTICS COMMAND  
 WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

SPECIAL ORDER  
 GA-23

29 August 1968

1. Paragraphs 2 and 3, Special Order G-18, this Headquarters, 24 March 1965, are rescinded.
2. The following listed Air National Guard of the United States Units, together with all assigned personnel are ordered to extended active duty at the locations indicated and reassigned to this command effective upon receipt of official notification from this headquarters to implement this order. Authority: APM 45-2 and AFR 45-6.

<u>UNIT</u>	<u>PRESERVE ASSIGNMENT</u>	<u>LOCATION</u>
202nd GEEJA Squadron	State of Georgia	Municipal Airport, Macon, Georgia
205th GEEJA Squadron	State of Oklahoma	Will Rogers World Airport, Oklahoma City, Oklahoma
211th GEEJA Squadron	State of Pennsylvania	Obvested State Airport, Middletown, Pennsylvania
212th GEEJA Squadron	State of Massachusetts	Worcester ABG Base, Skyline Drive Worcester, Massachusetts
213th GEEJA Squadron	State of New York	Roslyn ABG Station, Roslyn, Long Island, New York
214th GEEJA Squadron	State of Louisiana	Lafayette Airport, New Orleans, Louisiana
215th GEEJA Squadron	State of Washington	6736 Ellis Ave., Seattle, Washington
216th GEEJA Squadron	State of California	1125 W. Winton Ave., Hayward, California
217th GEEJA Squadron	State of Illinois	O'Hare International Airport, Chicago, Illinois
218th GEEJA Squadron	State of Missouri	28 Sherman Ave., St. Louis, Missouri
219th GEEJA Squadron	State of Oklahoma	Will Rogers World Airport, Oklahoma City, Oklahoma
241st GEEJA Squadron	State of Tennessee	Levell Field, Chattanooga, Tennessee

PARA 1 THRU 3, SPECIAL ORDER GA-23, HQ AFEG, 29 AUG 62, CONT'D. Page 2.

243rd GEEIA Squadron	State of Maine	50 Western Avenue South Portland, Maine
266th GEEIA Squadron	State of Missouri	28 Sherman Avenue St Louis, Missouri
270th GEEIA Squadron	State of Pennsylvania	Philadelphia International Airport, Philadelphia, Pa.
272nd GEEIA Squadron	State of Texas	P. O. Box 847, La Porte, Texas
273rd GEEIA Squadron	State of Texas	P. O. Box 1117 Rederland, Texas

3. Concurrently with entry into active service, the units listed below are further assigned as indicated:

<u>UNIT</u>	<u>ORGANIZATION OF ASSIGNMENT</u>
215th GEEIA Squadron	Western GEEIA Region
216th GEEIA Squadron	Western GEEIA Region
205th GEEIA Squadron	Central GEEIA Region
217th GEEIA Squadron	Central GEEIA Region
218th GEEIA Squadron	Central GEEIA Region
219th GEEIA Squadron	Central GEEIA Region
266th GEEIA Squadron	Central GEEIA Region
272nd GEEIA Squadron	Central GEEIA Region
273rd GEEIA Squadron	Central GEEIA Region
202nd GEEIA Squadron	Eastern GEEIA Region
211th GEEIA Squadron	Eastern GEEIA Region
212th GEEIA Squadron	Eastern GEEIA Region
213th GEEIA Squadron	Eastern GEEIA Region
214th GEEIA Squadron	Eastern GEEIA Region

PARA 1 THRU 3, SPECIAL ORDER GA-23, HQ AFPC, 29 AUG 68, CONT'D. Page 3.

241st GEEIA Squadron	Eastern GEEIA Region
243rd GEEIA Squadron	Eastern GEEIA Region
270th GEEIA Squadron	Eastern GEEIA Region

FOR THE COMMANDER:



BALTIMORE, BALANGA, Colonel, USAF  
Director, Administrative Services

DISTRIBUTION:

1 ea State ABG  
1 ea AFA  
5 ea GEEIA Rgn  
2 ea GEEIA (GEV) (GEG) (GEB)  
75 HQAFPC  
1 MCGA  
3 MCGCPCP-1  
2 MCKH  
1 EWG  
3 EWAM

AF WP-A-175-66

GA-23

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFIC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-32

5 Sep 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

LT COL PAUL J JOHNSTON, FR50750, 19 Dec 66 to 10 May 68 (First Oak Leaf Cluster)  
MAJ DONALD L MOORE, FR54969, 13 Aug 65 to 26 Jul 68  
MAJ MICHAEL RIBM, FR44998, 3 Aug 67 to 25 Jul 68 (Second Oak Leaf Cluster)  
CAPT RAYNOVA B BURCK, FR58334, 30 Sep 66 to 1 Sep 68  
CAPT FRANCIS R STABLER, FV3150947, 1 Oct 65 to 27 Aug 68  
MSGT ROY A SNYDER, AF13279583, 14 Feb 67 to 31 Aug 68  
TSGT EDWARD L WALDEN, AF15455464, 1 Feb 68 to 28 Jun 68  
SSGT JERRY J LOWERY, AF16765230, 6 Mar 67 to 30 Jun 68

FOR THE COMMANDER



IVAN T. YOST  
Director of Administrative Services

DISTRIBUTION  
1-GEBA-1  
2-Each Individual Concerned  
5-USAFMPC (AFPMRO), Randolph  
AFB, TX 78148  
1-GEA, GEBH  
3-GEKII  
48-GEAMQ

G-32

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLO)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-33

6 Sep 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

CMSGT JAMES M HEAD, AF14091872, 16 Jun 65 to 4 Jun 68  
CMSGT RAMON B ST JOHN, AF38121551, 29 Jul 65 to 11 Sep 68 (First Oak Leaf Cluster)  
TSGT DONALD E ALLISON, AF14489947, 15 Aug 66 to 31 Jul 68  
TSGT GROVER C STEPHENS JR, AF24755560, 14 Jul 64 to 27 Aug 68 (First Oak Leaf Cluster)  
SSGT HENRY J SPEARS, AF18293705, 17 May 67 to 30 Sep 68

FOR THE COMMANDER



IVAN T. YCGT  
Director of Administrative Services

DISTRIBUTION  
1-GEBA-1  
2-Each Individual Concerned  
1-GEA, GEBH  
3-GEKH  
30-GEAMQ

G-33

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFEG)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-34

13 Sep 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

LT COL GROVER C BERRYMAN, FV927906, 1 Nov 65 to 20 Sep 68  
CWO W-4 LLOYD R LEWIS, PR954893, 28 Apr 66 to 31 Jul 68  
MSGT RICHARD A JOLLEY, AF19552152, 7 Nov 65 to 10 Oct 68  
MSGT DALE L LUNDGREN, AF17492746, 11 Mar 66 to 1 Oct 68  
MSGT RENICK MCGUIRE, AF12468130, 1 Nov 65 to 10 Oct 68  
MSGT WILTON TERRELL, AF14339054, 16 Jun 66 to 1 Jun 68 (Second Oak Leaf Cluster)  
TSGT FRANK M BOOSINGER, AF13585525, 9 Oct 64 to 2 Oct 68  
TSGT JACK H DEHART, AF13228527, 15 Nov 67 to 11 Jun 68

FOR THE COMMANDER



IVAN T. YOST  
Director of Administrative Services

DISTRIBUTION

1-GEBA-1  
2-Each Individual Concerned  
2-USAFMPC (AFEMDRO), Randolph  
AFB, TX 78148  
1-CBPO Concerned  
1-GEA, GEBH  
3-GEKH  
48-GEAMQ

G-34



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR FORCE LOGISTICS COMMAND  
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

MOVEMENT ORDER  
NUMBER 4

17 September 1968

1. The Commander, GSEIA, will take necessary action to move Detachment 33, HQ Eastern GSEIA Region from Harrisburg Airport, Pennsylvania to Olmsted State Airport, Middletown, Pennsylvania. Unit will move on or about 1 October 1968.
2. Move will be a permanent change of station.
3. Unit will move with approximate strength of one officer and one airman.
4. The materiel currently in possession and authorized the unit, which will be required at the new location will be moved. Procedures set forth in Section E, Chapter 11, Part One, Volume I of AFM 67-1 will be followed. Care should be taken to preclude unwarranted movement of materiel.
5. Unit will move in accordance with applicable provisions of AFR 55-104 and AFMs 35-17, 36-11, 39-11, 75-1, 75-2, and 75-4.
6. Dates of departure and arrival will be reported on the Air Force Organization Status Change Report, RCS: HAF-01. Report of personnel moved (AFR 55-104) will be furnished HQ AFPLC (MCOMO) within ten days of completion of move.
7. Personnel will be issued orders directing their movement as far in advance as possible. Commanders will make every effort to alleviate any personal hardships that may result from this move.
8. Cite Permanent Change of Station Open Allotment Account Classification 5795-01 9 P579.01, P579.02 S503725, 410, 440, 270. Transportation costs of organizational equipment and impediments are chargeable to base operations and maintenance funds available to your command. Strict adherence will be made to AFM 170-8.
9. Authority: Message HQ USAF, AFOAPDC, 221932Z Aug 68, subject, DAF Movement Directive.

FOR THE COMMANDER:



WALTER J. LANGA, Colonel, USAF  
Director, Administrative Services

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUPED ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFIC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-36

18 Sep 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

SGT ROBERT A DEFENBO, AF13148396, 1 Mar 66 to 7 Sep 68 (First Oak Leaf Cluster)

TSGT KENNETH H MANN, AF13419124, 23 Aug 68 to 6 Sep 68

FOR THE COMMANDER



IVAN T. TOST  
Director of Administrative Services

DISTRIBUTION

1-GEPA-1  
2-Each Individual Concerned  
1-CBPO Concerned  
1-GEA, GEBH  
3-GEKI  
12-GEAMQ

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFIC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-35

18 Sep 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

COL WALTER W BELL, JR., FR33611, 27 Jul 67 to 30 Sep 68 (Second Oak Leaf Cluster)

CAPT LEON G OLDEAM, FV3156802, 5 Dec 67 to 4 Oct 68

CAPT TIMOTHY L SKAARER, FV3162145, 9 May 66 to 1 Oct 68

SSGT DAVID DUNHAM, AF15517201, 15 Dec 64 to 30 Sep 68

SSGT WILLIAM L SCHAUL, AF17566595, 6 Nov 65 to 15 Oct 68

SSGT WALLACE L WRIGHT, AF16583921, 31 Jan 65 to 16 Jul 68

FOR THE COMMANDER



IVAN T. YOST  
Director of Administrative Services

DISTRIBUTION

- 1-GEDA-1
- 2-Each Individual Concerned
- 3-USAFMPC (AFFMDRO), Randolph AFB, TX 78148
- 1-CBPO Concerned
- 1-GEA, GEBH
- 3-GEKH
- 36-GEAMQ

G-35

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFIC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440


SPECIAL ORDER  
G-38

27 Sep 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

COL FRANCIS A KELLY, FR12509, 22 Aug 66 to 16 Jun 68 (First Oak Leaf Cluster)  
CAPT DUANE G BESSETTE, FR3110054, 25 Feb 68 to 30 Jul 68 (Second Oak Leaf Cluster)  
CMSGT NORMAN L FOSTER, AF12113661, 4 Aug 67 to 30 Sep 68  
MSGT CLYDE CUNNINGHAM, JR., AF12357003, 14 Mar 68 to 30 Jul 68  
MSGT MAXWELL P KININGER, AF57504165, 27 Dec 67 to 30 Jul 68 (First Oak Leaf Cluster)  
MSGT DONALD G LABRIE, AF16588087, 18 Aug 67 to 30 Sep 68 (First Oak Leaf Cluster)  
MSGT ROBERT L RAWLINS, AF14358180, 14 Mar 68 to 30 Jul 68 (Second Oak Leaf Cluster)  
SGT DOUGLAS W VANGIESON, AF12711890, 12 Jun 67 to 18 Oct 68

FOR THE COMMANDER

  
IVAN T. YOCT  
Director of Administrative Services

DISTRIBUTION  
1-GEBA-1  
2-Each Individual Concerned  
2-USAFMPC (AFFMDRO), Randolph  
AFB, TX 78148  
1-Each CBFO Concerned  
1-GEA, GEBH  
3-GEKH  
4B-GEAMQ

G-38

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR FORCE LOGISTICS COMMAND  
WRIGHT PATTERSON AIR FORCE BASE, OHIO 45433

SPECIAL ORDER  
GA-28

3 October 1968

Announcement is made of the permanent change of station of Detachment 33, HQ Eastern GEEIA Region from Harrisburg Airport, Pennsylvania to Olmsted State Airport, Middletown, Pennsylvania, effective 1 October 1968. Authority: AFLE Movement Order Number 4, dated 17 September 1968 and AFM 26-2.

FOR THE COMMANDER:



RALPH MALANGA, Colonel, USAF  
Director, Administrative Services

DISTRIBUTION:

1 ea DCS, Staff Office & AMAs  
3 ea Hq USAF (AFMAG) (AFMO) (AFOAP) (AFPMP) (AFPDC)  
1 ea Hq USAF (AFDASA) (AFDCE) (AFADPAB-1)  
5 AFPC, 3800 York St., Denver, Colo. 80205  
1 HADDC, Davis-Monthan AFB, Ariz. 85707  
1 AFB (AFL2D), Maxwell AFB, Ala. 36112  
5 Eastern GEEIA Rgn, Brookley AFB, Ala. 36615  
2 Olmsted State Airport, Middletown, Pa. 17057  
10 Det 33, Hq Eastern GEEIA Rgn, Harrisburg Arpt, New Cumberland, Pa. 17070  
2 Hq Pennsylvania ANG, RFD 2, Annville, Pa. 17003  
2 ea Hq GEEIA (GEB) (GEG) (GEV) (GEK)  
1 MCGA 1 ACDP  
1 MCGD 2 EWG  
1 MCGS 1 FWAM  
1 MCEPS 1 HWA  
3 MCGSFP-1 5 USAFMPG, Randolph AFB, Tex. 78148  
2 MCEH 5 MMTS, WashDC 20315  
6 MCOM  
2 MCOL  
1 MCEPAD  
2 MCGDFP  
1 ACG

AF WP-A-150-28

GA-28

STATE OF UTAH, MILITARY DEPARTMENT  
 HEADQUARTERS UTAH NATIONAL GUARD  
 Office of The Adjutant General  
 Post Office Box 8000  
 Salt Lake City, Utah 84108

SPECIAL ORDERS  
 NUMBER 203-Air

E X T R A C T

14 October 1968

1. By authority of the Secretary of the Air Force and the Chief, National Guard Bureau DF Titles 10 and 32 USC, the 130th Aircraft Control and Warning Squadron, Utah ANG, MAF, Salt Lake City, Utah 84116 is hereby inactivated effective 2400 hours 15 October 1968 and returned to the control of the National Guard Bureau. AUTH: Para 4, 1tr, NGB (NG-AFOIM), 3 October 1968, Subject: Activation of the 130th GLLIA Squadron.

2. By authority of the Secretary of the Air Force and the Chief, National Guard Bureau DF Titles 10 and 32 USC, the following ANG unit is constituted and activated at the MAF, Salt Lake City, Utah 84116 effective 16 October 1968 with gaining command assignment to Air Force Logistics Command:

<u>Salt Lake City MAF, Utah</u>	<u>ANG 1950</u>	<u>OFF</u>	<u>AMN</u>	<u>TOTAL</u>
130th GLLIA Squadron	RA097CD	15	254	269

Minimum maintenance strength will commence with the Federal Recognition strength column, Attachment 2, ANGR 35-05. The BEMO will realign organizational and property records IAW the functional responsibilities authorized the new unit.



FOR THE COMMANDER-IN-CHIEF:

MAURICE L. WATTS  
 Major General, Utah ARNG  
 The Adjutant General

Colonel, Salt Lake City, Utah ARNG  
 Assistant Adjutant General

DISTRIBUTION:

1-COS, Air, Utah ANG  
 20-Unit Conc'd  
 5-AF Advsr (ADC)  
 5-CNGB (AFOIM)  
 5-ADC (ADCMO-L)  
 10-AFLC  
 5-File, AGO Utah



STATE OF COLORADO  
DEPARTMENT OF MILITARY AFFAIRS  
300 LODAN STREET  
DENVER, COLORADO 80203



GENERAL ORDER  
NUMBER 30:

16 October 1968

ACTIVATION OF THE 138TH GEEIA SQUADRON

1. Under the provisions of Titles 1 and 32, United States Code and with the concurrence of the State of Colorado, the 138th GEEIA Squadron is activated effective 16 October 1968. Manpower authorization and location as indicated below:

Greeley, Colorado	AFC UMO	OFF	AMN	TOTAL
138th GEEIA Squadron	R 407900	11	246	257

2. Minimum maintenance strength will commence with the Federal Recognition Strength Column, Attachment 2, ANGR 35-05. The gaining command will be Air Force Logistics Command (AFLC).

3. The Base Equipment Management Office will realign organization property records in accordance with functional responsibilities authorized for the new organizational structure.

4. Authority: Federal Recognition will be in accordance with Para 16, ANGR 20-27, as amended, and 1st, NGB (NG-AFOTM), dated 11 Oct 68, Subj: Activation of the 138th GEEIA Squadron.

BY COMMAND OF THE GOVERNOR:

OFFICIAL:

JOE C. MOFFITT, Major General, ColoANG  
The Adjutant General

*Donald A. David*  
DONALD A. DAVID, Major, ColoANG  
Administrative Assistant (Air)

DISTRIBUTION: "A" Plus

CNGB (NG-AFOTM) - 5  
AFLC (PCFR) - 5  
GEEIA (GEV-1) - 5  
ADC (ADCMO-E) - 5

DEPARTMENT OF THE AIR FORCE  
 HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)  
 GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
 G-41

16 Oct 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

MAJ LYNN F ROBINSON, FV3019537, 21 Oct 65 to 1 Nov 68  
 SMSGT HENRY G GUNTER, AF14283993, 2 Jan 68 to 30 Nov 68 (First Oak Leaf Cluster)  
 MSGT GERALD R BEAUCHEMIN, AF11189002, 5 Feb 66 to 1 Sep 68  
 MSGT ROBERT V CRIST, AF37791212, 15 Nov 67 to 31 Oct 68  
 MSGT CURTIS V DRUMHELLER, AF13306032, 14 Aug 67 to 15 Aug 68  
 MSGT GEORGE A LONG, AF17257135, 1 Mar 67 to 30 Nov 68  
 MSGT JOHNNY C ROBBINS, AF13360668, 8 Oct 64 to 15 Oct 68  
 TSgt HORACE J BASS, AF44114685, 27 Jul 65 to 31 Oct 68  
 TSgt HAROLD D MOORE, AF25050303, 4 Jan 67 to 15 Aug 68 (First Oak Leaf Cluster)  
 TSgt GEORGE SPOWICZ, AF11129095, 30 Nov 67 to 30 Nov 68  
 TSgt J C SPANN, AF14432601, 23 Apr 66 to 18 Oct 68  
 TSgt ALBERT E VAN WAY, AF12253451, 15 Apr 66 to 31 Oct 68  
 TSgt RAYMOND J VOYER, AF11226793, 26 Dec 67 to 25 Oct 68 (First Oak Leaf Cluster)  
 TSgt JAMES S WICKHAM, AF17264726, 10 Dec 65 to 10 Oct 68 (First Oak Leaf Cluster)

FOR THE COMMANDER



IVAN T. YOST  
 Director of Administrative Services

DISTRIBUTION  
 1-GEBA-1  
 2-Each Individual Concerned  
 1-USAFMPC (AFEMDRO), Randolph  
 AFB, TX 78148  
 1-Each CBFO Concerned  
 1-GEA, GEBH  
 3-GEKH  
 84-GEAMQ

G-41



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-42

29 Oct 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

MAJ LEON P FLEMING, FR65819, 15 Oct 65 to 1 Nov 68  
CAPT OAKLEY G VINCENT, FR3101015, 1 Aug 67 to 30 Jun 68  
MSGT ETIENNE A MARKOVICS, AF13540016, 21 Oct 65 to 20 Oct 68  
TSGT FRANCIS P KING JR, AF13253378, 15 Mar 68 to 31 Oct 68  
TSGT EIDSELL C OBENSHAIN, AF13322970, 1 Apr 67 to 15 Nov 68  
SSGT KENNETH D COLE, AF12360354, 18 Apr 61 to 30 Sep 68  
SSGT RAY HATCHER, AF14784308, 10 Dec 66 to 25 Sep 68  
SSGT JOHN C WAHNON, AF12658845, 12 Jun 66 to 28 May 68

FOR THE COMMANDER



IVAN T. YOST  
Director of Administrative Services

DISTRIBUTION  
1-GEBA-1  
2-Each Individual Concerned  
2-USAFMFC (AFIMDRO), Randolph  
AFB, TX 78148  
1-Each CBPO Concerned  
1-GEA, GEBH  
3-GECH  
48-GEAMQ

G-42

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFIC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-43

7 Nov 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

1LT COL JAMES D GALLOWAY, FR38756, 22 Dec 67 to 1 Dec 68  
MAJ DALE V KAPKA, FR50836, 16 Oct 64 to 28 Oct 68 (First Oak Leaf Cluster)  
MAJ WAVERLY E LEBARD III, FV1997565, 17 Apr 67 to 30 Nov 68  
CAPT THEODORE J MURPHY, FV3064223, 15 May 67 to 10 Nov 68  
1ST LT RICHARD A LANCASTER, FV3171653, 3 Nov 65 to 19 Aug 68  
CREGT IRA J MURGER, AF12023525, 21 Apr 65 to 15 Aug 68  
MSGT STANLEY H KELLER, AF13457823, 24 Aug 64 to 25 Aug 68  
MSGT WALTER H REHLING, AF17305136, 18 Nov 65 to 29 Nov 68  
TSGT FRANKLIN S SHAW, AF18334328, 29 Aug 66 to 15 Aug 68 (First Oak Leaf Cluster)  
TSGT JOSEPH A SIKAROFF, AF12436819, 22 Mar 67 to 30 Sep 68  
SSGT CHARLES M MASH, JR., AF13318117, 4 Nov 65 to 3 Nov 68  
SSGT EDWARD J SOLAT, AF42095883, 1 Oct 63 to 30 Nov 67

FOR THE COMMANDER



IVAN T. YOST  
Director of Administrative Services

DISTRIBUTION  
1-GESA-1  
2-Each Individual Concerned  
5-USAFMPC (AFPMDO), Randolph  
AFB, TX 78148  
1-Each CBPO Concerned  
1-GEA, GEBH  
3-GEKH  
72-GEANQ

G-43

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AGIC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-44

19 Nov 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

MAJ PAUL L. HOLL, FR46342, 17 Jul 64 to 29 Apr 68 (First Oak Leaf Cluster)  
CAPT CHARLES L. JUKASZ, FV3119514, 8 Aug 67 to 30 Nov 68 (First Oak Leaf Cluster)  
MSGT RAYMOND D. FORSYTH, AF16941705, 2 Jan 68 to 30 Oct 68  
MSGT JACK MCCREARY, AF14275356, 29 Dec 66 to 30 Nov 68 (First Oak Leaf Cluster)  
TSGT CARL R. CEDERWALL, AF19986960, 1 Jun 67 to 29 Sep 68 (First Oak Leaf Cluster)  
SSGT RONALD R. HANBY, AF16664858, 30 Jun 66 to 19 Dec 68  
SGT ALFRED C. SHARPE, AF19889761, 5 Feb 67 to 21 Dec 68

FOR THE COMMANDER



IVAN T. KIST  
Director of Administrative Services

DISTRIBUTION

1-GESA-1  
2-Each Individual Concerned  
2-USAEMPC (AFIEMRO), Randolph  
AFB, TX 78148  
1-Each CEPO Concerned  
1-GEA, GEBH  
3-GENH  
42-GRAM

G-44

115

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUPED ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFEG)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-45

27 Nov 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

CWO W-4 ROBERT P LONG, AF054805, 9 Jan 68 to 30 Nov 68 (First Oak Leaf Cluster)  
TSGT RAYMOND L ECKHART, AF1220450, 18 Aug 66 to 31 Dec 68  
TSGT JOSEPH W HENLEY, AF12212240, 10 Aug 66 to 31 Dec 68  
SGT ROBERT SANDERS, AF14274985, 28 Oct 66 to 30 Nov 68

FOR THE COMMANDER



IVAN T. YOST  
Director of Administrative Services

DISTRIBUTION  
1-OSD-1  
2-Each Individual Concerned  
1-MAILING (AFIPRO), Randolph  
AFB, TX 75148  
1-Each CMO Concerned  
1-CFA, GEBH  
3-CEM  
24-GRAMQ

G-45

DEPARTMENT OF THE AIR FORCE  
 HEADQUARTERS AIR FORCE LOGISTICS COMMAND  
 WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

HQ GEEIA (GEX) Griffiss AFB,  
 N.Y.

SPECIAL ORDER  
 GA-34

29 November 1968

1. Detachment 18, HQ OCAMA is inactivated at Patrick AFB, Florida, effective 1 December 1968. Personnel and manpower authorizations revert to the parent unit. AFEMS Organization Identity Number 000091530018 is cancelled. Authority: AFM 26-2.
2. Paragraph 1, Special Order GA-22, this HQ, 27 Aug 1968, is amended to include: "AFEMS Organization Identity Numbers assigned the detachments are cancelled."
3. So much of Special Order GA-29, this HQ, 10 Oct 1968, as reads: "AFEMS Organization Identity Number 000091430063 is approved for inclusion in BEMO/IEMO Records" is amended to read: "AFEMS Organization Identity Number 000091430022 is approved for inclusion in BEMO/IEMO Records."
4. Detachment 1, HQ 2849th Air Base Group, is inactivated at Wendover AF Auxillary Field, Utah, effective 1 January 1969. Personnel and manpower authorizations revert to the parent unit. AFEMS Organization Identity Number 284945160001 is cancelled. Authority: AFM 26-2.
5. Detachment 2, HQ 2849th Air Base Group is activated at Hill AF Range, effective 1 January 1969. Personnel and manpower authorizations will be provided by the parent unit. AFEMS Organization Identity Number 284945160002 is approved for inclusion in BEMO/IEMO Records. The mission of Detachment 2 is to: Provide a coordinated effort in support of Projects Pacer Pilot and Seek Eagle. Authority: AFM 26-2.
6. The following detachments are activated, effective 1 December 1968. Personnel and manpower authorizations will be provided by the parent unit. AFEMS Organization Identity Numbers (AFEMSOINs) cited are approved for inclusion in BEMO/IEMO Records. Authority: AFM 26-2.
  - a. Detachment 39, HQ Western GEEIA Region (138 GEEIA Sq), located at Greeley ANG Station, Colorado. AFEMSOIN: 000059350039. Mission: Provide advisory guidance to the GEEIA ANG Squadron through the development and implementation of actual C-E-M training.
  - b. Detachment 40, HQ Western GEEIA Region (130 GEEIA Sq), located at Salt Lake City MAP, Utah. AFEMSOIN: 000059350040. Mission: Provide advisory guidance to the GEEIA ANG Squadron through the development and implementation of actual C-E-M training.
7. The following listed Air National Guard of the United States units, together with all assigned personnel are ordered to extended active duty at the locations indicated and reassigned to this command, effective upon receipt of official notification from this headquarters to implement this order. Authority: AFM 45-2 and AFR 45-6.

a.	<u>UNIT</u>	<u>PRESENT ASSIGNMENT</u>	<u>LOCATION</u>
	130th GEEIA SQ	State of Utah	Salt Lake City MAP, Utah
	138th GEEIA SQ	State of Colorado	Greeley ANG Station, Greeley, Colorado

b. Concurrently with entry into active service, the units listed below are further assigned as indicated:

117

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFEG)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-46

5 Dec 1968

By direction of the Secretary of the Air Force and under the provisions of AFM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

CAPT JAMES G NEWMAN, PR72901, 25 Oct 68 to 2 Dec 68 (First Oak Leaf Cluster)  
MSGT EUTHER D ROSS, AF14296106, 25 Oct 68 to 2 Dec 68  
TSGT HAROLD P CARTER, AF18617400, 25 Oct 68 to 2 Dec 68  
TSGT OLEN C HOLCOMB, AF14547150, 2 Nov 68 to 29 Nov 68  
TSGT JOHN M NEMETH, AF13519407, 1 Jun 65 to 30 Apr 68  
SSGT CHARLES B HALL, AF13477683, 1 Jul 65 to 30 May 68  
SGT LEONARD E KAPLAN, AF12756175, 25 Feb 67 to 16 Dec 68

FOR THE COMMANDER



IVAN T. YOGT  
Director of Administrative Services

DISTRIBUTION  
1-GEBA-1  
2-Each Individual Concerned  
1-USAFMPC (AFFIDRO), Randolph  
AFB, TX 78148  
1-Each CDPO Concerned  
1-GEA, GEDH  
3-GEKH  
42-GEANQ

G-46

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFIC)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER  
G-48

19 Dec 1968

By direction of the Secretary of the Air Force and under the provisions of APM 900-3, each of the following is awarded the Air Force Commendation Medal for meritorious service or outstanding achievement, effective date indicated:

LT COL ROBERT J DOWNING, FV74973, 1 Mar 66 to 1 Dec 68 (First Oak Leaf Cluster)  
CAPT WILLARD C ARMINTROUT, FV3021629, 6 Jun 67 to 15 Dec 68  
CAPT STANLEY F BAKER, FV3138271, 17 Jul 66 to 2 Nov 68  
CAPT EDWARD E PESCATELLO, FV3151941, 20 Oct 67 to 20 Dec 68  
TSGT OSEOLA REVELS, AF14327446, 1 Oct 66 to 31 Jan 69  
SSGT RICARDO A MEDINA, AF18022258, 1 May 68 to 31 Oct 68  
SSGT PAUL E SHELTON, AF13499931, 5 Dec 67 to 2 Dec 68  
SSGT CHRISTIAN F VORTISCH, JR., AF14405295, 8 Nov 66 to 31 Dec 68

FOR THE COMMANDER



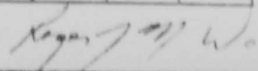
IVAN T. YOST  
Director of Administrative Services

DISTRIBUTION

1-GEBA-1  
2-Each Individual Concerned  
4-USAFMPC (AFPMRO), Randolph  
AFB, TX 78148  
1-Each CBPO Concerned  
1-GEA, GEBH  
1-GEKH  
48-GEAMq

G-48

119

AVERAGE STRENGTH DATA				MONTH AND YEAR		REPORT	
				JULY 1967		HAR	
TO: CEFPA-2 CEFPA-3 CEFPA-4 CEFPA-5 CEFPA-6 CEFPA-7 CEFPA-8 CEFPA-9 CEFPA-10 CEFPA-11 CEFPA-12 CEFPA-13 CEFPA-14 CEFPA-15 CEFPA-16 CEFPA-17 CEFPA-18 CEFPA-19 CEFPA-20 CEFPA-21 CEFPA-22 CEFPA-23 CEFPA-24 CEFPA-25 CEFPA-26 CEFPA-27 CEFPA-28 CEFPA-29 CEFPA-30 CEFPA-31 CEFPA-32 CEFPA-33 CEFPA-34 CEFPA-35 CEFPA-36 CEFPA-37 CEFPA-38 CEFPA-39 CEFPA-40 CEFPA-41 CEFPA-42 CEFPA-43 CEFPA-44 CEFPA-45 CEFPA-46 CEFPA-47 CEFPA-48 CEFPA-49 CEFPA-50 CEFPA-51 CEFPA-52 CEFPA-53 CEFPA-54 CEFPA-55 CEFPA-56 CEFPA-57 CEFPA-58 CEFPA-59 CEFPA-60 CEFPA-61 CEFPA-62 CEFPA-63 CEFPA-64 CEFPA-65 CEFPA-66 CEFPA-67 CEFPA-68 CEFPA-69 CEFPA-70 CEFPA-71 CEFPA-72 CEFPA-73 CEFPA-74 CEFPA-75 CEFPA-76 CEFPA-77 CEFPA-78 CEFPA-79 CEFPA-80 CEFPA-81 CEFPA-82 CEFPA-83 CEFPA-84 CEFPA-85 CEFPA-86 CEFPA-87 CEFPA-88 CEFPA-89 CEFPA-90 CEFPA-91 CEFPA-92 CEFPA-93 CEFPA-94 CEFPA-95 CEFPA-96 CEFPA-97 CEFPA-98 CEFPA-99 CEFPA-100							
LOCATION		AVERAGE ASSIGNED AIR FORCE				AVERAGE AT	
GRIFFISS AFB, NEW YORK							
UNIT	STRENGTH		TOY		AIR FORCE		OT
	OFFICER	ENLISTED	OFFICER	ENLISTED	OFFICER	ENLISTED	DOB CO
SECTION I ASSIGNED HOSTS							
HQ 2856th ADFP	53	294	9	8	0	0	0
2845 USAF HOSPITAL	57	91	0	1	0	0	0
HQ 661A	81	141	7	2	0	0	0
2861 661A	95	189	3	13	0	0	0
SECTION II DETAILS							
HQ 416	193	154	10	3	0	0	0
HQ 416 BOMB WG HSB	52	276	8	1	0	0	0
416 AETS	5	116	0	17	0	0	0
416 SIG	3	175	0	13	0	0	0
41 ARS	13	30	14	4	0	0	0
668 DODS SQ	135	23	23	5	0	0	0
416 OMS	9	175	1	3	0	0	0
416 FTS	3	259	0	10	0	0	0
56 HHS	4	25	0	0	0	0	0
416 APTS	2	90	0	0	0	0	0
DET 1321 HHS AND CTF	2	2	0	0	0	0	0
2113 FTD	1	16	0	0	0	0	0
49 FIS	1	16	0	0	0	0	0
OSI DIST 22	1	16	0	0	0	0	0
DET 6, 12 BATTN	1	16	0	0	0	0	0
OL 2, 6900 SPT SQ	1	16	0	0	0	0	0
2110 FTD	1	16	0	0	0	0	0
DET 35, 6590th	4	2	0	0	0	0	0
DET 1, 2030 SPT SQ	4	4	0	0	0	0	0
OL 0 1800 SPT SQ	1	4	0	0	0	0	0
2701 SOD	0	13	0	0	0	0	0
2019 CPT SQ	0	96	0	0	0	0	0
TYPED NAME AND GRADE				SIGNATURE			
RONALD W. WOODS 1ST LT							



AVERAGE STRENGTH DATA				MONTH AND YEAR		REPORT	
				JULY 1969		IAI	
TO:							
LOCATION		AVERAGE ASSIGNED AIR FORCE				AVERAGE AT:	
GRIFFISS AFB, NEW YORK							
UNIT		STRENGTH		TDY		AIR FORCE	
		OFFICER ENLISTED		OFFICER ENLISTED		OFFICER ENLISTED	
						BY DOD COI	
SECTION III							
GEOGRAPHICALLY SEPARATED							
UNITS							
DET 4 HQ GEEIA		0	1	0	0	0	0
DET 5 HQ GEEIA		0	1	0	0	0	0
DET 6 HQ GEEIA		0	1	0	0	0	0
DET 8 HQ GEEIA		0	1	0	0	0	0
AFCC HQ GEEIA		2	0	0	0	0	0
AAGO HQ GEEIA		0	4	0	0	0	0
2019 O/L #1		0	3	0	0	0	0
DET 515 AM OTC		2	2	0	0	0	0
DET 520 AM OTC		2	3	0	0	0	0
DET 535 AM OTC		2	3	0	0	0	0
DET 545 AM OTC		4	3	0	0	0	0
DET 570 AM OTC		2	2	0	0	0	0
OSI DET 2201		2	3	0	0	0	0
OSI DET 2202		1	4	0	0	0	0
OSI DET 2203		2	5	0	0	0	0
OSI DET 2204		1	3	0	0	0	0
OSI DET 2205		0	6	0	1	0	0
OSI DET 2206		0	1	0	0	0	0
OSI WBS SGT		0	1	0	0	0	0

TYPED NAME AND GRADE	SIGNATURE
	<i>Page 2 of 2</i>

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AVERAGE STRENGTH DATA				MONTH AND YEAR		REPORTS CONTROL SYMBOL				
				JUNE 1969		HAF-P-185				
GENVA-2 GENPCAR GENPCD GENOT-1 GENB-K GENPS GENKI RALPH GENB GENDH GENJ GENM ANRI DE GENARS GEN PCRI GENIC SPSC CXI GENM GENH GENCC GENI GENMS										
LOCATION		AVERAGE ASSIGNED AIR FORCE				AVERAGE ATTACHED				
GRIFFIN AFB, NEW YORK		STRENGTH		TDY		AIR FORCE		OTHER DOD COMPONENTS		FOREIGN GOVERNMENTS
UNIT		OFFICER	ENLISTED	OFFICER	ENLISTED	OFFICER	ENLISTED	OFFICER	ENLISTED	
SECTION I ASSIGNED HOSTS										
HQ 2896th ABGP		52	291	8	6	0	0	0	0	0
2845 USAF HOSPITAL		57	90	0	1	0	0	0	0	0
HQ GENIA		82	143	5	2	0	0	0	0	0
2861 GENIA		10	183	2	75	0	0	0	0	0
SECTION II TENANTS										
HQ RADC		187	149	17	6	0	0	0	0	0
HQ 416 BOMB WG HSS		50	266	1	7	0	0	0	0	0
416 AMSG		5	112	0	8	0	0	0	0	0
416 SPS		3	182	0	4	0	0	0	0	0
41 ARS		82	31	11	3	0	0	0	0	0
600 COMB SQ		131	24	23	4	0	0	0	0	0
416 CNS		8	175	1	5	0	0	0	0	0
416 FIS		4	261	0	10	0	0	0	0	0
56 HES		5	51	0	0	0	0	0	0	0
416 AMSG		3	89	0	3	0	0	0	0	0
DET 1328 RES AUD OFF		2	2	0	0	0	0	0	0	0
3 1 PTD		1	16	0	0	0	0	0	0	0
56 FIS		94	401	0	0	0	0	0	0	0
OSI DIST 22		9	15	1	0	0	0	0	0	0
DET 6, 15 WEATHER		5	27	0	0	0	0	0	0	0
CL 2, 6960 SPT GP		1	0	0	0	0	0	0	0	0
2110 PTD		0	16	0	0	0	0	0	0	0
DET 35, 6590th		4	2	0	0	0	0	0	0	0
DET 1, 3030 SPT SQ		4	4	0	0	0	0	0	0	0
CL C 1600 SPT SQ		1	4	0	0	0	0	0	0	0
2701 EDD		0	12	0	0	0	0	0	0	0
2019 COMM SQ		8	96	0	0	0	0	0	0	0

NAME AND GRADE

ROGER J. M. WOODS 1 ST LT USAF

SIGNATURE

James W. Woods

AF FORM 380  
JAN 68

AVERAGE STRENGTH DATA		MONTH AND YEAR		REPORTS CONTROL SYMBOL						
		JUNE 1969		IIAF-P-185						
LOCATION		AVERAGE ASSIGNED AIR FORCE				AVERAGE ATTACHED				
GRIFISS AFB, NEW YORK		STRENGTH		TDY		AIR FORCE		OTHER DOD COMPONENTS		FOREIGN GOVERNMENTS
UNIT		OFFICER	ENLISTED	OFFICER	ENLISTED	OFFICER	ENLISTED	OFFICER	ENLISTED	
SECTION III GEOGRAPHICALLY SEPARATED UNITS										
DET 4 HQ GENIA		0	1	0	0	0	0	0	0	0
DET 5 HQ GENIA		0	1	0	0	0	0	0	0	0
DET 6 HQ GENIA		0	1	0	0	0	0	0	0	0
DET 8 HQ GENIA		0	1	0	0	0	0	0	0	0
AAGO HQ GENIA		2	0	0	0	0	0	0	0	0
AAGO HQ GENIA		0	4	0	0	0	0	0	0	0
2019 O/L #1		0	3	0	0	0	0	0	0	0
DET 515 AFWOTC		2	2	0	0	0	0	0	0	0
DET 500 AFWOTC		3	3	0	0	0	0	0	0	0
DET 555 AFWOTC		2	3	0	0	0	0	0	0	0
DET 945 AFWOTC		4	3	0	0	0	0	0	0	0
DET 970 AFWOTC		2	2	0	0	0	0	0	0	0
OSI DET 2201		2	3	0	0	0	0	0	0	0
OSI DET 2202		1	4	0	0	0	0	0	0	0
OSI DET 2203		2	5	0	0	0	0	0	0	0
OSI DET 2204		1	3	0	0	0	0	0	0	0
OSI DET 2205		2	6	0	1	0	0	0	0	0
OSI DET 2206		0	2	0	0	0	0	0	0	0
OSI RES ACT		0	1	0	0	0	0	0	0	0
D NAME AND GRADE				SIGNATURE						
ROGER J. M. WOODS 1st LT USAF				<i>Robert W. Lane</i>						

AF FORM 380  
JAN 68

ROUTINE  
PT Q293 GN072  
RTTUZYUW RUVAAAA3319 1411401-UUUU--RUEDHEA.  
EN UUUUU  
R 21337Z MAY 69  
FM AFLC  
TO AIG 579  
ZEN/AFLC MET/SGOMW/WPAFB OHIO  
RUEDHEA/AFLC MET/SGOMG/GRIFFISS AFB NY  
RUCIBUA/AGMC METFLDOFC/SGOMW-1/ NEWARK AFS OHIO  
RUWMODA/MASDC METFLDOFC/SGOMT-1/DAVIS-MONTHAN AFB AZ

BT

UNCLAS MCOM

TO: AFLC METS. INFO: CCPO. SUBJECT: FY 69 SUMMER HIRE. THIS MESSAGE IN FOUR PARTS. PART I. EFFECTIVE IMMEDIATELY YOU ARE AUTHORIZED TO HIRE ADDITIONAL PERSONNEL WITHIN THE O&M AREA AS SHOWN IN PART IV. THIS ADDITIONAL HIRING CAPABILITY IS PROVIDED TO PERFORM TASKS NORMALLY ASSOCIATED WITH INCREASED SUMMER WORKLOADS. PART II. PERSONNEL WILL BE EMPLOYED ON AN INTERMITTENT BASIS AND WILL, THEREFORE, BE EXEMPT FROM THE 33 PERCENT HIRING LIMITATION. THE NUMBERS SHOWN IN PART IV ARE PERSONNEL EQUIVALENTS BASED ON A 40 HOUR WORK WEEK. NUMBERS MAY BE COMMENSURATELY INCREASED IF LESS THAN 40 HOURS WEEKLY UTILIZATION IS PLANNED; I. E. QUOTA MAY BE DOUBLED IF PLANNED WEEKLY UTILIZATION PER EMPLOYEE IS 20 HOURS.

PAGE TWO RUVAAAA3319 UNCLAS

THESE AUTHORIZATIONS ARE SEPARATE FROM THE YOUTH QUOTAS PREVIOUSLY ALLOCATED. NO HIRING CRITERIA ARE IMPOSED OTHER THAN QUALIFICATION, SELECTION AND APPOINTMENT REQUIREMENTS ESTABLISHED BY THE CIVIL SERVICE COMMISSION AND ABILITY TO EFFECTIVELY PERFORM ASSIGNED DUTIES. PART III. THE AUTHORIZATIONS IN PART IV ARE BASED ON AVAILABLE FUNDS AND ARE VALID THROUGH JUNE 1969. FOR PLANNING PURPOSES, RETENTION OF AT LEAST THIS NUMBER MAY BE ANTICIPATED FOR THE JULY-SEPT PERIOD. PART IV:

SAAMA	82
OCAMA	71
SMAMA	76
WRAMA	70
OOAMA	68
2750 ABW	90
GEEIA	53
AGMC	13
MASDC	5

IT IS REEMPHASIZED THAT THE ABOVE ALLOCATIONS BE HIRED AND REPORTED ONLY AS INTERMITTENT EMPLOYEES. REPORTING PROCEDURES WILL BE AS DIRECTED IN MCAC MESSAGE 42016Z APR 69.

BT

#3319

NNNN

A-I  
SGOMG | GEBP  
GEBPC

(m)  
Addie →



3. The positions listed in paragraph 1 are listed as available from and are filled through the normal permanent purpose operation of authorized positions for the period July 1964 to September 1964.

4. It is emphasized that the above offer should be used and reported only as temporary employment. Reporting instructions will be issued by OLC in the near future. Changes to be made in the 1965-66 Report of the OLC.

5. Further details on the conditions of employment for the positions of the following table should be obtained from the temporary employment office, interested employees will:

a. Work less than 40 hours per week.

b. Will not have a prescribed regular hour of duty.

c. Will not receive and annual leave, overtime, night differential, autonomy or premium pay.

d. Will not be entitled to retirement coverage, life insurance, and health benefits. All further questions should be addressed to the OLC Executive Liaison Office.

6. The first of these positions will be followed by operations which to hire temporary employees interested in the above.

7. The first of these positions will be followed by operations which to hire temporary employees interested in the above.

8. The first of these positions will be followed by operations which to hire temporary employees interested in the above.

9. The first of these positions will be followed by operations which to hire temporary employees interested in the above.

10. The first of these positions will be followed by operations which to hire temporary employees interested in the above.

to attend full-time employment to be referred to the Standard Form 52.

4. All other forms are to be filled out as per 501. Any alterations  
or corrections should be made in the original copy to ensure  
accuracy. All forms that cannot be filled out should be returned to  
the V. Administration.

EDWARD G. COMBES, JR., Director, Office of  
Personnel Administration





**UNCLASSIFIED**  
FOR OFFICIAL USE ONLY

# MAJOR HISTOR

RETURN TO  
USAF Historical Archives  
ASII(ASHAF-A)  
Maxwell AFB, Ala 36112

12 JUN 1987

*K 215.53*  
*Full Hist - Form. MIA*  
*V. 2*



PROJECT CORONA HARVEST  
DO NOT DESTROY  
*0.221001*  
ALOCET CATALO

## Vol. 2

1 JULY 1968

30 JUNE 1969

**UNCLASSIFIED**

FOR OFFICIAL USE ONLY

*00917063*  
*7-3506-02*

IRIS WORKSHEET		006 OLD REEL NUMBER
016 CALL NUMBER (10AN) K215.53 V.2	005 IRIS NUMBER (10AN) 00917063	
026 OLD ACCESSION NUMBER (12AN)	014 MIH MICROFILM REEL/FILM NUMBER 00222359.64001514	
SECURITY WARNING/ADMIN MARKINGS		
RD FR CN SA WI NF PV <input checked="" type="checkbox"/> FO PS	ORAL HISTORY CAVEAT 01 02 03 04	
NO CONTRACT	PROPRIETARY INFO	THIS DOCUMENT CONTAINS NATO _____ INFO
501 DOCUMENT SECURITY		
501 _____	DOWNGRADING INSTRUCTIONS	
	DECLASSIFY ON	REVIEW ON
CLASSIFICATION AND DOWNGRADING INSTRUCTIONS FOR		
502 _____	TITLE ABSTRACT LISTINGS	
028 REF 00917062 DEST DUP OF _____	027 NUMBER IN AUDIO REEL SERIES	
INSERT TO _____	DUP OF _____	
CATALOGING RECORD		
MAIN ENTRY (Use one) (180AN)		
100 PERSONAL NAME	109 ISSUING AGENCY	119 TITLE AS MAIN ENTRY
Ground Electronics Engineering Installations Agency		
TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (180AN)		
220 Major History (GEEIA)		
OR CHECK:		
<input type="checkbox"/> 2210 ORAL HISTORY	<input type="checkbox"/> 222E END OF TOUR REPORT	<input type="checkbox"/> 222H HISTORY (AND SUPPORTING DOCUMENTS)
<input type="checkbox"/> 224C CHECO MICROFILM	<input type="checkbox"/> 228Q CORRESPONDENCE	<input type="checkbox"/> 228Z PAPERS
<input type="checkbox"/> 227P CALENDAR		
250 TITLE EXTENSION ENTER VOLUME NUMBER, PARTS, ETC. (20AN)		
Vol 2		
DATES: ONLY 284 OR 288 MUST BE COMPLETED. SUPPLY BOTH IF KNOWN		
284 INCLUSIVE DATE 18 07 01 TO 19 06 30	IF DATE ESTIMATED, CHECK HERE <input type="checkbox"/>	
288 DATE OF PUBLICATION _____	300 TOTAL PAGES _____	



BROAD PROGRAM OBJECTIVES

- (1) BUY ONLY WHAT WE NEED
- (2) BUY AT THE LOWEST SOUND PRICE
- (3) REDUCE OUR OPERATING COSTS

AND LET'S ADD ONE FOR GEEIA

THE "CAN-DO" AGENCY IS

"COST CONSCIOUS"

AREAS OF PARTICIPATION

- HQ GEEIA
  - DIRECTORATE OF OPERATIONS
  - DIRECTORATE OF ENGINEERING
  - DIRECTORATE OF MATERIEL
  - PLANS & MANAGEMENT OFFICE
- 2856TH ABQ
  - ALL DIVISIONS & STAFF OFFICES
- ALL GEEIA REGIONS
  - (HQ/SQUADRONS/DETACHMENTS)

OVERALL GOALS

<u>AREA I</u>	(\$ IN THOUS)	
	<u>FY 69</u>	<u>FY 69-71</u>
1a1 MAJOR ITEMS OF EQUIPMENT	58.0	76.0
1a3 SECONDARY ITEMS	54.0	74.0
1a4b DATA AND REPORTS	45.0	50.0
1b LONG SUP/EXCESS/SURPLUS	14.0	14.0
1c VALUE ENGINEERING	30.0	40.0
<u>AREA III</u>		
3b1 GENERAL MGT IMPROVEMENT	120.0	340.0
3b2 OPER/MGT/USE-ADP	32.0	80.0
3c2 TRANS/TRAFFIC MGT	30.0	60.0
3c4 MIL HOUSING MGT*	9.0	19.0
3c5 REAL PROPERTY - M & O*	95.0	156.0
3c6 PRES, PCKG, PACKING*	<u>1.0</u>	<u>2.0</u>
	488.0	911.0

\*APPLICABLE TO 2856TH ABG ONLY

HQ GHEEA GOALS

	(\$ IN THOUS)	
	<u>FY 69</u>	<u>FY 69-71</u>
<u>DIRECTORATE OF ENGINEERING</u>		
1a4b DATA AND REPORTS	25.0	25.0
1c VALUE ENGINEERING	<u>20.0</u>	<u>30.0</u>
	45.0	55.0
<u>COMPTROLLER</u>		
3b1 GENERAL M/T IMPROVEMENTS	1.5	9.2
3b2 OPER/MOT/USE OF ADPS	<u>17.0</u>	<u>50.0</u>
	18.5	59.2
<u>DIRECTORATE OF OPERATIONS</u>		
3b1 GENERAL M/T IMPROVEMENTS	30.0	100.0
<u>DIRECTORATE OF MATERIEL</u>		
1a1 MAJOR ITEMS OF EQUIPMENT	33.0	41.0
1a3 SECONDARY ITEMS	10.0	10.0
1a4b DATA AND REPORTS	20.0	25.0
1b1 LONG SUPPLY/EXCESS/SURPLUS	4.0	4.0
3c2 TRANS/TRAFFIC MANAGEMENT	<u>10.0</u>	<u>20.0</u>
	77.0	100.0
<u>PLANS AND MANAGEMENT OFFICE</u>		
3b2 OPER/MOT/USE OF ADPS	15.0	30.0

2856th ABG GOALS

	(Whole Dollars)	
	<u>FY 69</u>	<u>FY 69-71</u>
<u>Adm Serv Div</u>		
3b1 Gen'l Mgt Imp	660	3,960
<u>Security Div</u>		
3b1 Gen'l Mgt Imp	675	4,050
<u>2845th USAF Hospital</u>		
3b1 Gen'l Mgt Imp	1,095	6,570
<u>Civil Eng Div</u>		
3b1 Gen'l Mgt Imp	1,875	11,250
3c4 Mil Hous Mgt	9,000	19,000
3c5 M & O Real Prop	<u>95,000</u>	<u>156,000</u>
	105,875	186,250
<u>Material Div</u>		
1a3 Secondary Items	19,000	34,000
3b1 Gen'l Mgt Imp	7,755	46,530
3c2 Trans/Traffic Mgt	20,000	40,000
3c6 Pres Pckg & Pkg	<u>1,000</u>	<u>2,000</u>
	47,755	122,530
<u>Pers Div</u>		
3b1 Gen'l Mgt Imp	660	3,960
<u>Base Serv Div</u>		
3b1 Gen'l Mgt Imp	<u>750</u>	<u>4,500</u>
	157,470	331,820





ANALYSIS OF GOAL ASSIGNMENT

(\$ IN THOUS)

	<u>GEETA</u>	<u>HQ</u>
TOTAL FY 69	488.0	185.5 (38%)
TOTAL FY 69-71	911.0	344.2 (38%)

---

	<u>FY 69</u>	<u>FY 69-71</u>
DIRECTORATE OF ENGINEERING	45.0 (24%)	55.0 (16%)
COMPTROLLER	18.5 (10%)	59.9 (17%)
DIRECTORATE OF OPERATIONS	30.0 (16%)	100.0 (29%)
DIRECTORATE OF MATERIEL	77.0 (42%)	100.0 (29%)
PLANS AND MANAGEMENT OFFICE	15.0 (8%)	30.0 (9%)

WHAT IS A CRP CANDIDATE??

BASICALLY

\* A      NEW            )  
         IMPROVED    )-----MANAGEMENT ACTION  
         INTENSIFIED)

\* CONVERTIBLE TO DOLLAR ACTION

\* CAPABLE OF WITHSTANDING INDEPENDENT AUDIT TO PROVE CREDIBILITY

REPORTING TOOL: ID FORM 1503

## PREPARATION INSTRUCTIONS:

Report Control Symbol: DOI&L(Q)-812      Block 11: (a) Approp-3400; 3080, etc.  
 (b) Force Code VII  
 (c) FY 69 - Current year  
 (d) FY 70 - Est Savings for  
 (e) FY 71 - 3 year effort  
 (f) Total - C thru E  
 (g) Disposition of Funds  
 Code: A-B-C-D

Block 1: Fiscal Year: 1969

Block 2: Fiscal Quarter

Block 3: DOD Initiated

Block 4: Date Prepared

Block 5: Your Dir/Div or Organizational level

Block 6: Specific CRP Sub-area

Block 7: CRP Monitor (hq GEEIA)

Block 8: Title of Mgt Action

Block 9: Not Applicable

Block 10: Example of Control No.  

F	691	0800
CMD	FY-QTR	GEEIA Block

Block 12: Manpower Data (If applicable)

Block 13: Description  
 Be concise - use layman terms -  
 state previous situation -  
 state evidence of new, improved  
 or intensified mgt - state cost  
 savings computation  
 Former Method Cost = \$ Saved  
 New Method Cost

ADDITIONAL INSTRUCTIONS

- \* 6 cys - Reports under \$100,000 (combined total)
- \* 11 cys - Reports over \$100,000 (combined total)
- \* Round dollars to nearest thousand
- \* Be "ZERO DEFECTS" in typing and arithmetic computations

AREA Ia1 - MAJOR ITEMS OF EQUIPMENT

\* SCOPE

A/C, AMMUNITION, NON-COMBAT VEHICLES

\* OBJECTIVE

(1) DECREASE QUANTITY PROCURED

(2) REDUCE COST OF QUANTITY PROCURED

\* DO NOT INCLUDE ACTIONS WHICH FALL UNDER -

AREA 1c - VALUE ENGINEERING

AREA II A-B-C (PROCUREMENT)

AREA 1a3 - SECONDARY ITEMS

SCOPE

- \* SPARES (COMPONENTS, SUB-SYSTEMS AND ASSEMBLIES)
- \* REPAIR PARTS
- \* BULK ITEMS - SHEET ALUMINUM, DUCTS, ETC.
- \* MINOR END ITEMS - OFFICE/SHOP EQUIPMENT

OBJECTIVE

- (1) DECREASE QUANTITY PROCURED
- (2) REDUCE COST OF QUANTITY PROCURED

POSSIBLE ACTIONS

- ✓ REDUCTION IN PROCUREMENT LEADTIME, DELIVERY TIME, RE-ORDER CYCLE
- ✓ DECREASE IN OPERATING AND SAFETY LEVELS
- ✓ REDUCTION IN REPAIR CYCLE
- ✓ REPAIR IN LIEU OF REPLACEMENT

AREA 1a4b - DATA AND REPORTS

SCOPE

- \* MANUALS - TECH/AIM) IN-HOUSE OR PROCURED
- \* DATA - ENGINEERING PRINTS, DRAWINGS, SPECIFICATIONS, FAILURE DATA, ETC.
- \* REPORTS - TECH - ADM - SPECIAL (PROCURED OR PREPARED IN-HOUSE)

OBJECTIVE

- (1) REDUCE QUANTITATIVE REQUIREMENTS
- (2) LOWER QUALITATIVE REQUIREMENTS

POSSIBLE ACTIONS

- |                         |   |            |
|-------------------------|---|------------|
| ✓ CHECK REQUIREMENTS    | } | COST       |
| ✓ REVIEW SPECS/SOWs     |   | COMPARISON |
| ✓ P & C                 |   | ABSOLUTELY |
| ✓ MANUSCRIPT PRODUCTION |   | ESSENTIALS |
| ✓ PRINTING/DISTRIBUTION |   |            |

AREA 1b - LONG SUPPLY/EXCESS/SURPLUS INVENTORY

SCOPE

ALL GOVERNMENT ASSETS

OBJECTIVE

REDUCE CURRENT EXPENDITURES IN APPROPRIATE REVOLVING FUNDS BY USING  
WHAT WE ALREADY HAVE

REPORT WHEN YOU

- \* USE AN ITEM NOT CODED IN A SUPPLY CATALOG AS INTERCHANGEABLE
- \* USE AN ITEM BY CAUSING MODIFICATION
- \* USE AN ITEM FOR A PURPOSE OTHER THAN WHICH IT WAS ORIGINALLY DESIGNED
- \* GO BEYOND THE NORMAL PROCEDURE
- \* PERFORM A SPECIAL INTERROGATION

REPORTING

REPORT IN THE YEAR TRANSFER/USE OF MATERIEL IS EFFECTED

COST SAVINGS COMPUTATION

COST OF NEW ITEM LESS OFFSETTING COSTS

- EITHER: (A) POTENTIAL SALE VALUE @ 7% ACQUISITION COST
- (B) COST OF MODIFICATION (IF ANY)
- (C) ALL OTHER READILY IDENTIFIABLE COSTS EXCEPT TRANSPORTATION COSTS



AREA 1c - VALUE ENGINEERING

WHAT IS IT ?

SYSTEMATIC EFFORT DIRECTED AT ANALYZING THE FUNCTION OF:

- (1) SYSTEMS
- (2) EQUIPMENT
- (3) FACILITIES
- (4) PROCEDURES
- (5) METHODS
- (6) SUPPLIES

TO INSURE - PERFORMANCE OF THAT FUNCTION AT LOWEST COST WITHOUT  
SACRIFICING

- (1) PERFORMANCE
- (2) RELIABILITY
- (3) QUALITY
- (4) MAINTAINABILITY

STEPS TO BE TAKEN

- (1) SELECT A FUNCTION FOR VE ANALYSIS AND ESTABLISH IT'S WORTH
- (2) DETERMINE ALTERNATE WAYS TO PERFORM THE FUNCTION. DEVELOP COSTS FOR EACH ALTERNATIVE
- (3) PERFORM EVALUATION AND SELECTION OF THE ALTERNATIVES
- (4) SUBMIT A VE PROPOSAL (IN WRITING TO BACK-UP THE GRP ACTION)
- (5) FOLLOW-UP TO EXPLAIN THE VE ANALYSIS TO THE HIERARCHY

POSSIBLE AREAS

- (1) TECHNICAL REQUIREMENTS
- (2) SPECIFICATIONS/DRAWINGS
- (3) HARDWARE
- (4) TOOLING
- (5) FACILITIES - MASTER PLANS - SITE ADAPTATION
- (6) MODIFICATIONS TO DESIGNS/EQUIPMENT
- (7) TESTING, TEST EQUIPMENT PROCEDURES
- (8) TECHNICAL/LOGISTICS SUPPORT
- (9) TECHNICAL/LOGISTICS DATA (PUBLICATIONS/MANUALS)
- (10) QUALITY ASSURANCE AND RELIABILITY
- (11) PROCEDURES/REPORTS
- (12) SALVAGE, REJECTED OR SURPLUS MATERIEL

AREA 3b1 - GENERAL MANAGEMENT IMPROVEMENTS

SCOPE

ALL AREAS OF MANAGEMENT NOT PREVIOUSLY COVERED UNDER SPECIFIC AREAS

OBJECTIVE

TO REDUCE COSTS IN EVERY AREA OF MANAGEMENT INCLUDING:

- (1) MANPOWER RESOURCES
- (2) METHODS OF WORK
- (3) REVIEW OF MARGINAL ACTIVITIES

IMAGINATION/INGENUITY PLAY MAJOR ROLE IN THIS AREA

AREA 3b2 - OPERATION/MANAGEMENT/USE - ADP

SCOPE

- (1) ACQUISITION OF ADPE AT LOWEST COST
- (2) IMPROVED OPERATION OF ADP SERVICES
- (3) REUTILIZATION OF GOVERNMENT-OWNED ADPE

FOR OEKIA

- (2) ABOVE IS BEST AREA

INCLUDES: (1) MACHINE ROOM

- (2) OPERATOR EFFICIENCY
- (3) IMPROVING PROGRAMS/SOFTWARE PRACTICES
- (4) PROGRAM SHARING
- (5) PROCUREMENT PRACTICES - ADP ACCESSORIES/SUPPLIES

AREA 3c2 - TRANSPORTATION/TRAFFIC MANAGEMENT

SCOPE

- (1) MOVEMENT OF PERSONS/THINGS BY IN-HOUSE/COMMERCIAL LAND-SEA AND AIR RESOURCES
- (2) OPERATIONAL ASPECTS OF TRANSPORTATION SYSTEMS AND FACILITIES
- (3) OPERATION OF NON-COMBAT VEHICLES

FOR QEEEA

SAMPLING OF CATEGORIES OF TRANSPORTATION FUNCTIONS WHICH SHOULD BE REVIEWED FOR CRP

- (1) SHIP/TRANS-SHIPMENT PLANNING
- (2) SHIPMENT CONSOLIDATION PROCEDURE
- (3) CONTROL AND OPERATION OF NON-COMBAT VEHICLES

INCREASED PRODUCTIVITY

SCOPE: THOSE EFFECTS OF MANAGEMENT WHICH CAUSE INCREASED PRODUCTIVITY  
(MEASUREMENT/COMPARISON OF INPUT VS. OUTPUT) AND PRODUCE A  
COST SAVINGS

DISCUSSION

- \* MAY INVOLVE MANY INTERMINGLED MANAGEMENT ACTIONS
- \* PRODUCTIVITY - RATIO OF OUTPUT TO INPUT  
$$\text{OUTPUT} \div \text{INPUT} = \text{PRODUCTIVITY}$$
- \* ALL FACTORS MUST BE MEASUREABLE
- \* REPORT ONLY PRACTICAL EVIDENCE. DO NOT ATTEMPT REPORTING WHEN NATURE,  
QUALITY (OR) PURPOSE OF OUTPUT CHANGE OR WHERE IT IS DIFFICULT TO  
MEASURE OUTPUT

- \* CHANGES IN PRODUCTIVITY MAY RESULT FROM:
  - (1) IMPROVED MANAGEMENT
  - (2) IMPROVED EMPLOYEE SKILL
  - (3) INCREASED EMPLOYEE EFFORT (ZERO DEFECTS)
  - (4) CHANGES IN: TECHNOLOGY  
ORGANIZATION  
EQUIPMENT  
WORKLOAD
- \* INCREASED PRODUCTIVITY RESULTS WHEN RATIO OF OUTPUT/INPUT INCREASES
  - (1) A CONSTANT PRODUCT OUTPUT BY A REDUCED LABOR INPUT
  - (2) INCREASE IN PRODUCT OUTPUT N/O INCREASE IN LABOR INPUT
  - (3) ANY COMBINATION OF INPUT/OUTPUT
- \* USE EXISTING MANAGEMENT/REPORTING SYSTEMS AS DOCUMENTATION SOURCE DATA
- \* INCLUDE ALL IDENTIFIABLE COSTS, I.E., PERSONNEL PAY - INCLUDE DIRECT/INDIRECT FACTORS
- \* USE IMMEDIATELY PRECEDING YEAR AS BASE FOR MEASURING



MANAGEMENT IMPROVEMENT PROGRAM

PURPOSE AND SCOPE

IDENTIFICATION, REPORTING AND PERFORMANCE EVALUATION OF SELECT  
INSTALLATIONS AND LOGISTICS FUNCTIONS WITHIN DOD

OBJECTIVE

- \* TO IMPROVE MANAGEMENT AND OPERATING PROCEDURES
- \* STIMULATE POSITIVE MANAGEMENT ACTIONS

AREAS COVERED (WHICH MAY APPLY TO OREIA)

- A.3 SPECIFICATIONS
- A.5 UTILIZATION OF LONG SUPPLY, EXCESS AND SURPLUS INVENTORY
- A.6 O & M OF AIM-USE VEHICLES (ABG)
- A.7 WAREHOUSE UTILIZATION (ABG)

REPORTING

- \* INDIVIDUAL FOR EACH SUB-AREA AND CONFINED TO TOTAL MANAGEMENT EFFORT  
RATHER THAN INDIVIDUAL MANAGEMENT ACTIONS
- \* MAXIMUM USE OF EXISTING REPORTS
- \* QUARTERLY ANALYSIS OF PROGRESS
- \* EACH AREA MUST INCLUDE MEASUREMENT STANDARDS
- \* PROGRESS WILL BE PART OF CRP QUARTERLY SUBMISSION
- \* FORMAT "B" WILL BE REPORTING TOOL
- \* AFAUD VALIDATION NOT REQUIRED

GEVP

19 February 1969

Air National Guard, Outstanding Unit Award

GEV

1. During the recent Advisors Conference conducted at this Headquarters (9-12 Dec 68) criteria was developed for recognizing the outstanding ANG unit.
2. The outstanding unit has now been identified based upon the criteria. The 202d GEEIA Squadron, Macon, Ga, has been selected. The 216th GEEIA Squadron, Hayward, Ca, was second. The third highest was the 219th GEEIA Squadron, Oklahoma City, Ok.
3. Upon your approval, the plaque will be inscribed and forwarded to the Eastern GEEIA Commander for presentation.
4. A certificate will be provided Western Commander for presentation to the 216th.
5. The criteria developed must be revised in two areas as it does not present a good rating system in its present form. These areas are IG Reports and OJT/SKT. Work will start on the revision upon Mr. Taylor's return from the ANG Conferences. Attached are the areas rated and total scores awarded.

STUART E. ALTES, Major, USAF  
Chief, Plans Division  
Plans and Management Office

1 Atch  
Criteria

Cy to:  
GEK (w/Atch)

	202	205	211	212	213	214	215	216	217	218	219	241	243	266	270	272	273
OFF ASSE	80	80	62	85	85	72	71	71	71	86	86	62	71	86	57	81	100
AMN ASSE	100	100	100	96	99	94	100	91	100	100	100	99	97	100	98	100	100
OFF UTA ATTEND	100	100	100	100	100	100	100	100	80	83	100	100	100	100	100	89	71
AMN UTA ATTEND	83	80	86	93	87	85	100	88	84	81	79	90	87	88	88	88	88
SKILL (3)	50	50	44	50	50	44	50	50	50	50	50	50	50	50	50	50	50
(5)	36	37	27	30	38	47	45	46	38	49	43	41	36	45	37	32	33
(7)	40	17	39	44	48	39	15	30	13	11	21	25	27	16	16	22	20
(9)	50	50	30	38	13	50	50	50	50	37	50	38	50	28	50	25	50
OJT & SKT	187	160	163	137	153	150	175	185	179	157	180	136	159	183	192	150	136
IG	200	200	200	200	200	200	0	200	120	200	200	200	160	200	200	200	200
TOTAL	926	874	851	873	873	881	706	911	790	854	909	841	837	896	888	837	903

1

2

3

4

As of: 28 December 1968

GEEIA Authorized and Assigned Civilian Strength \*

Organization	Graded		Wageboard		Grand Total	
	Auth	Asgd	Auth	Asgd	Auth	Asgd
Hq GEEIA	497	732	0	4	497	736
European Region	116	90	0	0	116	90
01 FN	3	3	0	0	3	3
Eastern Region	490	440	461	420	951	860
Central Region	367	357	158	141	525	498
Western Region	406	380	223	187	629	567
Pacific Region	293	266	16	8	309	274
01 FN	27	24	0	0	27	24
Sub Total	2199	2292	858	760	3057	3052
2856th AB Group	1235	926	1212	1159	2447	2085
2845th USAF Hosp	62	49	22	26	84	75
B. P. 921	9	9	29	28	38	37
Air Base Group Total	1306	984	1263	1213	2569	2197
GEEIA TOTAL						
CIV 01	3505	3276	2121	1973	5626	5249
Europe 07 FN	80	75	0	0	80	75
Pacific 07 FN	169	164	0	0	169	164
Grand Total	3754	3515	2121	1973	5875	5488

\* Includes Overhires

December 01 Ceiling - 5287

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS GROUND ELECTRONICS ENGINEERING-INSTALLATION AGENCY (AFEG)  
GRIFFISS AIR FORCE BASE, NEW YORK 13440



REPLY TO  
ATTN OF: GEA

3 January 1969

SUBJECT: Weekly Activity Report

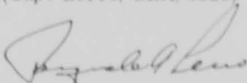
TO: GEG

1. Consideration for Permanent Promotion to Colonel, Reg AF: In accordance with Chapter 835, Title 10, USC, a selection board will convene on 12 May 1969 at Hq USAF to select and recommend officers for promotion to the grade of Colonel, Reg AF. All Regular Lt Colonels with permanent grade date of rank 31 December 1967 or earlier will be considered. Eligible officers may submit a personal letter, under provisions of 10 USC 8297(e), directly to: President, Reg AF Colonel Selection Board, USAFMPC (AFPMAJB1C), Randolph AFB, Texas 78148. Such letters must arrive prior to convening date of the selection board. Letters of recommendation on behalf of eligible officers are not authorized. Further particulars are available at servicing CBPOs. (Mr. Shaler/GEAMQ/3526)

2. AFROTC Colonel Requirements for Academic Year 1969/1970: The following message AFPDX-D ALMAJOM 172/68 is quoted for your information:

"Subj: AFROTC Colonel Requirements for Academic Year 1969/1970. Ref letter AFPDX, 23 Aug 68, subject as above. Additional Colonels/Colonel selectees are needed for AFROTC duty. All interested and eligible applicants are encouraged to apply immediately. Applications will be forwarded from major command direct to Hq USAF (AFPDX-D) to arrive NLT 31 Jan 69. It is emphasized that PAS selectees must be qualified in accordance with paragraph 30005, AFM 36-11 as amended by above referenced letter. The following schools are no longer available: Univ of Connecticut, Howard Univ, Tenn A&I State Univ, Stevens Institute of Technology, East Carolina Univ, Louisiana State Univ, and St Michael's College. Request all eligible Colonels/Colonel selectees be apprised of the contents of this msg and our letter AFPDX, 23 August 68."

(Capt Lerro/GEA/3525)

  
PASQUALE A. LERRO, Capt, USAF  
Chief, Personnel

1 Atch  
Civ Strength Figures

FOR OFFICIAL USE ONLY

UNCLASSIFIED

ROUTINE

GEEIA GRIFFISS AFB NY

AIG 530

2856 AB GP/GEB/GRIFFISS AFB NY (MESSENGER)  
 INFO- AFLC MET/SGOMG/GRIFFISS AFB NY (MAIL)  
 MATION

UNCLAS GEG 01 2110 Z NOV 68

For Commanders. Subject: Civilian Strength Ceilings. Reference

GEG msg 231404Z Sep 68. This message in two parts. Part I.

Higher headquarters directions have resulted in GEEIA's monthly

ceilings being readjusted. New ceilings are:

	OCT	NOV	DEC	JAN	FEB	MAR
BP 430	5170	5170	5170	5170	5160	5150
BP 478	80	80	80	80	80	80
BP 921	37	37	37	37	37	37
	APR	MAY	JUN			
BP 430	5140	5130	5112			
BP 478	80	80	80			
BP 921	37	37	37			

PASQUALE A. LERRO, Capt, USAF  
 Chief, Personnel

DONALD H. VICEK, Colonel, USAF  
 Chief of Staff

UNCLASSIFIED

UNCLASSIFIED

Part II. Since our on-board strength figure is 5283, your full cooperation is solicited in insuring that you forward only those requests for hire that are absolutely essential to mission accomplishment. every effort is being made to obtain relief and alleviate problems created by the strength ceilings.



As of: 18 October 1968

GEEIA Authorized and Assigned Civilian Strength \*

Organization	Graded		Wageboard		Grand Total	
	Auth	Asgd	Auth	Asgd	Auth	Asgd
Hq GEEIA	508	480	0	0	508	480
European Rgn	115	97	0	0	115	97
01 FN	3	3	0	0	3	3
Eastern Rgn	480	449	480	427	960	876
Central Rgn	367	365	158	141	525	506
Western Rgn	406	382	223	189	629	571
Pacific Rgn	293	261	16	10	309	271
01 FN	27	24	0	0	27	24
-----						
Region Total	1691	1581	877	767	2568	2348
-----						
2856th AB Gp	1204	1173	1201	1165	2405	2338
2845th USAF Hosp	57	53	26	26	83	79
B. P. 921	9	9	29	28	38	37
-----						
Air Base Gp Total	1270	1235	1256	1219	2526	2454
-----						
GEEIA TOTAL						
CIV 01	3469	3296	2133	1986	5602	5282
-----						
Europe 07 FN	78	67	0	0	78	67
Pacific 07 FN	217	157	0	0	217	157
-----						
Grand Total	3764	3520	2133	1986	5897	5506

\* Includes Overhires

October 01 Ceiling - 5287

Atch 2

CONSOLIDATED MILITARY PERSONNEL STATUS REPORT

AS OF 15 October 1968

Unit	OFFICERS		ARMED		TOTAL	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq GEEIA	91	70	162	162	233	242
2850th ABGP	59	59	319	314	374	373
2849th USAF Hosp	47	54	101	100	168	154
Eastern Region	93	83	1034	1025	1127	1108
Central Region	50	52	466	461	525	513
Western Region	87	93	712	719	800	817
European Region	71	63	625	625	696	688
Pacific Region	97	79	1296	1302	1393	1391
GEEIA Agency Totals	493	453	4275	4276	4774	4729
Support Totals	102	113	420	416	522	527
Worldwide Totals	600	566	4696	4692	5296	5256

Atch #1

NG-AFOTM

11 October 1968

Activation of the 138th GEEIA Squadron

TAG Colorado  
300 Logan St  
Denver, CO 80203

## 1. References:

a. NG-AFOTM message 20 2345Z September 1968, subject: Federal Recognition 138th GEEIA Squadron.

b. Message from TAG Colorado, CO 7234, 8 October 1968.

2. Under the provisions of Titles 10 and 32, United States Code, the concurrence of the State of Colorado is requested in the actions outlined in the following paragraphs.

3. The following unit is allocated to the State of Colorado, and will be activated 16 October 1968, the date for Federal Recognition. The gaining command will be the Air Force Logistics Command. Manpower authorizations and location will be as indicated below. Minimum maintenance strength will commence in accordance with the Federal Recognition strength column, Attachment 2, ANGR 35-05.

<u>Greeley, Colorado</u>	<u>ANG UMD</u>	<u>OFF</u>	<u>AMN</u>	<u>TOTAL</u>
138th GEEIA Sq	R409TCC	11	246	257

Federal Recognition Certificate (NGB Form 5) for the above unit will be forwarded upon receipt of favorable Report of Inspection for Federal Recognition (NGB Form 113a).

4. The 138th Aircraft Control and Warning Squadron, located at Greeley, Colorado, will be inactivated at 2400 hours, 15 October 1968, and returned to the control of the National Guard Bureau.

5. The attached proposed ANG UMD includes all of the latest approved AFSCs and functional codes. It also includes the latest changed approved

by GEEIA Headquarters and Headquarters USAF. No changes will be accepted or considered for this document at this time. After six months operational experience, the National Guard Bureau will consider requests for changes.

6. The Base Equipment Management Office will realign organizational property records in accordance with the functional responsibilities authorized the new unit.

7. In accordance with ANGR 20-27, Section C, Paragraph 21, it is requested that copies of your orders effecting the above actions be forwarded to the National Guard Bureau (NG-AFOTM), Aerospace Defense Command (ADCMO-E), Air Force Logistics Command, and other interested agencies.

FOR THE CHIEF, NATIONAL GUARD BUREAU:

D. C. SHELTON  
Colonel, USAF  
Executive  
Asst Chief NGB, Air

NG-AFOTM

3 October 1968

Activation of the 130th GEEIA Squadron

TAG Utah  
 P. O. Box 2691  
 Ft Douglas UT 84113

## 1. References:

- a. NG-AFOTM message 20 1914Z Sep 68, subject: Federal Recognition 130th GEEIA SQ.
- b. Message Hq Utah ANG 30 Sep 68, subject: Federal Recognition Inspection.

2. Under the provisions of Titles 10 and 32, United States Code, the concurrence of the State of Utah is requested in the actions outlined in the following paragraphs.

3. The following unit is allocated to the State of Utah and will be activated 16 October 1968, the date for Federal Recognition. The gaining command will be the Air Force Logistics Command. Manpower authorizations and location will be as indicated below. Minimum maintenance strength will commence with the Federal Recognition strength column. Attachment 2, ANGR 35-05.

<u>Salt Lake City MAP, Utah</u>	<u>ANG UMD</u>	<u>Off</u>	<u>AMN</u>	<u>TOTAL</u>
130th GEEIA Sq	R40970D	15	254	269

Federal Recognition Certificate NGB Form 5) for the above unit will be forwarded upon receipt of favorable Report of Inspection for Federal Recognition (NGB Form 113a).

4. The 130th Aircraft Control and Warning Squadron located at Salt Lake City MAP will be inactivated at 2400 hours, 15 October 1968, and returned to the control of the National Guard Bureau.

5. The printed unit manning document for the 130th GEEIA Sq will be forwarded under separate cover.

6. The Base Equipment Management Office will realign organizational property records in accordance with the functional responsibilities authorized the new unit.

7. In accordance with ANGR 20-27, Section C, Paragraph 21, it is requested that copies of your orders effecting the above actions be forwarded to the National Guard Bureau (NG-AFOTM), Aerospace Defense Command (ADCMO-E), Air Force Logistics Command, and other interested agencies.

FOR THE CHIEF, NATIONAL GUARD BUREAU:

D. C. SHELTON  
Colonel, USAF  
Executive  
Asst Chief NGB, Air

GAFB SUPPORT  
PLAN 10-68

HEADQUARTERS, 2556TH AIR BASE GROUP  
Griffis Air Force Base, New York 13440  
3 July 1968

GUARD STRIKE II

(Effective 13 July thru 10 August 1968)

PURPOSE: To provide support to Hq, 152nd Tactical Control Group Operations Order 50-2-68, nickname GUARD STRIKE II. Support will be provided within the capability of the Host Base.

Exercise Schedule

<u>Encampment Unit</u>	<u>14 - 19 Jul</u>	<u>20 - 26 Jul</u>	<u>27 Jul - 3 Aug</u>	<u>3 - 10 Aug</u>
Hq 1st ANG Tac AF w/ Airborne CP	1 - 1	28 - 34	28 - 34	
Task Force East	5 - 5	29 - 35	29 - 35	
Hq 152 Tac Con Gp	8 - 4	25 - 43	23 - 42	4 - 3
108 Tac Con Sq	8 - 70	8 - 70		
102 Tac Con Sq			8 - 70	8 - 70
253 Comm Gp W/sub Units	20 - 205	27 - 210		
162 Mobile Comm Gp W/sub Units			23 - 215	23 - 215
Support Sq (prol)	3 - 26	3 - 26	3 - 26	3 - 26
Wea Flt		3 - 14	3 - 14	
	45 Off 311 Ann	123 Off 432 Ann	111 Off 456 Ann	38 Off 314 Ann

Liaison Representatives

Hq 152nd Tac Con Gp      Col Bernard Saul  
 Exercise Site Commander      Lt Col Philip J. Pizzo

GAFB Contact Points

<u>Organization</u>	<u>Name</u>	<u>Telephone</u>
Chaplain (GERC)	Chap (Capt) M. Holzclaw	3101
Information Office (GLK)	Lt R. Boyle	3057
2845th USAF Hosp (GEBD-1)	Maj J. Koehler	4110
Security Police Div (GLBB)	Mr. J. Stewart	4314
Base Services Div (GEBS)	Mr. J. Arnold	7704
Materiel Div (GEBM-3)	Mr. F. Grove	3140
2019th Comm Sq (CSCR)	Capt F. Macner	2448
Base Ops & Trng Div (GEBOR)	Mr. R. Thayer	4341
Ground Training Div (GEBOT)	Mr. H. Bancroft	2744
Civil Engr Div (GEBEPD)	Lt J. McDowell	4648
Comptroller (GEBF)	Mr. W. Samuel	3260
Adm Ser Div (GEBA)	Mr. I. Yost	7708
Personnel Services Div (GEBPS)	Mr. R. Yeager	4622

Key Guard Strike II Personnel

Maj Gen C. Dubois - Cmdr, 1st Tactical Air Force (Provisional)  
 Brig Gen R. Buechler - Vice Cmdr, 1st Tactical Air Force (Provisional)  
 Brig Gen J. Zink - Cmdr, Task Force East  
 Col B. Saul - Cmdr, 152nd Tactical Control Group  
 Col J. Nolan - Cmdr, 253rd Communications Group



Col F. Holsclaw - Cmdr, 162nd Communications Group

Lt Col P. Pizzo - ANG Reserve Site Commander, (Air City)

Lt Col G. Cross - Exercise Engineer

TASKS OF SUBORDINATE UNITS

The following support will be provided to Guard Strike II:

I. Base Services Division:

a. Reserve buildings 909 (50 beds) and 702 (30 beds) total 80 beds for officers; buildings 906, 910, 911, 912 and 920 (50 beds each), total 250 beds for airmen.

b. Provide VIP quarters:

Maj Gen C. Dubois, Cmdr, 1st Tac AF (Prov)

Brig Gen R. Beechler, Vice Cmdr, 1st Tac AF (Prov) 30 Jul - 3 Aug

Brig Gen J. Zink, Cmdr, Task Force East

+ 1 Brig Gen

Col J. Nolan, Cmdr, 253rd Comm Gp 14 Jul - 27 Jul

Col F. Holsclaw, Cmdr, 162nd Comm Gp 27 Jul - 6 Aug

Col B. Saul, Cmdr, 152nd Tac Cont Gp 17 Jul - 6 Aug

Other senior officers will be among those accommodated in Bldgs 909 and 702, or VOQ as available.

c. Provide Food Services for all airmen in Dining Hall #1, scheduled as follows:\*

	<u>Time (Arr 1st Gp)</u>	<u>(2nd Gp)</u>
Breakfast	0600	0615
Dinner	1200	1215
Supper	1700	1715

\* Midnight meal provided in lieu of breakfast as required for night shift workers.

d. Make available for issue, house-keeping supplies (brooms, mops, soap, wax, paper towels, etc.); and blankets and bed linens for barracks.

e. Provide maid service for BOQ Bldgs 702 and 909 + 1 Bldg designated by site Commander for which the billeting fund will be reimbursed \$1.00 per occupant per day.

f. Provide keys to encampment buildings.

2. Civil Engineering Division:

a. Assure that all water faucets, showers, latrines and drains are in workable order prior to ANG occupancy of assigned buildings.

b. Clear out sanitary sewer lines in the cantonment area and flush water lines. Provide drinking water for Guard Strike II trailer containers. Provide a valve at the hydrant, but no connectors or hose.

c. Provide fire protection.

d. Provide trash disposal for the cantonment/operational area.

e. Provide Bldg 11 for vehicle maintenance operation and Bldg 22 for administrative use.

f. Civil Engineering cuts grass immediately prior to the encampment and furnishes grass cutting equipment as needed, thereafter. ANG to provide operators.

g. Civil Engineering provides minimal site grading as necessary in the operational/cantonment area to facilitate leveling of shelters and equipment.

h. Designate and reserve parking for 285 Government and privately owned vehicles.

Note(1): Lt Col P. Pizzo, Site Control Commander and Lt Col G. Cross, Exercise Engineer (both Professional Civil Engineers), will be available from 13 July on, to coordinate engineering details for the cantonment/operational area.

3. Materiel Division:

a. Provide normal base bus transportation, with a stop at the cantonment/operational area entrance, corner of Central Ave and Hill Road.

b. Furnish POL on a reimbursable basis. Estimated requirements for the period 13 July - 10 Aug 68 are:

- (1) JP-4 for power units 12,000 gals.
- (2) #2 diesel for power units 10,000 gals.
- (3) Motor vehicle gasoline 8,000. Service to be provided at the vehicle refueling unit, Bldg 255, upon presentation of Government Vehicle Identification Card.

(4) Aircraft requirements \_\_\_\_\_

c. Issue the following office furniture for use in Bldg 22\*

- 20 desks with chairs
- 5 file cabinets
- 6 office tables
- 20 office chairs
- 50 folding chairs

\* If available during encampment.

4. Personnel Division:

- a. Make available recreational facilities such as, service club, theater, athletic facilities, hobby shops, etc.
- b. Make Officer's Open Mess available to members of other messes at no additional charge; Officer's and NCO Open Messes extend membership privileges to eligibles at pro rate charge.
- c. Provide meals to ANG officers in the Officer's Open Mess, Contrails Restaurant and BX Cafeteria as required.

5. Administrative Services Division:

- a. Will provide normal postal service.
- b. Make publications library available.
- c. Will provide visual communications (graphics, reproduction) support.
- d. Furnish Exercise Headquarters with two (2) copies of the Daily Bulletin.

6. Information Office:

The Information Office will assist the Exercise Information Office, in arranging for press releases and in coordinating with visiting news media representatives.

7. 2845th USAF Hospital:

- a. Will provide all medical services, including sick call.
- b. Will integrate ANG Medical personnel into the 2845th USAF Hospital for training and utilization purposes.

8. 2919TH Communications Squadron (AFCN):

- a. Provides Tactical (Operational) communications support for the 253rd Mobile Communications Group (13-27 July) and the 162nd Mobile Communications Group (27 July - 10 Aug) and 152nd TAC Control Gp. (See Atch #1 Tactical Wire Pairs and Atch #2 diagram.)
- b. Administrative communications support:
  - (1) Provide 10 class "A" plus 1 class "C" telephone circuits to building 22 - 11 pairs.
  - (2) 2 class "C" telephone circuits to building 11 - 2 pairs.

9. Security Police Division:

- a. Provide vehicle identification for personal automobiles.

10. Comptroller:

Coordinates with Hq 1st Air National Guard Tactical Air Force (Provisional), (Hq ANGTAI).

11. Chaplain:

Provide normal chaplain services.

12. Base Operations and Training Division:

- a. Provide liaison for operation Guard Strike II.
- b. Provide firing range facilities for weapons training by ANG Units.

RESPONSIBILITIES OF COMMANDER, TACTICAL AF

1. Provide inspection of buildings and adjacent areas, and the Air City area prior to and following the encampment. Police buildings and areas during and following the encampment. Provide a Real Property Responsible Officer who additionally provides liaison to the base Civil Engineer.
2. Provide airmen with DD Form 714, "Meal Card" stamped with the words "CROSS SERVICE" in bold letters across the face of the form. Provide AF Form 1338 "Night Meal Pass" stamped as indicated above, controlled in accordance with base Food Service Branch policies. Make daily arrangements for mid-night meals with supervisor of Dining Hall #1, as required.
3. Furnish Food Services personnel as follows:

	<u>Cook</u>	<u>Baker</u>	<u>Mess Attendant</u>
13 thru 19 July 1968	8	1	7
20 thru 26 July 1968	12	1	10
27 Jul thru 2 Aug 1968	12	1	10
3 thru 10 Aug 1968	8	1	10


4. Provide electric power as required.
5. Provide drinking water tank vehicle as required.
6. Provide portable commercial latrines and portable shower facilities in cantonment/operational area, with connections to base utilities as required, which meet Base Civil Engineer and medical requirements.
7. In the area of Materiel Support, provide:
  - a. Exercise Supply Officer, liaison with Base Supply function.
  - b. Expendable office supplies.
  - c. Office furniture field, if not available from base source during encampment.
  - d. Vehicles and operators.
  - e. Written application to the Base Supply Officer (GEBMS) as outlined in para 186a(2) Chapter 22, Vol II, Part Two, AFM 67-1, for assignment of organizational account number.
  - f. Written application to the Base Supply Officer (GEBMS) as outlined in para 8b, Chapter 7, Vol IV, Part Two, AFM 67-1, for issuance of AF Form 93, "Supply Representative Authorization".

GAFB SPT PLAN 10-68

(g) Appoint a property officer who will sign a hand receipt for property drawn from Base Services. Insure that the property officer remains available on base until relieved by the EMO of property responsibility.

8. Assure that applicable Base and higher headquarters directives are complied with.
9. Provide security police functions within the cantonment/operational area, as appropriate.
10. Provide liaison officer to coordinate Flight Operations at GAFB.
11. Provide Military Personnel Branch (CBPO) and Administrative Services Division an alphabetical listing of names (showing Unit assignment and forwarding address) upon arrival.
12. Clear news releases which involve base organizations through Hq GEDA Information Office.
13. Provide 284th USAF Hospital with a roster of medical personnel, including AFSC, prior to arrival.
14. Provide 284th USAF Hospital with personal medical records of all officers and airmen who will encamp at GAFB.
15. Provide liaison with 209th Communication Sqdn (AFCS), GAFB.
16. Provide leased communications support as required.
17. Provide range officer/NCO to coordinate and conduct weapons training.

FOR THE COMMANDER

  
CHARLES H. CULP, Lt Col, USAF  
Chief, Base Operations & Training Div.

DISTRIBUTION:

GEBC	1
GEK	1
GEED-1	1
GEHB	1
GEBS	1
GEHM-3	1
2019 Com Sq (CSCR)	1
GEOR	1
GEOT	1
GEPEPD	1
GEHF	1
GEBA	1
Hq 152nd Tac Cont Group	10

GAFB SPT PLAN 10-68

Tactical Wire Pair Requirements

## 253rd Comm Gp

1. SAC HHH to Base MDF	21
2. SAC HHH thru Base MDF to Air City	20
3. Base MDF to Air City	39
Total 2 + 3 =	<u>59</u>

## Weather

4. Base MDF to Air City	6
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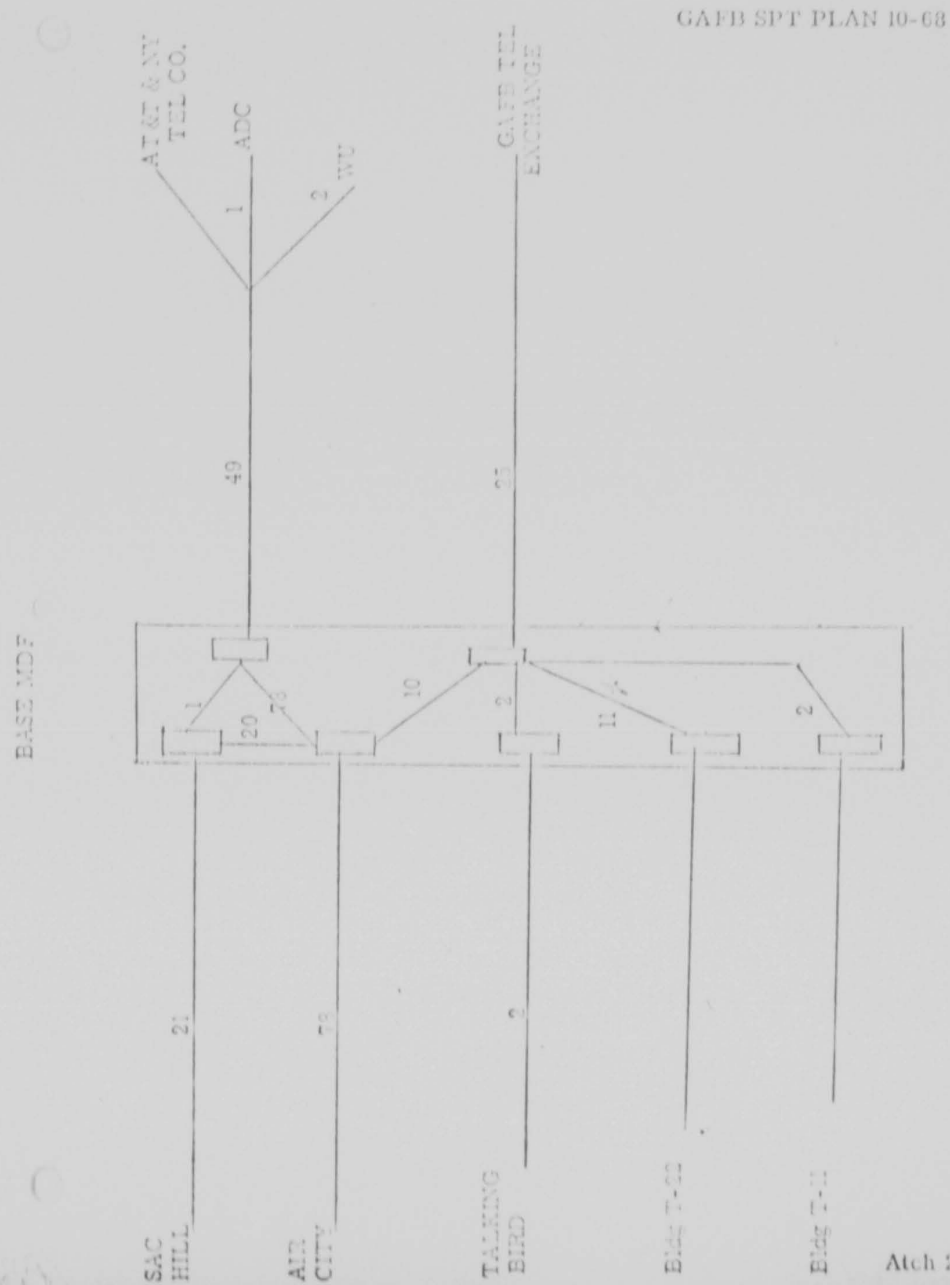
## 152nd TC Gp

5. Base MDF to Air City	13
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Total 2 3+4-5 =	78
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Atch 1





CONSOLIDATED MILITARY PERSONNEL STATUS REPORTAS OF: 4 JUNE 1968

UNIT	OFFICERS		AIRMEN		TOTAL	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq GEEIA	94	64	167	173	261	237
2856th AB Gp	50	55	297	333	347	388
2845th USAF Hosp	50	58	104	118	154	176
Eastern Region	90	96	1003	1094	1093	1190
Central Region	57	58	460	498	517	556
Western Region	90	94	709	749	799	843
European Region	70	66	618	600	688	666
Pacific Region	93	95	1278	1239	1371	1334
GEEIA Agency Totals	494	473	4235	4353	4729	4826
Support Totals	100	113	401	451	501	564
Worldwide Totals	594	586	4636	4804	5230	5390

BASE MOTOR VEHICLE TRAFFIC

THE SECURITY POLICE DIVISION OF THE 2856TH AIR BASE GROUP RAN MOTOR VEHICLE TRAFFIC SURVEYS DURING APRIL 1969 WITH THE FOLLOWING RESULTS:\*

1. MORE THAN 7,000,000 MOTOR VEHICLES GO THROUGH BASE GATES ANNUALLY.
2. A TOTAL OF 23,000 VEHICLES GO IN AND OUT OF THE BASE EACH WORK DAY.
3. APPROXIMATELY 12,000 VEHICLES GO IN AND OUT OF THE BASE ON SATURDAYS.
4. APPROXIMATELY 9,600 VEHICLES GO IN AND OUT OF THE BASE ON SUNDAYS.
5. EACH MINUTE OF EVERY DAY IN THE YEAR 13.8 MOTOR VEHICLES (AVERAGE) PASS THROUGH BASE GATES.

\*SOURCE: SECURITY POLICE DIV., 2856TH AB GP.

D R A F T

The following letter was delivered to interested members of Congress on 11 July 1969:

1. Knowing of your continued interest in Air Force matters, the Secretary has asked me to inform you of proposed action which will <sup>accept</sup> Griffiss AFB, New York; Robins AFB, Georgia; Wright-Patterson AFB, Ohio; and Keesler AFB, Miss.
2. To provide centralization and improved engineering and management capability within GEEIA, approximately 347 military and 90 civilian personnel would be redeployed from overseas location to the CONUS this summer.
3. Base population increases are:

GAFB	-	162
Robins		42
W-P		51
Keesler		182
4. These actions streamline and consolidate administrative and support functions without adversely affecting our combat capability or NATO commitments.
5. Shortly after this letter is delivered to your office we plan to notify the news media.

signed by

ROME'S HISTORY AND CHRONOLOGICAL DATES

Indian Period - Canoes carried by hand through forest between Mohawk River and Wood Creek.

Early White Period - Fur traders introduced bateaux, hauled across Great Onondaga Carrying Place by men or animals.

1727 - Troop movements across portage begin to Fort Oswego.

1755 - British Gen. Shirley orders Forts Williams and Bull built.

1756 - Fort Bull surprised and destroyed by French March 27. Erection Fort Craven and rebuilding Fort Bull halted and all works here burned in August on French capture of Oswego.

1758 - Construction Fort Stanwix-Bradstreet passes to capture Fort Frontenac-First Wood Creek dam-Sawmill on Teohnoret Creek.

1759 - Gen. Prideaux and Sir Wm. Johnson go to reduce Fort Niagara.

1760 - Sir Geoffrey Amherst and 10,000 cross carrying place for conquest of St. Lawrence.

1761 - Bradstreet and 1200 pass for Indian treaty.

1768 - Fort Stanwix Property Line Treaty negotiated.

1772 - Tryon County set off from Albany County.

1776 - Fort Stanwix garrisoned by Continentals; renamed Fort Schuyler.

1777 - Aug. 2, Fort Stanwix besieged by British under St. Leger.  
Aug. 3, Stars and Stripes first raised before a foe at Fort Stanwix.  
Aug. 6, Battle of Oriskany. Aug. 22, British retreat on Oswego and Montreal.  
Aug. 24, Gen. Benedict Arnold's army arrives.

1785 - Fort Stanwix abandoned after flood and fire.

1783 - Gen. Washington and party visit Carrying Place.

1784 - Fort Stanwix treaties with Indians terminating war - Lafayette here - Tryon County becomes Montgomery County.

1786 - Oriskany Patent divided and sold, Dominick Lynch acquiring the Expense Lot and beginning his land purchases.

1788 - Fort Stanwix Indian treaty disposing of lands.

1789 - Wright Settlement founded.

1791 - Herkimer County set off from Montgomery - First highway in town laid out - Gristmill shown on Wood Creek.

1792 - Town of Steuben (including present Rome) set off from Whitestown.

1796 - First boats pass through Western Inland Lock Navigation Canal - Town of Rome set off from Steuben - "Lynchville" named.

1798 - Oneida County set off from Herkimer County.

1804 - Lynch dams Mohawk for canal operating woolen, cotton and wrench factories, sawmill, etc., in Factory Village ("East Rome").

1806 - First Court House begun of brick.

1812 - Constant passing of troops begins to and from Great Lakes in war with Great Britain.

1816 - Famous Gold Summer - US Arsenal on W. Dominick Street completed.

1817 - Erie Canal begun at Rome, July 4.

1819 - Village of Rome incorporated.

1820 - First trustees elected.

1825 - Erie Canal in operation - Lafayette's second visit - First fire company organized.

1839 - First train on Syracuse & Utica Railroad (later N. Y. Central)

1844 - Erie Canal route in Rome changed - First great fire.

1845 - Telegraph introduced.

1846 - Second great fire.

1848 - First Rome Court House burned - Rome Academy building erected.

1851 - Black River Canal completed, Rome to Port Leyden - Watertown & Rome Railroad opened to Pierrepont Manor - Jesse Williams inaugurates factory system of making cheese from sweet milk.

1852 - Rome Gaslight Company organized.

1854 - Rome Cemetery dedicated.

1857 - Ogdensburg, Carthage & Rome Railroad ceases to exist after expenditure of \$550,000 with completion of a mile.

1865 - Local petroleum excitement.

1866 - Devastating fire - First steam fire engine purchased.

1869 - Free school system adopted.

1870 - City of Rome incorporated.

1871 - Rome & Clinton Railroad opened.

1872 - First Rome water works installed, Ridge Mills.

1883 - Beginning of electric wire and cable industry.

1887 - First horse cars operating.

1894 - City Hall cornerstone laid.

1895 - Sewerage system adopted - Jervis Library opened.

1905 - Work begun on Barge Canal April 24.

1910 - First Creek water system in operation.

1914 - First train over relocated New York Central main line tracks south of Barge Canal, Jan. 2.

1915 - Eastern division Barge Canal completed May 14, including Lake Delta as a reservoir.

1918 - Full system in operation.

1923 - Black River Canal abandonment bill introduced in Legislature.

1926 - New Rome Free Academy (senior high school) on Turin Street dedicated.

1927 - Rome Wire Company merged with General Cable Corporation.

1928 - Rome Brass and Copper Co. merged with Republic Brass Corporation (which in 1929 became Revere Copper & Brass Incorporated.)

1930 - Riverside Park (old Oneida County Fair grounds) bought for the city as Benjamin H. Wright Park by Henrietta F. Wright - Sewage disposal works completed.

1932 - Rome Fish Hatchery transferred to state.

1936 - Rome Cable Corporation organized.

1937 - New Post Office on Gansevoort (East) Park dedicated - Second Stokes Reservoir completed.

1940 - New Rome Hospital and Murphy Memorial Hospital on N. James Street dedicated.

1941 - Rome Army Air Corps Depot begun in Wright Settlement area.

1942 - Rome Army Air Depot (Griffiss AFB) activated.

1943 - Rome Army Air Depot becomes supply base for 8th U.S. Air Force in Europe.



1951 - Robinson Airlines (Mohawk) begins operations from newly opened Oneida County Airport. First arterial highway, Erie Blvd. W., opened on old Erie Canal Bed. Pettibone Mulliken Corp. comes to Rome.

1952 - Liberty Gardens public housing project completed.

1954 - Black River Blvd. opened on old Black River Canal bed. Council-manager government begins in Rome.

1958 - Erie Blvd. W. urban renewal project started.

1959 - Aluminum Company of America buys Rome Cable Corp. Construction started on Rome water system dam on Fish Creek. Council-manager government ends in Rome.

1960 - Erie Blvd. E. extended over Barge Canal and New York Central Railroad tracks. Rome Historical Society opens Fort Stanwix Museum on site of Fort Stanwix.

1961 - City of Rome Justice Building erected.

1963 - Rome Catholic High School constructed.

1965 - Revere Copper and Brass Incorporated begins large expansion program with construction new rolling mill in Riverdale. Second water line from Fish Creek to Stokes reservoirs begun. Fort Stanwix downtown urban renewal project approved.

1966 - Rome Senior Citizens housing project opened. Common Council appropriates \$50,000 to start Rome historical development complex. Rome Historical Development Authority created by act of Legislature. City provides site on Mohawk River for Council on History and the Arts amphitheater.

1967 - Erie Canal 150th Anniversary.

1968 - Fort Stanwix Indian Treaty 200th Anniversary.

1968 - Lake Delta State Park.

SIMULATED "BROKEN ARROW" EXERCISE

PHOTOGRAPH WAS TAKEN DURING ONE OF MANY SIMULATED  
"BROKEN ARROW" EXERCISES IN JUNE 1969. THIS VIEW SHOWS  
DECONTAMINATION PERSONNEL, VEHICLES AND EQUIPMENT ON  
THE SCENE DURING DECONTAMINATION OF PERSONNEL EXPOSED  
TO RAYS DERIVED FROM NUCLEAR FISSION.

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LIGHTNING STRUCK THIS CHIMNEY DURING  
ELECTRICAL STORM IN JUNE 1969. BUILDING  
IN 900 SERIES.

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GROUND BREAKING CEREMONY FOR NEW BASE CHAPEL

APRIL 6, 1969

LEFT TO RIGHT: - MR. THEODORE PROSNER, CONTRACTOR FOR THE NEW CHAPEL; NAVY  
COMMANDER WILLIAM A. MUELLER, NAVAL FACILITIES ENGINEERING COMMAND;  
BRIGADIER GENERAL FRANKLIN A. NICHOLS, GEEIA COMMANDER; COLONEL CURTIS L.  
FRISBIE, BASE COMMANDER; AND CHAPLAIN (LT COLONEL) HARRY B. ANSTED. THE  
GROUND BREAKING CEREMONIES TOOK PLACE AT THE NEW SITE ON EASTER SUNDAY WITH  
SOME 250 LOCAL DIGNITARIES AND AREA RESIDENTS IN ATTENDANCE.

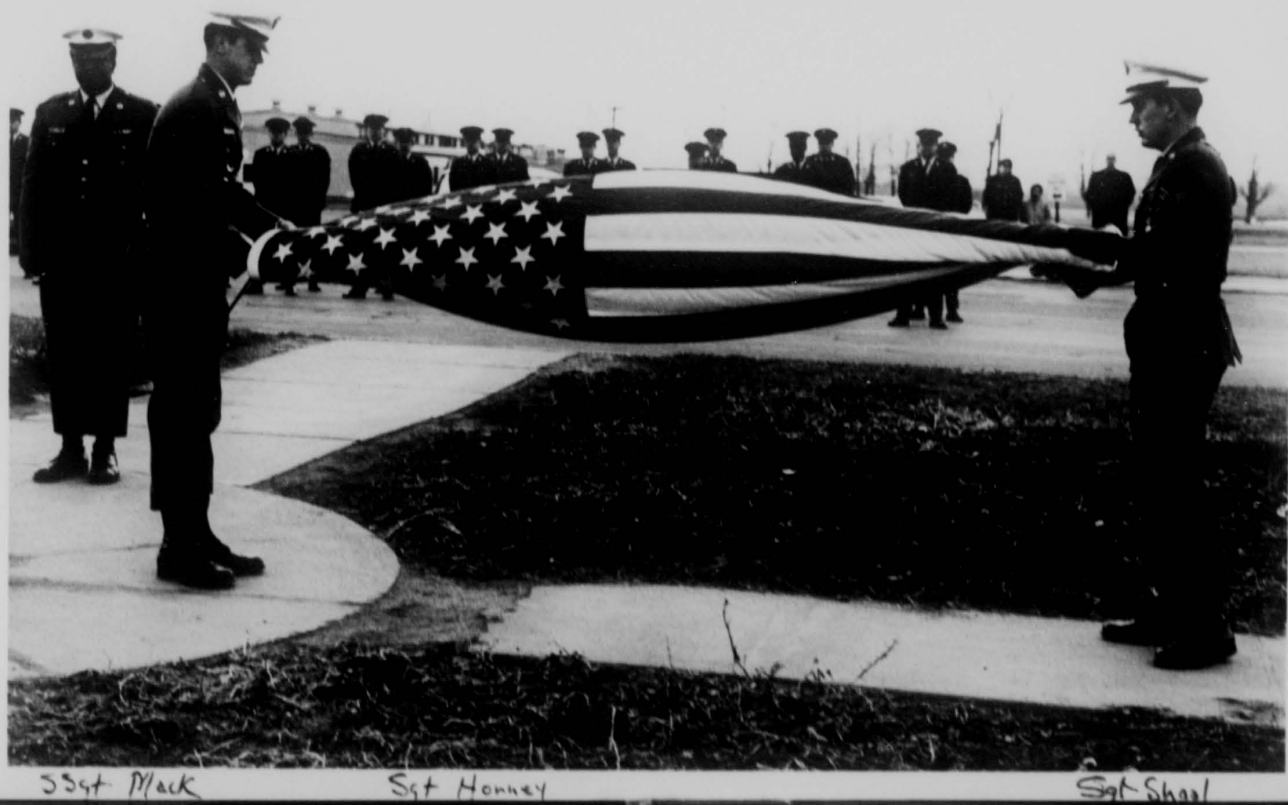


28 MARCH 1969

GRIFFISS AFB, N. Y. - TRIBUTE TO GENERAL EISENHOWER.

FORMAL RETREAT CEREMONIES WERE HELD AT GRIFFISS HONORING FORMER  
PRESIDENT AND FIVE STAR GENERAL DWIGHT D. EISENHOWER. ATTENDING WERE  
A FLIGHT OF 20 AIRMEN AND ONE OFFICER, SYMBOLIZING THE 21 GUN SALUTE TO  
WHICH THE GENERAL WAS ENTITLED. THIS WAS IN ADDITION TO THE THREE MAN  
COLOR GUARD. A DAY OF MOURNING WAS OBSERVED BY THE BASE LAST MONDAY  
AND THE FLAG WILL FLY AT HALF-STAFF UNTIL APRIL 28TH.





Sgt Mack

Sgt Honney

Sgt Stahl

PHOTO TAKEN AT THE CONCLUSION OF THE COMBINED  
FEDERAL CAMPAIGN WHICH OFFICIALLY CLOSED ON  
18 OCTOBER 68. PERSONNEL IN PHOTOGRAPH FROM  
LEFT TO RIGHT:

1. MR. DON CIERI, INSURANCE BROKER
2. MR. ELMER MEZZA - DRIVE CHAIRMAN, GAFB
3. COL CURTIS L. FRISBIE - BASE COMMANDER
4. MR. RUSSELL FIELDING - ADVERTISING MANAGER,  
ROME SENTINEL
5. MR. CHARLES SPANBAUER - UNITED FUND CAMPAIGN  
CHAIRMAN
6. BRIG GEN NICHOLS - GEFIA COMMANDER





THE NEW F-106 "DELTA DART" AIRCRAFT ASSIGNED TO  
THE 49TH FIGHTER-INTERCEPTOR SQUADRON STATIONED  
AT GRIFFISS AIR FORCE BASE.



HELPING HAND 7577

IN CASE OF FIRE DIAL 117

HELPING HAND 7577

**DAILY BULLETIN**

GRIFFISS AIR FORCE BASE, N.Y.

FOR WEATHER INFORMATION CALL EXT 7798 OR 7797

NR:  DAY:  DATE:  Publishing Activity: GEBAPSO (Ext 7709) Bldg 301

OFFICIAL

BASE DUTY OFFICER19 Mar Capt J.A. Freeman (Call Operations Dispatcher -  
20 Mar Capt B. Wenglovsky) Ext. 7400/7450)CHAPLAIN Collins - Office Ext. 3101 - After Duty Exts.  
2711, 3310 or 3100DISCONTINUANCE OR CURTAILMENT OF BASE BULLETIN

Recent restrictions have been placed on the authorized content of Bulletin, including this one. Once implemented, the new guidelines will eliminate nearly all types of "information" material customarily published on request of various organizations or individuals.

The first restriction is that, if published, Bulletin may not be issued more than twice weekly.

Restrictions on Content will prevent publication of the following types of information:

- "Personals" (For Sales, Rents, etc.)
- Club activities (OUM, RCM, etc.)
- Sports and other recreational events
- Organization meeting notices
- Regular Chapel services
- Civilian employee vacancy notices
- Theater schedules and notices
- (Above categories recommended for Base Newspaper)

Notices of the following types will be limited to once within any 30-day period:

- Security, safety or welfare of personnel
- Official announcements required by regulations, such as Summary Court appointments (in cases of death of a member)
- Announcement of Commander's Call
- Fund drives and campaigns

Special subjects, official nature only, as proposed by functional OPDs. These restrictions, contained in AFM 5-1 AFIC Sup 1, para 6-1f, will be placed in full effect o/a 1 Apr 69, if a decision to continue publication of the Bulletin at all is made. This is under current study.

Personal-type items can no longer be accepted, effective immediately, although those already on hand in Administration will be published prior to 1 Apr 69. (GEBM/7709)

3. ALL MILITARY PERSONNEL: The In-and-Out Processing Unit, CBPO has established the following operating hours. In-Processing must be started between 0800 and 1800. Out-Processing will be conducted only between 1300 and 1500. Daily Monday through Friday. (GEBM/D/2918)

3. AIR FORCE HUMAN SOURCE INTELLIGENCE ACTIVITIES: Applications are being solicited for volunteers who possess AFSC 204X0 and who meet the requirements of para 3025, AFM 19-11. Personnel in the following career fields are also encouraged to apply for this duty: 203X0, 221X0, 645X0, 711X0, 702X0, 712X0, 647X0, 751X0, 293X0, 242X0, 294X0, 671X0, 304X0, 672X0, 306X0, 363X0, 685X0 and 704X0. Interested personnel should report to CBPO ADAMTS, Bldg 420. (GEBM/GCA/2918)

\*4. MILITARY MEMORIS: Current waiting lists of "frozen" applications for on base housing are posted in Room 40, Bldg 301 for your information. (GEBM/7300)

\*5. EXTENSION OF EXPIRATION DATE - AIRMAN RECOGNITION (YR 5

6. MESSAGE ADDRESS GROUPS: Elements of this Bq with a requirement to frequently send messages to a fixed list of addressees should use a numerical Address Indicator Group (AIG) as a short address for the entire list. All addressees of AIG are action addressees. Addressees can be added to or deleted from AIG's when necessary. AIG's assigned to Bq AFIC may be used by all AFIC organizations, IAW para 6-3a and 6-3g, AFIC Sup 1 to AFM 10-2. The use of AIG's reduces the message processing time of secretaries, message center and communications center personnel. As a matter of information, Bq GREEIA has two AIG's - 530 which is directed to five Regions and 534 to all Regions and Squadrons GREEIA wide. (GEBM/2616)

7. NOTIFICATION OF HOUSING SELECTION: All military and civilian personnel who have applied to the Housing Referral Office will complete GREEIA Form 163, Notification of Housing Selection, within ten duty days after making application to inform the Housing Referral Office of their housing status. (GEBM/2615)

FR 1022 AIRSTRIKES, SEA - Report Ended  
25 December 1965

Highlights mission accomplishments of Air Force and combined forces. Reports on damage to fortified enemy strongholds. Shows strafing and support operations. 5 Min. Color, 1965. AF. For OFFICIAL USE ONLY film.

TF 6100 TACTICAL ELECTRONIC WARFARE  
IN SEA

Shows techniques, flight procedures, operational responsibilities, and briefing and debriefing activities. 22 Min. Color, 1968. AF. SECRET film. (SROFORM)

\* \* \* \* \*

FR 900 AFSC STAFF FILM REPORT NO. 177

Aircraft arresting system (BAC-13), rapid runway repair (fast-fix concrete), versatile launch vehicle (Atlas SLV 3A/3C), space vehicle lands on runway (DL-10 power flight), canine heart-worm research. 14 Min. Color, March 1969. AF.

FR 1042 COMBAT AND SUPPORT  
ACTIVITIES, SEA - 27 November 1965

Pictures work of USAF Civic Action Center in Thailand. Covers its medical, education and construction programs. 6 Min. Color, 1965. AF.

TF 6171 FASTEN YOUR SEAT BELTS -  
LFO - Unrestrained Flying Objects

Points out how use of lap and shoulder belts reduces chances of serious or fatal injury. Demonstrates right and wrong ways to wear belts. Uses dummies in car crash scenes to show direct relationship of seat belt use to accident prevention. 14 Min. Color, 1968. Comm.

\* \* \* \* \*

AFH 174 PACIFIC COMMAND

Depicts command structure, mission and activities. Reveals responsibility and magnitude of Commander in Chief Pacific (CINCPAC). Discusses primary tasks and stresses people involved. Highlights activities and cooperation of combined forces, and calls attention to their vital role in free world. Shows building efforts of nations and their commitments to work toward peace and freedom. 27 Min. Color, 1969. DOD.

OPTICOR CLUB: BRUNCH - EVERY SUNDAY 10:30 - 1:30. This week featuring - An Old Fashioned Type Farmers Breakfast.

AIRMAN CONSOLIDATED DINING HALL: The short order line now served at the supper meal in the Airman Consolidated Dining Hall will be served at the dinner meal from 1100 thru 1300 effective 1 Apr 69.

patrolability. Stresses training of non-service personnel and cites attention to details as necessary in achieving quality finished products. 30 Min. Color, 1969. D/S (SN 10487).

\* \* \* \* \*

SEP 1841 THE CANDLEMAKER

This animated cartoon shows how Tom, the candle-maker's son, learns about Christian stewardship while in charge of a shop which makes church candles for Christmas services. Flirting with his pet mouse instead of working, he forgets to put the wick in a candle which brings him shame when it won't burn. Learning his lesson, he makes a new candle and offers his pet mouse as a wondrous gift to the Christ Child. 13 Min. Color, 1967. Comm. For chaplain-sponsored use only. Limited prints - short term loan.

SEP 1852 LEADERSHIP - So How You Have an Agreement

Dramatizes problems involved in administering an agreement on working conditions between labor union and management. Stakes critical position of front line supervisors in making the agreement effective and worthwhile by retaining the loyalty and confidence of their employees while meeting production quota responsibilities. 29 Min. B&W, 1966. D/S (SN 10399) For OFFICIAL USE ONLY film.

SEP 1853 THE PARABLE

Epitomizes story of the life of Christ in a 20th century setting. Traces a day in the life and death of a circus clown to show Christ's humility, His love for man, His followers and persecutors, and finally His Crucifixion. 22 Min. Color, 1966. Comm. For chaplain-sponsored use only. Limited prints - short term loan.

AFNR 159 AIR FORCE NEWS REVIEW NO. 159

Major William J. Knight receives Harmon International Trophy for 1968's most outstanding pilot performance; 51st Military Aviator Wing earns MAC recognition for 100,000 accident-free flying hours; aerospace rescue and recovery crews evacuate sick and injured seamen from carrier USS Enterprise; USAF pilots instruct Vietnamese in C-119 operations; Air Force airmen serve as foster fathers to South Korean orphans. 14 Min. B&W, 1969. AF, PE, TV, TH, PS.



GEBA

Bulletins

13 Mar 1969

AFLC (MCGS)

1. Review of para 6-1f, AFLC Sup 1 to AFM 5-1, appears to prohibit publication of any and all unofficial material in Bulletins.
2. Request verification of this interpretation, except to the degree that your headquarters may have considered the items described in subparagraphs (3) (a), (d) and (e), referenced supplement, as "unofficial."
3. The general and specific restrictions that seem to be required by this supplement will impose a considerable hardship on those local activities which have come to rely very heavily, almost exclusively, on Daily Bulletins for publication of notices on activities, schedules, etc., that a weekly newspaper with comparatively long lead time deadlines cannot equal. Impact will be on numerous non-appropriated funds, as well as on other recognized organizations which have always had official encouragement.
4. The limit on frequency of publication, in combination with the severity of content restriction, indicates that standard correspondence to relay official direction or information may be more efficient and no more expensive than continued issuance of Bulletins.

FOR THE COMMANDER

IVAN T. YOST  
Chief of Administration

GEBA  
*Yost*

PAGE TWO

28 Feb 69

DAILY SENTINEL,

143

# Griffiss Economic Impact A Whopping \$67.2 Million

The 8133 personnel at Griffiss AFB at the end of 1968 (3532 yesterday by Maj. Gen. Franklin A. Nichols, commander, Head military and 4591 civilian) had a combined payroll in 1968 of quarters GEEIA and senior officer at Griffiss, \$66,412,729.

This added to the \$10,267,290 in local expenditures for other a Project Update briefing. These statistics were given by Lt. Col. Jack Fredericks in

purposes brings the Air Force economic involvement in this area last year to a total of \$67,280,019.

This information was provided by the Base Community Council

## Future Projects At Base Listed

Upcoming 1969 construction and improvements at Griffiss AFB were outlined by Maj. Gen. Franklin A. Nichols, commander, GEEIA, yesterday for the Base Community Council.

An Olympic-size swimming pool, north of the hospital steam plant, expected to be in use in July.

A new library, to open April 19, in a brick building on Hill Road, formerly the SAC personnel building.

A new chapel complex, to cost approximately \$600,000. Fruehner & Sons, Rome, the contractor. Ground breaking to be Easter Sunday.

The old chapel to be converted into a youth center.

A new Base Exchange between south end of Headquarters, GEEIA, and new base cafeteria.

Funds are being sought, with Griffiss East on AF Logistics Command bid, for a 200-seat theater. In meantime, the present 200-seat theater is to be improved.

Gen. Nichols said there are yet no definite commitments on a new base gymnasium and hospital.

In what he termed Griffiss AFB Urban Renewal — the more permanent the buildings, he said — the commander reported a dozen or more old barracks and buildings, most built in the 1942 period, will be removed with off-base charitable and service organizations given first opportunity at very low cost — from \$1 to \$50 per building — the buyer to pay moving costs.

Gen. Nichols announced that the annual Griffiss AFB Open House will be held June 14 and

### Residential Location of Griffiss Personnel

Rome Area	4,839	59.6 PC
Utica Area	1,491	17.2 PC
Ononda Area	153	1.9 PC
Other	1,728	21.3 PC

Of the Rome area personnel, 2,233 reside on GAFB.

### Marital Status of Personnel

Married	6,967	86 PC
Single	1,146	14 PC

### Dependency Status, Other Than Spouse

1-3 Years of age	2,897
3-18 Years of age	7,863
18-21 Years of age	1,115
Over 21 Years	1,107
Total Dependents	13,917

### Housing

Government	2,233	27 PC
Own	2,609	41 PC
Rent	2,281	28 PC

Number purchasing homes in 1968, 471, 5.75 per cent.

### Length of Residence in GAFB Area

Under 5 years	2,172	29 PC
5-15 years	817	11 PC
16-25 years	1,044	12 PC
26-35 years	810	11.5 PC
36 or more	2,118	26.5 PC

### Number of Cars or Trucks Owned

One	4,732	58 PC
Two	2,781	34 PC
3 or More	267	3 PC

Number of cars or trucks purchased in 1968, 1,794, 23 per cent. Boats or trailers purchased in 1968, 290.

### Daily One-Way Mileage of GAFB Personnel

Less than 5	1,063	49 PC
5-15	2,134	39 PC
16-25	1,343	17 PC
26 or more	331	4 PC

### Community Activity Involvement

Service organizations, 469, 7 per cent; church groups, other than church membership, 1,921, 24.3 per cent; youth activities, 1,233, 15 per cent; charitable organizations, 309, 5 per cent; fraternal organizations, 1,267, 15 per cent; professional societies, 798, 9.5 per cent; theater groups, 221, 4 per cent; currently attending school (adults), 1,333, 20 per cent.

### Monetary Data

Total payroll disbursements made by GAFB, \$75,946,191. (GAFB handles the payroll for certain units off the base.) Total GAFB and vicinity payroll, \$36,412,729. Military expenditures: Total disbursements of appropriated

he said -- the commander reported a dozen or more old barracks and buildings, most built in the 1942 period, will be removed with off-base charitable and service organizations given first opportunity at very low cost -- from \$1 to \$50 per building -- the buyer to pay moving costs.

Gen. Nichols announced that the annual Griffiss AFB Open House will be held June 14 and will be dedicated to the 10th anniversary of the 49th Fighter Interceptor Squadron on Griffiss AFB.

He thanked the Council members for their interest and support and for the congratulations he had received on his promotion to major general.

than church membership, 1,931, 31.3 per cent; youth activities, 1,233, 15 per cent; charitable organizations, 289, 3.5 per cent; fraternal organizations, 1,267, 15 per cent; professional societies, 766, 9.5 per cent; theater groups, 721, 4 per cent; currently attending school (adults), 1,331, 29 per cent.

#### Monetary Data

Total payroll disbursements made by GAFB \$73,548,151. (GAFB handles the payroll for certain units off the base.)

Total GAFB and vicinity payroll, \$36,412,729.

Military expenditures: Total disbursements of appropriated funds, \$31,849,769. Disbursements GAFB and vicinity, \$17,352,194. Non-appropriated funds, \$19,775.

Civilian expenditures: Total disbursements of appropriated funds, \$41,648,264. Rome area, \$19,469,929. Utica area, \$11,789,973. Central New York, \$7,247,494. Other, \$5,665,917. Non-appropriated funds, \$28,345.

Total GAFB expenditures (Central New York area, west to Syracuse and east to Becklimer), \$9,758,260.

Service contracts, \$29,938.

Construction contracts, \$98,830.

Utilities, total, \$1,137,211. Electricity, \$58,847. Gas, \$110,432. Water, \$27,591. Fuel oil and coal, \$451,378. Sewage, \$9,601.

#### Local Purchases

Total local purchases, \$6,965,794. Empire State Exchange local expenditures total \$867,369.

#### Monetary Impact of GAFB

Federal impacted aid to local school systems (2 of 14 districts queried in Rome and Utica areas responding), \$1,109,000.

#### Monetary Impact of GAFB

Future GAFB involvement (including off-base), \$8,817,181. GAFB and vicinity involvement, 767,296.52.

## are you a real first line supervisor ?



As a first line supervisor:

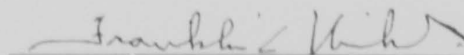
You're interested in accomplishing the mission - ALL IMPORTANT! Safe work practices contribute to both efficiency and production - unsafe work practices destroy both! It's a proven fact that the supervisors with the least number of accidents accomplish the greatest production.

Even a minor accident causes confusion and slows up work of the entire crew as it takes time for the man to get first aid plus the fact that the crew is shorthanded until his return. Accidents without injury damage tools and equipment! keep your crew alert to accident prevention! when a job drags, more accidents are likely to occur.

Job safety has a dual-purpose, first to eliminate human suffering, secondly, reduce financial cost. Safety prevents accidents that often result in permanently disabling injuries or in loss of life. Safety prevents worry and anxiety suffered by an injured man's family in addition (in some cases) to loss of income!

Your people depend upon you to protect them from accidents and injury by enforcement of safe working practices.

SUPPORT GEEIA'S SAFETY PROGRAM "PATTERN FOR PROGRESS" 1969.



FRANKLIN A. NICHOLS  
BRIGADIER GENERAL, USAF  
COMMANDER



VISIT OF  
 GENERAL JACK G. MERRELL  
 COMMANDER, AFLC  
 18-19 July 1968  
AGENDA ITEMS



18 July 1968  
 1545 - 1605

GEEIA MOVIE

1605 - 1630

Management Review

Mr. Camardo

1630 - 1700

Control Room Ribbon Cutting  
 Briefing on Pacific Region

Capt Bessette

1700 - 1800

Free Time

1800 - 2000

Reception

2000

Dinner

19 July 1968  
 0700 - 0730

Breakfast at Officers' Open Mess

0730 - 0930

Tour Base and Meet Key People

General Merrell,  
 Brig Gen Nichols,  
 Col Friable

0930 - 1000

NCO Club for Coffee with  
 AFLC NCOs

1000 - 1145

Tour GEEIA Hqs and Meet  
 Key People

General Merrell,  
 Brig Gen Nichols

1000 - 1015 - GEV  
 1015 - 1020 - GEK  
 1020 - 1030 - GEA  
 1030 - 1035 - GEL  
 1035 - 1055 - GES  
 1055 - 1115 - GEE  
 1115 - 1135 - GEO  
 1135 - 1140 - GEI

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*Welcome*

TO

**GRIFFISS AFB, N.Y.**



**BRIGADIER GENERAL  
FRANKLIN A. NICHOLS  
COMMANDER**

GRIFFIN AIR FORCE BASE

KEY AND INTERESTING FACTS

Griffin Air Force Base with its representation of seven major air commands is situated at the western end of the historic Milledgeville Valley.

The base is located one and one-half miles from Rome, with a population of approximately 21,000 people, and 17 miles from Vidalia, with a population of more than 100,000 people.

The central location provides personnel with access to four modes of transportation: Air, rail, commercial highway and the historic barge canal.

The missions of the Air Force Logistics Command, Air Force Systems Command, Strategic Defense Command, Strategic Air Command, Military Airlift Command, Air Force Communications Service and the Air Training Command are accomplished by a mixed force of military and civilian personnel.

Griffin AFB consists of 3,921 acres of land and has 800 buildings with a wide variety and configuration, including family housing. A modern flying facility with a two and one-quarter mile runway is capable of handling your standard air types of aircraft in the Air Force inventory.

Also charged to the Griffin AFB complex are a number of off base sites with a total of 3,528 acres of land. The inventory value for both on and off base property has been set at \$141,989,000 as of 17 October 1967.

Several colleges and universities are situated in a close proximity to the base and provide a wide range of academic, technical and professional courses of study to meet the varied requirements of Air Force personnel.

By GREEIA Ground Electronics Engineering Installation Agency became the land base of Griffin Air Force Base on 1 January 1968 with the 3930th Air Base Group assigned to GREEIA.

MISCELLANEOUS INFORMATION

American Red Cross Phone 3338  
Air Police Phone 2200

Bus service to the city of Rome operates 0800 - 1800 hours  
Monday thru Saturday. Bus is identified as V.I.P. Bus Co.

Charge of Quarters

2856th AB Gp (CQ is located in Barracks Bldg 444 - Phone 2046)

For information regarding daily base entertainment activities call  
Phone #2212 for recording.



CHAPEL SERVICES

Base Chapel Bldg # 707 Phone 3479

Catholic Services - 1200 daily  
0900 Saturday  
0800, 1000, & 1215 Sunday

Protestant Services 0900 & 1100 Sunday

Jewish Services Service at Congregation  
Adas Israel - 705 Hickory St  
Rome:

2000 Friday  
0830 Saturday

EMERGENCY PHONE: 2211

BASE SERVICES

Airmens Dining Hall                      Phone 2795

Monday thru Saturday

Breakfast	0500 - 0730
Dinner	1100 - 1300
Supper	1600 - 1800

Sunday

Breakfast	0700 - 0900
Dinner	1100 - 1300
Supper	1600 - 1730

Clothing Sales Store                      (Bldg # 406)

Monday thru Friday

0800 - 1600

EXCHANGE AND CONCESSIONS

Base Exchange	1000 - 1800 (Mon thru Fri) 0930 - 1330 (Saturday)
Barber Shop	0900 - 1700 (Mon thru Fri) 0900 - 1200 (Saturday)
Laundry and Dry Cleaners	0900 - 1730 (Mon thru Fri) 0900 - 1300 (Saturday)
Laundromat	2400 hours a day - everyday
Base Restaurant (Depot #1)	0600 - 1430 (Mon thru Fri)
Snack Bar (Service Club)	0700 - 2230 (Mon thru Sat) 0900 - 2230 (Sunday)
Snack Bar (Flight line)	0630 - 1500 (Mon thru Fri)

CLUBS ACTIVITIES

NCO CLUB

Office Phone 3530		Paging T638
Dining Room	Breakfast	0900 - 1100
	Lunch	1100 - 1400
	Dinner	1630 - 2100
Bar	Monday thru Thursday and Sunday	1030 - 2330
	Friday and Saturday	1030 - 0200

OFFICERS OPEN MESS

Office Phone T638		Paging T638
Dining Room	Breakfast	(Mon thru Sat) 0700 - 0900
		(Sun) 0900 - 1345
	Lunch	(Mon thru Fri) 1100 - 1300
		Short orders served on Sat 0700 - 2100
	Dinner	(Mon thru Thur) 1730 - 2100
		(Fri and Sat) 1900 - 2300
		Sunday - Limited Menu
Bar	Monday thru Thursday	1800 - 2300
	Friday	1800 - 0100
	Saturday	1200 - 0100
	Sunday	1400 - 2300

## KEY PERSONNEL

Duty Phone

HEADQUARTERS GEEIA

Commander	Brig Gen F. A. Nichols	3522
Vice Commander	Colonel D. H. Kohn	3523
Chief of Staff	Colonel D. H. Vleck	3524
Director of Materiel	Colonel G. L. Purkey	4546
Director of Engineering	Colonel B. J. Millis	3577
Director of Operations	Colonel C. D. Miller	3595
Inspector General	1st Colonel J. W. Grubbs, Jr.	2201
Safety Office	Mr. J. T. Franklin, Jr.	4521
Quality Assurance	CWO R. T. Marlow	4521
Personnel Office	Capt P. A. Lerro	3525
Information Office	Mr. R. E. Sanderson	3657
Civil Engineering Office	Captain C. L. Jubasz	2265
Plans & Management Office	Colonel F. A. Kelly	3593

2856th Air Base Group

Commander	Colonel C. L. Frisbie	2827
Base Chaplain	1st Colonel H. B. Ansted	2211
Staff Judge Advocate	Colonel J. F. Loftus	2518
Hq Squadron Commander	1st D. E. Arnold	3225
Safety Office	1st Colonel R. L. Nelson	7719
Civil Engineering Division	Mr. J. A. Alari	3416
Comptroller	1st Colonel R. J. Downing	4125
Administrative Spec Div	Mr. I. T. Yost	7708
Operations & Training	1st Colonel J. Guthrie	3211
Base Services	Mr. J. S. Arnold	7704
Personnel Division		3525
Security Police Division	Captain L. R. Price	4313

2845th USAF Hospital

Commander	Colonel H. S. Baerte	4110
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THE CITY OF ROME AND VICINITY

The city publishes a daily newspaper, "The Rome Sentinel." Available on base and at all news stands.

Commercial banks and savings banks operate within the city with branches of these banks located in the two shopping centers close to the base.

Rome has over 50 manufacturing establishments. The famous Revere Copper and Brass cooking utensils are available at their courtesy store on Railroad Street at reduced prices.

The Onoda Limited Silver-Smiths produce the finest silver and stainless steel tableware. The factory, located in Sherrill a short distance from Rome, also has a factory store outlet where all may buy their products at reasonable prices.

The Jervis Library in Rome is open to the public and has some 60,000 active volumes.

Also available in Rome is one moving picture theater, one drive-in theater, three golf courses and three bowling alleys.

A short drive to the north of the city is one of New York State's finest trout fish hatcheries. Visitors are always welcome.

The Fort Stanwix Museum and Rome Historical Society located in downtown Rome have many interesting displays. Of particular interest are those dating back to the Mohawk Valley's part in the American Revolution.

ADMINISTRATIVE SERVICES

GEBABldg # 301 Phone 7708

GEBAMT Depot #1 Phone 3518  
(Uncls message preparation and handling)

GEBAMC Bldg # 310 Phone 2264  
(Classified message preparation and handling)

TOP SECRET MATERIAL - Will be stored in  
the Base Command Post, located in Depot #1,  
Day and night.

SECRET/CONFIDENTIAL MATERIAL - Will be  
stored in Base Security Police Office, located  
in Bldg 308. Weekends and night only. Classified  
material may be stored in other authorized areas  
during daily operating hours.

TRANSPORTATION SERVICES

Motor Pool Officer 7417

Base Taxi Service (24 Hours) 3541



POSTAL SERVICES

Monday thru Friday  
0800 - 1700  
Saturday  
0800 - 1200

Consolidated Mail Room Phone 4989

Monday thru Friday  
0800 - 1700  
Saturday  
0800 - 1200

MEDICAL SERVICES

Monday thru Friday  
0730 - 1630

Sick Call (Flying - Non Flying Officer Personnel)

Phone 4557 0800 - 0900

Sick Call (Enlisted Personnel)

By Appointment - Phone 7672

DENTAL CLINIC Phone 7621

All personnel by appointment

After Duty Hours

Emergencies (Hospital/Dental) Phone 4108

RECREATIONAL SERVICES

Gymnasium

Monday and Friday  
1200 - 1800

Tuesday thru Thursday  
1000 - 1800

Saturday  
1300 - 1700

Closed Sundays

Bowling

Monday thru Thursday  
0900 - 2400

Friday  
0900 - 0100

Saturday  
1400 - 0100

Sunday  
1400 - 2400

Golf Phone 4068 for information

Theater

Nightly 1900  
Fri & Sun 1900 and 2100  
Sat (Mat) 1400

Equipment Check out - Phone 7020

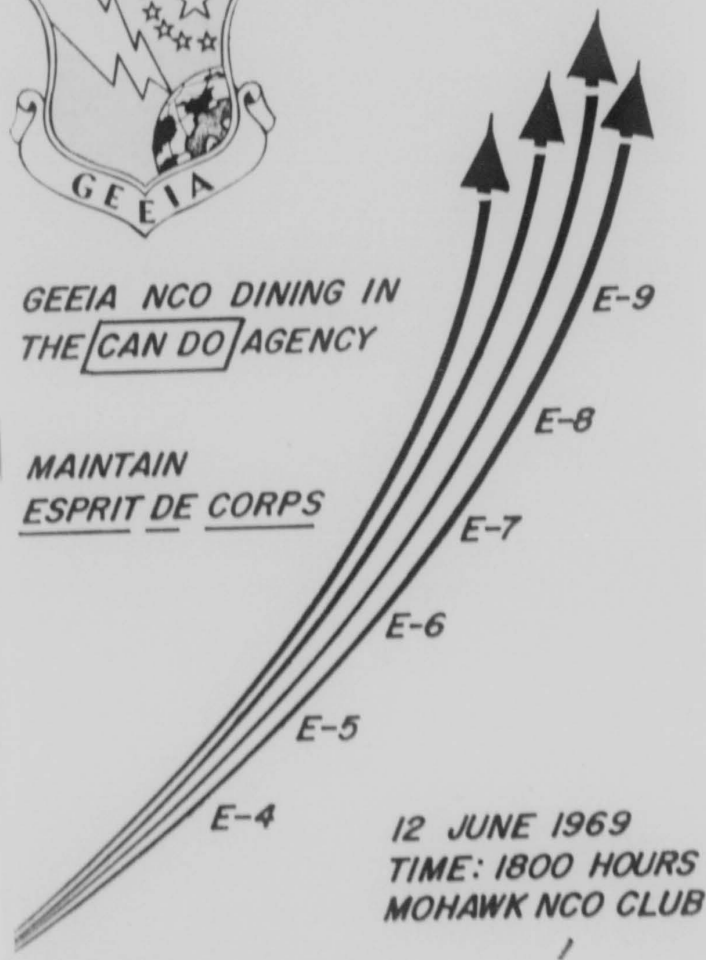
FREQUENTLY CALLED PHONE NUMBERS

Administrative Services	7708
Air Police	2200
Base Chapel	3479
Base Communications Center	2405
Base Commander	2827
Base Dining Hall	2795
Base Exchange	3733
Base Finance	3970
Base Locator	7242
Base Motor Pool	3541
Base Operations Traffic Desk	7400
Base Photo Lab	3144
Base Theater	4152
Billeting Office	2503/7610
Command Post	2711
Dental Clinic	7621
Dispensary	7672
Education Office	4603
Hq GEEIA Inspector General	4521
Information Office	3057
Legal Office	4100
NCO Open Mess (Paging)	7539
Officers Open Mess (Paging)	7636
Hq GEEIA Sgt Major	3523
Air Base Group Sgt Major	2005
Air Base Group First Sergeant	3225
Travel Information - Reservations	7742
Weather Office	2410
Western Union	2405



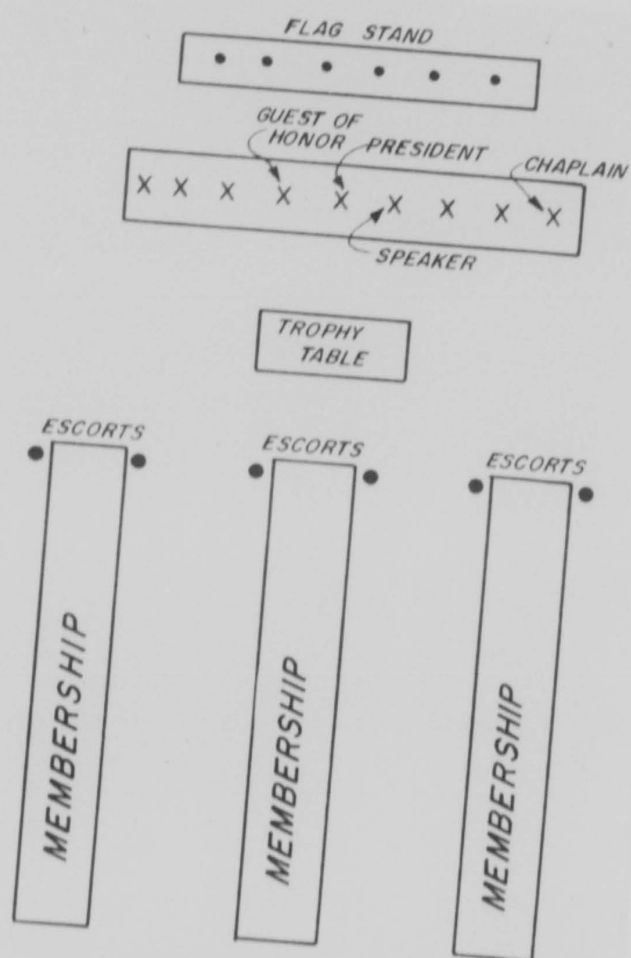
GEEIA NCO DINING IN  
THE CAN DO AGENCY

MAINTAIN  
ESPRIT DE CORPS



12 JUNE 1969  
TIME: 1800 HOURS  
MOHAWK NCO CLUB

1



NCO DINING IN

PRESIDENT: CMSgt John K. Bell  
GEEIA Sergeant Major

MR. VICE: SSgt Ronald J. Riggi

CHAPLAIN: SMSgt Logan Roberts

GUEST SPEAKER: Colonel Lynn D. Sifford Jr.

GUESTS:

Brig General Franklin A. Nichols, GEEIA Commander  
Colonel James B. Randels, 2856th ABGp Commander  
Colonel Henry S. Haerle, 2845th USAF Hospital Commander  
Major Harold Donath, 2861st GEEIA Squadron Commander  
Captain Dewey Allen, Hospital Squadron Section Comdr  
Lt Daniel Arnold, Headquarters Squadron Section Comdr

M E N U

CHILLED TOMATO JUICE  
FRESH GARDEN SALAD (Assorted Dressings)  
PRIME RIB A JUS  
BAKED POTATO w/Sour Cream  
GREEN BEANS with ALMONDS  
HOT APPLE PIE  
DINNER WINE  
COFFEE  
CIGARS

GEEIA NCO DINING-IN

12 JUNE 1969

GRIFFISS NONCOMMISSIONED OFFICERS' OPEN MESS

- 1800 - Lounge opens for refreshments. Members and guests arrive.
- 1827 - Lounge closes. Mr. Vice announces dinner by ringing chimes. All personnel enter the dining room and remain standing behind their chairs. The smoking lamp is out.
- 1830 - The mess is formally opened by the President with one (1) rap of the gavel. (Wine is served for Toasting).
- 1833 - Invocation by Chaplain.
- 1835 - Toasts:  
 (1) By the President: To our Commander-in-Chief, the President of the United States. [Response by the entire mess, "To the President"]  
 (2) By Mr. Vice: To the Chief of Staff, United States Air Force. [Response by entire mess, "To the Chief of Staff"]
- 1837 - President seats the open mess - Welcoming remarks by President and introduction of guests at head table. President polls mess for introduction of other guests.
- 1840 - Toast by Mr. Vice - "To our Guests" Members rise [Guests remain seated] Response by Members is "Hear, Hear".
- 1842 - President invites mess to be seated and to eat. (The open mess may smoke when the President indicates the smoking lamp is lit.)
- 1930 - President invites mess to the Cocktail Lounge.
- 1945 - Mr. Vice invites mess to return to the Dining Room.
- 1947 - President invites the Commander to present any awards to be made to Members.
- 1957 - President introduces the Guest Speaker.
- 2001 - Guest Speaker Address.
- 2030 - President thanks Guest Speaker.
- 2031 - President: "Mr. Vice"  
 Mr. Vice: "Yes, Mr. President"  
 President: "A Toast to our Distinguished Speaker" - (Members rise)  
 Mr. Vice: Appropriate Toast ending with, "To our Distinguished Speaker."  
 Response: "Hear, Hear"
- 2035 - Closing remarks by the President. Polls mess for any other appropriate toasts.
- 2040 - President adjourns the open mess. (Two raps of gavel.) Lounge is open. Informal activities begin.
- 2300 - Mess closes.



CUSTOMS AND COURTESIES

Each member of the mess should arrive promptly to insure that all are present prior to the arrival of the guest of honor. Normally, the time the bar opens is the time all members should be present.

During the course of the evening, each member of the mess should make an effort to meet the guest of honor. If necessary, he should introduce himself to the guest of honor.

At the appointed hour for dinner, all members should insure that they are standing behind their chairs at their appointed places around the tables. The guest of honor and the president of the mess should be the last to join the table.

During any break in the course of dinner, members should stand behind their chairs until the guest of honor, president and other members of the head table have an opportunity to leave the table.

Upon completion of dinner, all members should abstain from smoking until the president of the mess "lights up" or announces the smoking lamp is lit.

Members should remain after the ceremony until the guest of honor and president of the mess leave. Each member should make an effort to say "Good Night" to the guest of honor and the president.

At any time after the toast to the Chief of Staff, a member may ask to be recognized for any appropriate reason. A typical reason may be that a toast has been forgotten. In such a case the member will stand and ask to be recognized by saying, "Mr. President, I have a Point of order." The president will recognize the

member by calling his rank and name. The member will, in a polite and forthright manner, advise the president that the toast required by courtesy or protocol has not been proposed. The president should then request the member who has the floor to ask Mr. Vice to propose the appropriate toast.

During the evening of the Dining-In, each member should try to pay his respects to the guest of honor. After the open mess is adjourned, member should remain at the Dining-In until the guest of honor and the president of the open mess have left. Mr. Vice will be the last member to leave the Dining-In.

Wives or girl friends of members may join members after the formal Dining-In is terminated --- approximately 2040 hours. The club resumes normal Thursday night activities and will remain open as scheduled.

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# GEEIA



## OBJECTIVES 1969

### IMPROVE:

- MANAGEMENT VISIBILITY
- OPERATIONAL EFFICIENCY
- CUSTOMER RESPONSIVENESS
- TECHNICAL PROFICIENCY
- QUALITY CONTROL
- VALUE ENGINEERING
- SELF APPRAISAL

### REDUCE:

- ACCIDENTS
- ERRORS
- DUPLICATION
- COSTS

### MAINTAIN:

- QUALITY
- AGGRESSIVENESS

THE **CAN-DO** AGENCY

### 1969 Objectives

Here are GEEIA's command-wide objectives for calendar year 1969, established to identify areas of major concern for special emphasis. The Hq. GEEIA Plans and Management Office is the OPR for this program, and spokesmen there say that the yearly objectives provide a framework and outline for the structure and alignment of the pre-planned command program and operation during the year. It's all a part of what's called "Management by Objective," a technique for providing direction and guidance from top management and for insuring mission accomplishment on a scheduled basis against which progress can be measured.

**For Fire Protection**

Mohawk Flyer, 22 Aug 68

**Base, County Sign Mutual Pact**

A landmark agreement was entered into here last week when officials of Griffiss and Oneida County put their signatures on a mutual fire protection pact.

Col. Curtis L. Frisbie, commander of the 2856th Air Base Group, signed for the base, and Robert Hess, Oneida County Mutual Aid Coordinator, affixed his signature for the 53 local fire departments involved.

There are some 27 separate locations in Oneida County where Griffiss-controlled operations are now carried on. If the need ever arises, fire equipment from the towns in the areas of these installations will now be available for assistance.

Conversely, if the communities near the Air Force operations are ever in need of additional fire-fighting equipment, Griffiss firemen will be on im-

mediate call to respond.

As part of the mutual aid agreement, Griffiss Fire Chief Leo R. Capoccia will conduct a yearly one-day demonstration for the volunteer firemen of Oneida County in the techniques involved in fighting fires caused by volatile fuels.

He will also attend meetings of the county's volunteer departments, at the request of the coordinator, to keep these groups current in the suppression of aircraft fires and hazards involved in this type of accident.

Capoccia began promoting the idea of a reciprocal fire response agreement with the surrounding communities about three months ago.

The following fire departments are participating in the protection pact: Barneveld, Bloss-

vale, Bridgewater, Boonville, Camden, Cassville, Clark Mills, Clayville, and Clinton. Also Deansboro, Durhamville, Deerfield, Florence, Floyd, Forestport, Holland Patent, Lairdsville, Lake Delta, Lee Center, Maynard and McConnellsville.

Other departments taking part are New Hartford, New London, New York Mills, North Bay, Oneida Castle, Oriskany Falls, Oriskany, Otter Lake, Portner, Paris Hill, Prospect, Remsen, Rome and Rome Hook and Ladder. Still others are Independent Hose Co. #1, Sauquoit, Sconodoo, Sherrill-Kenwood, Stanwix Heights, Stillville, Taberg, Sylvan Beach and Utica.

Rounding out the list are Vernon, Verona, Vienna, Waterville, Westernville, Westmoreland, Whitesboro, Willowvale and Yorkville.



**FIRE PACT SIGNED** — Robert Hess (left), Oneida County Mutual Aid Coordinator, watches as Base Commander Col. Curtis L. Frisbie signs his name to a mutual fire protection pact between Griffiss and 53 local fire departments in the county. At right is Base Fire Chief Leo R. Capoccia, who has been working on the program for three months.



## news

### New deputy

Brigadier General Earl O. Anderson, former commander of the Air Force Reserve's 452nd Military Airlift Wing, March AFB, California, is new deputy chief, Air Force Reserve. He was recalled to active duty May 1.

He is the third Reserve general called to active duty to fill a key position in the reorganized Reserve management structure. The other two are Major Generals Tom E. Marchbanks Jr., chief of Air Force Reserve, the Pentagon, and Rollin B. Moore Jr., commander, Headquarters Air Force Reserve.

General Anderson, 44, is a native of Mead, Nebraska. During World War II he flew 49 combat missions in the Southwest Pacific.

He has been active in the Air Force Reserve since 1955. He entered the Air Reserve Technician program in 1958 as deputy commander of the 512th Troop Carrier Wing at Willow Grove, Pennsylvania. He assumed command of the 452nd in June 1960.

### Promotions

Nonactive duty Air Force Reservists will be considered for unit vacancy promotions to the permanent grades of captain, major and lieutenant colonel by a board convening at the Air Reserve Personnel Center, June 19-20.

In the case of major and lieutenant colonel, they must be assigned to units organized to serve as units if mobilized. Promotion Service dates: first lieutenant—May 31, 1967; captain, major—May 31, 1965.

### Medals

Veterans of Vietnam or Thailand who served prior to July 3, 1965, for 30 consecutive or 60 nonconsecutive days (TDY) are authorized to wear either the Armed Forces Expeditionary Medal or the Vietnam Service Medal.

Recipients may convert from the Expeditionary to the Vietnam medal. Reconversion is unauthorized.

Consequently, individuals awarded the Vietnam Service Medal after July 3, 1965, are not authorized the Armed Force Expeditionary Medal for service in Southeast Asia.



Brig. Gen. Earl O. Anderson

Gen. John P. McConnell, chief of staff, USAF, presents a first place award to W. L. Phillips, editor of 926th TAGp's 'Pelican Patter.' The Reserve publication scored in Air Force's worldwide contest.



Sen. B. Goldwater reads Outstanding Unit Citation won by Ariz. Air Guard's 162nd Ftr. Gp. Looking on: (l-r) Col. D. Morris, comdr., and ADC's Maj. Gens. J. Jensen and R. Burns.



Another Outstanding Unit Award winner was ANG's 134th Air Refl. Gp. Unit comdr. Col. R. Akin accepts plaque from Brig. Gen. J. Robbins (r) comdr., of TAC's 12th AF.

### Enlistment priorities

Air Force Reserve recruiters are using a new priority system for enlisting non-prior servicemen.

Applicants between the ages of 17 and 18½ will get first priority at filling a unit vacancy. Priority two includes individuals between 18½ and 20. Priority three is for those over 20.

Essentially, this change reduces the age bracket for Priority two and establishes Priority three. Individuals on a Priority two list who were over age 20 at the time of application will be moved to the Priority three list. Henceforth, non-prior service applicants will be retained in their original priority group, though they may later exceed the maximum age for that group.

### New missions

Two Air Force Reserve flying units will take on new jobs beginning in January 1970. Another will retain its mission when released from active duty in June.

The 906th Tactical Airlift Group, Clinton County AFB, Ohio, is scheduled to convert to a special operations role (gunship). Its members will continue to fly their C-119s until the modified AC-119s are released by the active force.

Another tactical airlift group will become a tactical air support unit. It is the 910th, Youngstown, Ohio. The Reservists will trade their C-119s for U-3s and train as forward air controllers and as air liaison officers.

The 930th Special Operations Group, Bakalar AFB, Indiana, will retain the gunship mission following its demobilization. Members of the group are currently in Vietnam flying AC-119 gunship sorties.

### They're moving

Headquarters of the Fourth Air Force Reserve Region will be moved to Ellington AFB, Texas, this summer. The transfer is being made to consolidate Reserve activities and relieve crowded conditions at Randolph AFB, Texas.

### Vacancies

Air National Guard's 162nd Combat Crew Training Group needs 150 air technicians. They will fill vacancies created by the unit's selection to train ANG Tactical Air Command pilots in the F-100. Wanted are instructor pilots,

fuel systems and aircraft environmental specialists, armament technicians, crew chiefs, airframe repairmen and jet engine specialists.

"The mission is unique and new to the Air National Guard," explains Colonel Donald E. Morris, 162nd commander. "It is another challenge, which I feel will be met in a highly professional manner."

For information write: (Pilots) Lieutenant Colonel W. P. Chambers; (Maintenance) Lieutenant Colonel C. L. Coward, 162nd Combat Crew Training Group, Tucson, Arizona 85706.

### They've grown

The Alaskan Air Guard is in for some major changes.

On April 1, the 144th Air Transport Squadron, Kulis ANG Base, Anchorage, had its mission and status changed. It was enlarged to group status and is now the 176th Tactical Airlift Group.

Under the new mission the Guardsmen now train to deliver high priority military supplies to ground forces in forward combat zones.

The unit will increase from its present strength of 280 to 750 members over the next three years. New facilities costing about \$2.5 million will be installed at the base.

### Hit them books

Extension Course Institute (ECI) students are reminded that all courses must be completed within 12 months from the date of enrollment. This includes Volume Review Exercises and Course Exam.

Members not on extended active duty are not required to take a Course Examination. However, to receive a certificate of completion (and be credited with the additional points), they must satisfactorily complete the exam.

### One year old

Air Force Reservists of the 1st Combat Crew Training Squadron have demonstrated they can handle their new mission.

In April 1968, they took on the job of conducting a training course in the operation of the AC-119 Gunship at Clinton County AFB, Ohio. Since that date, approximately 900 active duty students have completed the course.

### They save lives

Civil Air Patrol's Colorado Wing was credited with saving four survivors of a light plane crash near Aspen, Colorado on March 7.

The Cessna 310 was reported overdue and missing by the Kansas City Flight Service Station. The Colorado Wing was alerted, but early darkness forestalled effective air search that evening.

At dawn the next day, aircraft were sent aloft. Within two hours a CAP-directed helicopter spotted the downed aircraft and picked up the survivors.

### Join the program

A second wing for the Associate Program is scheduled to be activated July 25. It will monitor the activities of Air Force Reserve associate units in the Western U.S.

The 349th Military Airlift Wing (currently on active duty at Hamilton AFB, California) will return to Reserve status June 1. At that time, they will start moving to Travis AFB, California, where the air and support crews will help fly and maintain Military Airlift Command's C-141 Starlifters.

On September 25, 1968, the 514th Military Airlift Wing (Associate) was formed at McGuire AFB, New Jersey. It supervises the associate units in the Eastern U.S.



During ARPC's 15th anniversary, Col. L. Walker Jr., (l) presented Maj. A. Fisbeck (r) and Lt. Col. J. Cassa with plaques honoring them as Outstanding Air Reservists.



a/ Preflight briefing: Aircrews get details concerning morning drop mission. b/ The Dollar Nineteen: Reservists arrive early to inspect plane. c/ Approaching target: Plane is steadied to provide stable jump platform.



## The Things They'll Do With A Dollar Nineteen

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by Capt. Joseph J. McDonough / Hq. AFRES

THE pilot flicked a switch. On went the green light. Within seconds, the sky behind the *Dollar Nineteen* was filled with a string of billowing, olive-drab 'chutes floating gently to the earth.

During the next two days, this scene was repeated four times. The fifth jump was the fledgling paratroopers' last jump as students. It ended 132 hours of instruction in techniques of military parachuting conducted by the Army at Ft. Benning, Georgia.

This is a sampling of the continuing support provided by the Air Force Reserve's tactical airlift units.

Specifically, during 1968 they flew 5,144 missions, airdropping 159,980 paratroopers and 385 tons of supplies and equipment. Among those dropped were 146,659 trainees at the Ft. Benning school. The remainder were Army Regulars and Reservists and Marine Reservists.

Approximately 10,000 members of the Air Force Reserve's five C-119 wings and 15 groups continually furnish such support as part of their training.

The tactical airlift wings are: 302nd, Clinton County AFB, Ohio; 403rd, Selfridge AFB, Michigan; 433rd, Kelly AFB, Texas; 434th, Bakalar AFB, Indiana; and, the 440th, Gen. Billy Mitchell Field, Wisconsin.

Last year, units of the 440th provided above average support. Each month a Reserve aircrew flying jump missions at the school is honored for

having the lowest average circular error. This average is based upon drop accuracy attained for any live paradrop run. During the 12 months of 1968, aircrews of the 440th copped the title five times.

The 68th Tactical Airlift Squadron, a subordinate unit of the wing at Kelly AFB, dropped the largest number of troops. More than 10,400 parachutists hit the silk from C-119s flown by crews of the 68th. They flew missions at Ft. Benning and in support of U.S. Special Forces (Airborne) at Ft. Bliss and Ft. Hood, Texas. Units of the 433rd Wing also support the U.S. Army Reserve's 12th Special Forces Group which has a total of seven units located in Texas, Oklahoma, Arkansas, and New Mexico.

Dropping supplies and equipment is another phase of the tactical airlift mission. When the Army goes into action, it wants to be sure that it can get to the combat zone fast. It also wants to be sure its troops are kept well supplied with ammunition, other fighting equipment, medicine and food.

The Reservists constantly strive to improve drop procedures. About five years ago, the 433rd Wing designed and developed a motorized paradrop system called "Alamo Slingshot." Using this system they could eject six 2,000-pound containers in less than five seconds during a pass over a drop zone.

Later, the 434th Wing received Tactical Air Com-

mand approval to months of develop Reservists had a shot Positive Aeri

over the drop zone one of the follow pound A-22 conta

J-1 platforms or Ejection time rem SPADS permit 22,000 pounds for almost double the Parachute modifi

per cent lower t much greater acc

In addition to b tremely versatile During 1968, the 930th Tactical diana, took on the After being can

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a/ Crews get details of mission. b/ The plane arrives early to drop target: Plane on jump platform.



d/ Get Ready: Students await signal indicating they have reached drop zone. e/ "Go," shouts the jumpmaster and student takes first big step toward becoming a paratrooper.

## They'll Do Nineteen

by Capt. Joseph J. McDonough / Hq. AFRES

the lowest average circular error. This averaged upon drop accuracy attained for any drop run. During the 12 months of 1968, of the 440th copped the title five times. The 930th Tactical Airlift Squadron, a subordinate unit of the 433rd Wing, dropped the largest number of troops. More than 10,400 parachutists hit the ground from C-119s flown by crews of the 68th Tactical Airlift Squadron and in support of Special Forces (Airborne) at Ft. Bliss and Ft. Campbell, Texas. Units of the 433rd Wing also support the 12th Special Forces Group, which has a total of seven units located in Oklahoma, Arkansas, and New Mexico. The 930th's job of dropping supplies and equipment is another critical tactical airlift mission. When the Army calls for a drop, it wants to be sure that it can get the supplies to the drop zone fast. It also wants to be sure its units are kept well supplied with ammunition, medical equipment, medicine and food. The 930th's Reservists constantly strive to improve drop accuracy. About five years ago, the 433rd Wing developed a motorized paradrop system called "Alamo Slingshot." Using this system, the 930th can eject six 2,000-pound containers in less than 10 seconds during a pass over a drop zone. The 434th Wing received Tactical Air Com-

mand approval to improve the slingshot. After three months of development and testing, the Indiana Reservists had a system they called SPADS—Slingshot Positive Aerial Delivery System. On one pass over the drop zone SPADS could accomplish any one of the following: drop up to 16 of the 2,000-pound A-22 containers; 52 A-21 containers; three J-1 platforms or any combination of the three. Ejection time remained at less than five seconds.

SPADS permitted single pass drops of up to 22,000 pounds for short tactical missions. This was almost double the drop capability of the Slingshot. Parachute modifications allowed drops of up to 50 per cent lower than normal altitude, resulting in much greater accuracy.

In addition to being durable, the C-119 is an extremely versatile aircraft.

During 1968, the mobilized Air Force Reservists of the 930th Tactical Airlift Group, Bakalar AFB, Indiana, took on the new gunship mission.

After being camouflaged and outfitted with com-

bat equipment such as 7.62 miniguns, a flare launcher and an elaborate searchlight system, the planes were redesignated AC-119s. Mobilized Reservists of the 930th's 71st Special Operations Squadron are wreaking havoc with the Viet Cong.

*"This service by Reserve units means that the elements of Tactical Air Command's assault airlift force . . . normally responsible for such missions, are available for support of the war in Vietnam."*

General John P. McConnell  
chief of staff, USAF

## ...Are Worth A 'Bundle'!





CMSgt. J. Whittle and SSgt. H. Fordham (202nd GEEIA Sq.) align UPA-35 radar scopes at Tachikawa AB, Japan.



## ORIENTAL FAST RACE

by Richard Sanderson

6

... That's what they call it. For good reason . . . it's a very apt description of the high priority work being done by GEEIA Air Guardsmen.

The original *Fast Race* called for the removal of communications equipment from France during 1966. It was accomplished well ahead of schedule by Air National Guardsmen assigned to the Ground Electronics Engineering Installation Agency (GEEIA).

These same GEEIA Air Guardsmen volunteered to serve temporary duty tours in the Pacific. Mission: Install urgently needed ground communications-electronics equipment for the Air Force.

With the heavy requirements of Vietnam and the other build up in the Pacific area of operation, Colonel Orville K. Reilly, commander of the Air Force's GEEIA Region in the Pacific, was faced with a workload that exceeded his resources.

Lieutenant Colonel William F. Nesbit learned of the problem. As the Air Guard advisor to Major General Franklin A. Nichols, GEEIA commander, he suggested the idea of *Oriental Fast Race*.

General Nichols was most receptive to the idea and the project was approved by the Air Force Logistics Command (GEEIA's parent organization). Some 18,000 man-days were set aside for the effort.

The call for volunteers went out to each of the Air Guard's 19 GEEIA units throughout the country.

About 260 individuals signed up. Most volunteered for 31-day tours. Some of the more intrepid signed up for 89 days.

Before the project ends next month, the men will have worked at Clark AB, in the Philippines, at Tachikawa AB, Japan, and at the Kadena and Naha ABs in Okinawa. In addition, Air Guard specialists in engineering, drafting, supply and administration supported the operation at the Pacific Region headquarters, Wheeler AFB, Hawaii.

Most of the GEEIA Guardsmen are experts in their field based on their civilian jobs with communications-electronics, telephone or power companies.

At Kadena, Senior Master Sergeant Eldon Williams of the 219th GEEIA ANG Squadron, Oklahoma City, headed a team which made extensive additions to the telephone central office and its outside telephone cable plant. Much of the work was done in uncomfortably hot and humid splicing pits and manholes jammed with telephone cable.

An Air Guard team, headed by Master Sergeant Robert J. Boudreau, 212th GEEIA ANG, Worcester, Massachusetts, helped install a new FPS-77 weather radar at Kadena. They also reconstructed a radome that typhoon *Della* blew down at Mayako Jima.

Another group under the guiding hand of Senior Master Sergeant James L. Shearer, 216th GEEIA ANG Squadron, Hayward, California, completely rebuilt an antenna field at Ie Shima.

Many of the Guardsmen worked side-by-side with Air Force technicians in the USAF's shop facility at Tachikawa AB. Here they rebuilt ground control approach facilities and an FPN-16 radar.

Other teams went to work at Yokota AB, Japan, where they installed both 1200 and 900 pair cable and did the trenching for a 200 pair installation.

In the field, unit identity of the Guardsmen was disregarded. The senior man, regardless of unit, was

put in charge. The squadrons melded together never any question of or what they were there.

When it was necessary active duty advisors, the neat, smooth operation thing—to help with the cations-electronics re-

The typical workweek the compensation in fashioned patriotism for Sergeant Charles E. Fil isn't Cam Ranh Bay, b to it. I feel like I've h

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An Air Guard coord Race was set up at Wheeler. Taking turns Air Guard GEEIA offic

USAF's appreciatio *Fast Race* was summ Reilly to General Nic mentees are doing continue this in the



SSgt. R. Rather (241st)  
and Sgt. C. Fiore  
(213th) splice telephone  
cables at Kadena AB.

## ST RACE

by Richard  
Sanderson / Hq. GEEIA

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never any question of who was "running the show"  
or what they were there for.

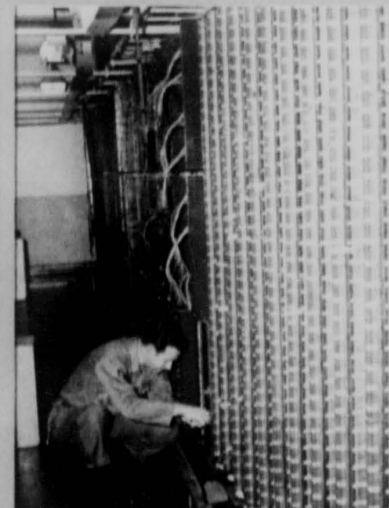
When it was necessary for the Guardsmen to have  
active duty advisors, they worked hand-in-glove in a  
neat, smooth operation. They were there for just one  
thing—to help with the Air Force's ground communi-  
cations-electronics requirements in the Pacific.

The typical workweek was some 60 hours long but  
the compensation in job satisfaction and old  
fashioned patriotism more than made up for it. As  
Sergeant Charles E. Fiore of the 213th said, "Kadena  
isn't Cam Ranh Bay, but it's as close as I can come  
to it. I feel like I've helped, I've contributed."

Chief Master Sergeant Leroy Hudson of the 211th  
Pennsylvania ANG put it this way, "The Pacific isn't  
State College Pennsylvania, but then I didn't stay in  
the Guard all these years to do nothing. I've been a  
Guardsman because I wanted to contribute, and I  
can't think of any better way than as a member of  
*Oriental Fast Race*."

An Air Guard coordinating office for *Oriental Fast  
Race* was set up at the Region Headquarters at  
Wheeler. Taking turns supervising the activities were  
Air Guard GEEIA officers.

USAF's appreciation of the success of *Oriental  
Fast Race* was summed up in a letter from Colonel  
Reilly to General Nichols: "... our Air Guard aug-  
mentees are doing an excellent job. I propose to  
continue this in the future."



Sgt. C. Fiore terminates tip cables  
on mainframe of the Kadena  
Central Office telephone exchange.

### *They Goeth Great! Who Sayeth? The People Who Knoweth!*

Prognosis: "... this is going to be a fine program for the Reserves and the U. S. Air Force," said General Howell M. Estes Jr., commander of the Military Airlift Command, shortly after the Associate Unit concept was approved. "It is important as we achieve new and modern aircraft . . . such as the C-141 and the C-5A, that our Reserve forces be capable of operating these more modern types. . . . This is the purpose of the Associate Program."

What has happened to support this optimism?

Major General Tom E. Marchbanks Jr., chief of Air Force Reserve, gives this evaluation: "The Associate Unit program is proving to be a most productive and valuable program. Our Reservists have been great in developing their capability as part of C-141 crews and support elements.

"Proof of this took place in operation *Crested Cap*, the airlift support of the U.S. Army operation *Reforger*, as well as in continuing frequent flights to South-

east Asia for MAC."

The following travelogue took place in February. It was submitted by Second Lieutenant Larry Pollack. . . . It is an example of Associate productivity:

The flight order was number 321. Seven names were on it. Mission: Fly a C-141 from Dover AFB, Delaware, to Elmendorf AFB, Alaska, and then stage through the MAC system.

The *Starlifter* was no different from any other. The load was average and the crew went through the same procedures all MAC crews do. The C-141 arrived at its destination in Southeast Asia on schedule and returned to Dover. A typical MAC mission conducted with professionalism.

However, the members of this crew were from the Air Force Reserve's 912th Military Airlift Group (Associate) at Dover, not MAC's 436th Military Airlift Wing.

They were the first 912th crew to fly a C-141 mission out of Dover.

"The flight went as planned," commented Colonel Richard J.

Boyle, 912th commander, "no problems at all.

"No one out in the system realized that this was a Reserve crew flying a line mission—and that is essentially what the Reserve Associate Program is all about. All Reservists here, in time, will be flying along with the active crews here—and they'll be just as qualified to take a *Starlifter* anywhere in the world, as their counterparts who are here everyday."

In addition to Colonel Boyle, the crew members on that first 912th mission were: Lieutenant Colonel Charles K. Kallas, Major David L. Webber, Senior Master Sergeant Leslie Morgan, Master Sergeant William E. Judd, Technical Sergeant Walter A. Kubitz and Staff Sergeant G. L. Bryant.

A similar travelogue took place on August 12, 1968. Then the men were all members of the 944th Military Airlift Group (Associate), Norton AFB, California, the first

Air Force Reserve unit assigned to the Associate Program.

The mission included Hickam AFB, Hawaii; Kadena AB, Okinawa; and then into Vietnam.

When the trip ended, Richard P. McFarland, commander, said, "The fact that it is possible for Reservists to fly modern aircraft is only the beginning."

The *Reforger* Creweverners program of the Associate Program with active duty personnel activity drew this statement from General Estes, "... most important in has participated."

The operations of MAC to move approximately 600,000 troops and 3,500,000 tons of military equipment across the Atlantic. The biggest since 1963 were to be at Grafenwoehr, Germany, and the Czechoslovakian border.

The deployment of a party (6,758 troops and

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## WHITHER GOETH THE AIR



C-141



C-5A . . . plane of the future.



### People Who Knoweth!

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The mission included stops at Hickam AFB, Hawaii; Wake Island; Kadena AB, Okinawa; and then into Vietnam.

When the trip ended, Colonel Richard P. McFarland, 944th commander, said, "The flight proved that it is possible to utilize Reservists to fly modern equipment. It is only the beginning."

The *Reforger Crested Cap* maneuvers programmed Reservists of the Associate program along with active duty personnel. The activity drew this statement from General Estes, "... one of the most important in which MAC has participated."

The operations order required MAC to move approximately 15,000 troops and 3,500 tons of military equipment across the Atlantic. The biggest war games since 1963 were to be conducted at Grafenwoehr, Germany, near the Czechoslovakian border.

The deployment of an advance party (6,758 troops and 57 tons of

cargo) took place during January 5-20, of this year.

Using C-141s and C-133s, MAC had to deliver the main body of participants within a 48-hour period ending no later than midnight of January 24.

When the maneuvers ended, the main body was returned to the U.S. from February 14-22. The final phase of the exercise was the redeployment of the rear party which ended on April 15.

Assisting the MAC aircrews were Air Force Reservists of the 944th and 939th Military Airlift Groups. The 944th completed two missions with all-Reserve crews while the 939th (McChord AFB, Washington) Reservists augmented their MAC counterparts on a man-to-man basis.

The airlift in support of *Reforger* demonstrated that the U.S. can meet its daily commitments throughout the world and still respond immediately to local crises

whatever the distance.

The average Associate group is authorized approximately 70 officers and 360 airmen. About 120 are Air Reserve Technicians.

At present, there are one Reserve wing and four groups in the Associate program. In addition to the units at Norton, McChord and Dover, there is the 903rd Group at McGuire AFB, New Jersey. The wing is the 514th at McGuire AFB. One more wing and two groups will be activated this summer. They are the 349th Wing at Travis AFB and the 938th Group at McChord AFB in July and the 943rd Group at Charleston AFB, South Carolina, in September.

The Associate concept will develop further in July with the activation of the 932nd Aeromedical Airlift Group at Scott AFB, Illinois. The Reservists (medical, aircrew and ground support) will train alongside their active duty counterparts. They will participate in global missions using MAC's new flying hospital, the C-9A *Nightingale*.

*Like the man says: "This is only the beginning..."*

## HER GOETH THE ASSOCIATES?



a/ All-Reserve crew: Members of 912th MAGp. file flight plan prior to C-141 mission to Southeast Asia. (l-r) Lt. Col. C. Kallas, Col. R. Boyle and Maj. D. Webber . . .  
b/ A mixed crew: Regulars and Reservists joined in flying U.S. Army infantrymen to Germany during operation *Reforger/Crested Cap*.



C-9A . . . the flying ambulance.

# MEDCAP

## JUNGLE DISPENSARY SAVES LIVES



Maj. Gerald McGowan examines child during visit to town near Phu Cat AB.



Maj. James Marquardt (l) and Sgt. Dan Wycoff, Jr., an administrative assistant with the 120th, inspect dispensary near Phan Rang AB.

by Capt. Bill E. Burk / 164th MAGp.

**J**N addition to being a teacher, Dr. (Major) James E. Marquardt, former director of medical services at Phan Rang Air Base, admits to being a student and learning a few things during a year's tour in Vietnam. His "tutor" was Mr. Van Do Wa, health supervisor of Buu Son District, who operates the dispensary at Thap Chan.

"Mr. Wa is a darned good infectious and tropical disease man," said Marquardt, a flight surgeon with ANG's 120th TFSq. The major came on active duty during the *Pueblo* crisis. "He taught our doctors a great deal about tropical diseases, particularly this parasite that causes the disease called elephantiasis.

"Malaria, too, looks different in Vietnamese people than in our population. In Vietnam they have lower grade fevers; I guess because they have been exposed all their lives. We learned to spot this from Mr. Wa. He is an excellent man. I'd say he is the equivalent of any junior or senior medical student I've ever seen."

**D**r. Marquardt and his team of doctors, dentists and medical technicians conducted Medical Civic Actions Program (MEDCAP) visits to Mr. Wa's village dispensary three times each week.

"We did our darndest to upgrade Mr. Wa's brand of medicine," said Dr. Marquardt, who, since deactivation, has returned to his post with the Colorado Medical Center at Denver. "Always, Mr. Wa looked at the patient first while one of our doctors was in attendance. Mr. Wa explained what he thought the patient's trouble was and explained how he would treat it. Then the two of them would discuss it. We were trying to leave as much knowledge with him as possible.

"There are all kinds of contingencies we didn't understand at first when we got our MEDCAP program started," Marquardt continued. "For one thing, the beds were all swayback; bent in the middle. The Vietnamese don't like high beds. They like low beds. They don't use linen. This is so out of our concept to sanitation that we couldn't believe it at first, but this is a way of life for these people.

"If we are to do any good, our

programs must be within the framework Vietnamese have for. If we had our way, we'd knock down the doors and see what they have."

During our recent visit to the dispensary, a crowd of people crowded in the dispensary while Mr. Wa examined patients with an acute case of malaria. Against the far wall, the doctors sat in an orderly line, waiting their turn in a chair. As one patient was examined, the line shifted position closer to the dispensary, making a sound.

**T**he MEDCAP program at Phan Rang started in 1961. Months after Dr. Marquardt arrived in country, a team of doctors visited the village dispensary, "dispensing medicine from the back of a truck, like the back of a medicine men."

"We couldn't do much more than enough using the dispensary, so we pulled back to the village and the Vietnamese medical technicians called the "Doc" explained the work through the series. In addition, Murdock, a regular medical technician, flew a helicopter each Tuesday to a Montagnard village.

In some cases, the teams have done the prestige of the village. "The village health workers usually some you about a month," Marquardt said. "I'm trained to dispense types of simple medicine, things like malaria, pinworm, and other things."

"The village health workers are bashful. Frequent visits, making work with her at the time we went into a team and made her team. If a bandaging, a wound needs a medicine, we had her do the work. We had her do the work with us. She learned and she felt more confidence from her, she learned and she felt more work with us. She

What has ME

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"If we are to do any good, our

programs must be set up to work within the framework of what the Vietnamese have for themselves. If we had our way, we would close the doors and see one patient at a time. It was better to adapt to what they have."

During our recent visit to the dispensary, a crowd of villagers crowded in the open doorway while Mr. Wa examined a patient with an acute case of gout. Against the far wall, four youngsters sat in an orderly row awaiting their turn in the dentist's chair. As one patient left the chair, the line silently moved one position closer to the drill, looking suspiciously, but making nary a sound.

The MEDCAP program at Phan Rang started in July 1968, two months after Dr. Marquardt arrived in country. At first the teams of doctors visited each village, "dispensing medicine out of the back of a truck, like the old days of medicine men."

"We couldn't be consistent enough using this approach, so we pulled back and supported Vietnamese medical facilities," the "Doc" explained.

Now the USAF medical teams work through the district dispensaries. In addition, Dr. Donald J. Murdock, a regular, mounts a helicopter each Tuesday and visits a Montagnard village.

In some cases, the MEDCAP teams have done a lot to upgrade the prestige of health workers.

"The village health worker is usually some young girl who has about a month's training," Dr. Marquardt said. "She has been trained to dispense six or seven types of simple medicines—*aspirin*, worm medicine, cough medicine, things like that.

"The village chief hires her and fires her. Frequently she is very bashful, making it difficult to work with her at first. But when we went into a village, we took her and made her a part of our team. If a bandage needed changing, a wound needed cleaning or a medicine needed to be given, we had her do that. This instills confidence from the villagers in her, she learned a little from us, and she felt more obligated to work with us. Some learn a lot."

What has MEDCAP hoped to

accomplish in Vietnam?

"First, let me say that medical support for MEDCAP, through Air Force channels, has been absolutely superb. We hoped, through MEDCAP, we could consistently upgrade the brand of medicine in the dispensaries. We also hoped that MEDCAP would help pacify these areas, win the people over to our side. If we could accomplish this, then we lessened the chances of Viet Cong activity in the area and on base."

What would happen if U.S. troops were withdrawn?

"I can't say," Dr. Marquardt concluded. "I would hope the Vietnamese government would take over the program."

Other ANG flight surgeons who participated in the MEDCAP programs on their bases during their stay in Vietnam were Dr. (Major) John C. Dabbs, 188th TFSq., at Tuy Hoa AB; and Dr. (Major) Gerald McGowan, 174th TFSq., at Phu Cat AB.



Mr. Van Do Wa, district supervisor, and Maj. Marquardt discuss plans to upgrade health program at the Thap Chan dispensary.



Maj. Thurman Dabbs teaches techniques to nurse at Tuy Hoa AB.

## People in the News . . .

The Air Guard's 178th Tactical Fighter Gp., Springfield, Ohio, has three members who recently received the Air Force Commendation Medal. They are: Col. Andrew C. Lacy, the commander; Maj. Allan B. Dotson; and SMSgt. Gordon U. Rowe. ♦ ♦ ♦ The Air Force Reserve's 459th Military Airlift Gp., Andrews AFB, Md., claims the same distinction. The recipients are Cola. Harry J. Parish, Eugene A. Mongello and Warren E. Davis.

AIC Leonard Marsh, who emigrated from England five years ago, has received his third Outstanding Unit ribbon. Airman Marsh is a member of the 149th Fighter Gp., Texas ANG, Kelly AFB. He has been a member of three ANG and AFRes units during his five years in America and each has been awarded the Outstanding Unit Citation. ♦ ♦ ♦ Eleven Reservists of the 442nd Military Airlift Wg., Richards-Gebaur AFB, recently received MAC Flying Safety awards for completing 5,000 accident-free

hours in the air. They are: Brig. Gen. Ben Mangina, 442nd comdr.; Lt. Cols. Don Kuebler Jr. and John Sanders; Maj. Charles Bartholf, William Florance, Gene Harshman, Ross Sherwood, and James Holland; MSgts. John Fred, James Jackson and Robert King.

A Tennessee Air Guardsman was awarded the Silver Star recently for gallantry. As an Army helicopter crew chief in Vietnam, SSgt. Thomas J. Ewing Jr., distinguished himself while attempting to apprehend enemy troops while under heavy fire. He is now a flight engineer with the 105th Military Airlift Sq., Nashville. ♦ ♦ ♦ Jess Larson, a retired AFRes major general, was elected to an unprecedented third term as chairman of the board of the Air Force Association during its recent convention in Houston. Another Reservist, Col. Jack B. Gross, was reelected to serve as national treasurer of the association.

Lt. Cols. James C. Elliott, chief, Public Affairs, National Guard Bu-

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SMITH...  
PASTOR OF A  
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HQ CIVIL AIR  
PATROL-USAF  
MAXWELL AFB, ALA.



reau, and his assistant, Edward Y. Hill, made a film about Air Guardsmen in Vietnam. They served as command and technical advisors for the 28-minute movie, titled "Friends and Neighbors—People You Know," which is scheduled to be released this month. Colonel Hill also collaborated with Lt. Col. William F. Nesbit to insure the accuracy of a 14-minute film titled, "The Air Guard in GEEIA." It was filmed at Griffiss AFB, N.Y. and in Puerto Rico.

## You're making Air Force history, Why not help record it?

nonprofit corporation. It preserves and publishes the annals of American military aviation by means beyond the capacity of the official agencies of the Air Force.

It provides a common ground where the old timer, the active-duty airman and Air Guardsmen and Reservists can meet and discuss the successes and failures of the past in the context of today and tomorrow.

Among its members are such distinguished airmen as Generals Carl A. Spaatz, Curtis E. LeMay, John P. McConnell and James H. Doolittle. General Bernard A. Schriever now serves as President of the Foundation.

Enlisted men are prominent in the organization. For example, the current Chief Master Sergeant of the Air Force, Paul W. Airey, is on the Board of Trustees.

Prominent Reservists include Major Generals Ramsay D. Potts Jr. and John S. Patton. Both are

members of the Board of Trustees and also are on the Editorial Board of the Aerospace Historian, the Foundation's magazine published quarterly.

The magazine presents little known but significant developments in Air Force history that have helped shape our present force and which record aerospace achievements as part of our tradition as airmen. In addition, the Foundation publishes a monthly newsletter to supplement the magazine's contents.

The \$5 annual membership fee also covers a subscription to this journal and the newsletter. Write: AF Historical Foundation, Bldg. 819, Bolling AFB, D.C. 20332.



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What airman is so blasé that his mind doesn't conjure up romantic daydreams at the mere mention of such names as the Lafayette Escadrille, Eddie Rickenbacker, the Flying Tigers, Colin Kelley, or other famed units and airmen of the past.

Members of the Air Force are continually making history, and seeing history made, although we may not be aware of it.

The part each individual plays is usually small. The significance is not noted until the airmen can look at current events through the eyepiece of time.

Today's airmen are adding to USAF's fame and glory. The Air Force Historical Foundation is concerned with recording the development of military aviation.

The Foundation was established in 1953 as an independent,

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Heavyweight boxer George E. Foreman won the Olympic Gold Medal in Mexico City during 1968. Following the decision, he circled the ring jubilantly, waving a small American Flag. . . . Reporters asked why? . . . "Because it's my Flag." That simple display of patriotism earned him another medal from

Awards open to Guardsmen and Reservists:

The *George Washington Award* is the Foundation's highest honor and is given for the most outstanding individual contribution to understanding the American way of life.

**Armed Forces Letters:** (Two categories: One for active duty and one for members of the Guard and Reserve components.) Letters of between 100 and 500 words. The 1969 topic is "My Hopes for America's Future." Include name, rank, serial number, home state and military address.

**Cartoons:** Published editorial cartoons. Submit tear sheet or original artwork, artist's name and address, and publication.

**Community Programs:** Patriotic projects conducted by nonprofit groups. Submit scrapbook of material with name of executive officer.

**Published Editorials:** Submit tear sheet, writer's name and address, and name and date of publication.

**Essays:** Unpublished works of up to 3,000 words. Include author's name, address and approximate date written.

**Governmental Unit Activities:** Programs conducted by any segment of the federal, state or local U.S. government. Submit material with exhibits and indicate date of program and name of executive officer.

**Published Letters-To-Editors:** Submit tear sheet with writer's name, address and date and name of publication.

**Magazine and Newspaper Articles:** Submit tear sheet, writer's name and address and name and date of publication.

**Public Addresses:** Submit text with name and address of speaker, and place delivered.

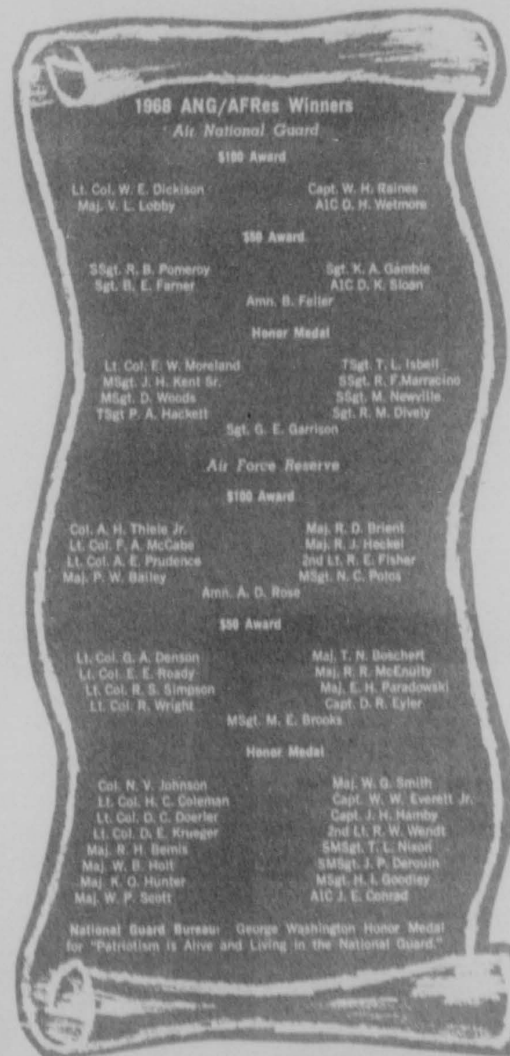
**Radio Programs:** Submit recording and script or synopsis of programs. Indicate date of original broadcast, name of station or network, name and address of sponsor.

**Sermons:** Submit full text with name and address of minister and place delivered.

**General Americana:** Programs or activities presented by commercial organizations or nonprofit associations. Submit material with name of officer. This category also includes individuals for magazine articles, poems or plays.

Application forms may be obtained from unit information offices and from the offices of the State Adjutants General or by writing to Freedoms Foundation, Valley Forge, Pennsylvania 19481. All nominations must be in the hands of the Foundation no later than November 1.

## The Freedoms Foundation



1:



# Help Wanted

## Air Force Reserve

**Alabama:** Maxwell AFB 36112—  
4 Air Postal Flt (Admin, Lt-Sgt).

**California:** March AFB 92508—  
24 Med Svc Sq (Medical, Maj)-  
MSgt (Nurse, Capt) (Medical  
Material, MSgt) (Operating Rm,  
MSgt) (Radiology, SSgt).

McChellon AFB 95652—87 Aerial  
Port Sq (Admin, SSgt) (Trans-  
portation, MSgt).

Norton AFB 92409—42 Med  
Svc Sq (Med, Maj-SSgt)  
(Nurse, Lt) (Med Mater, SSgt).

**Colorado:** Lowry AFB 89230—  
411 Med Svc Flt (Dental, Maj)-  
Sgt (Medical, Lt Col-TSgt)  
(Nurse, Capt) (Radiology, TSgt)  
USAF Academy 80846—413 Med  
Svc Flt (Medical, Capt) (Nurse,  
Capt) (Operating Rm, Sgt).

**Florida:** MacDill AFB 32608—  
37 Med Svc Sq (Medical, Capt)  
(Nurse, Lt) (Dental, SSgt)  
(Radiology, TSgt).

McCoy AFB 32812—426 Med  
Svc Flt (Medical, Maj) (Operat-  
ing Rm, SSgt) (Radiology, TSgt)  
421 Med Svc Flt (Medical, Maj)  
(Nurse, Lt).

**Georgia:** Robins AFB 31093—446  
Med Svc Flt (Med, Maj) (Med,  
Admin, Maj) (Nurse, Capt).

**Illinois:** Chanute AFB 61866—  
26 Med Svc Sq (Medical, Col-  
TSgt) (Nurse, Lt Col) (Cook,  
SSgt), 481 Med Svc Flt (Medical  
Admin, Maj) (Nurse, Capt)  
(Med, TSgt) (Radiology, TSgt).

**Chicago O'Hare IAP 69666—**  
29 Med Svc Sq (Medical, Col-  
MSgt) (Medical Material, MSgt),  
30 Med Svc Sq (Civil Engr, Capt)  
(Medical, Col-SSgt).

Scott AFB 62225—932 MAGp  
(Medical, Maj) (Navigator, Maj)  
(Nurse, Capt) (Pilot, Lt Col)  
(Air Oper, SSgt) (Comd &  
Ctr, MSgt) (Staff, TSgt) (Small  
Arms Instr, SSgt).

**Massachusetts:** L. G. Hanscom  
Fld 01739—85 Aerial Port Sq  
(Transportation, MSgt).

Westover AFB 01730—905  
MAGp (A/C Maint, Capt) (Medi-  
cal, Col) (Nurse, Capt) (Pilot, Lt  
Col) (Veterinary, Capt) (A/C  
Radio Repr, MSgt) (Comd &  
Ctr, MSgt) (Legal, TSgt) (Small  
Arms Instr, SSgt).

**Michigan:** Selfridge AFB 48945—  
403 TAWg (Data Auto, Capt)  
(Legal, Maj-TSgt) (Medical, Col)  
(Medical Admin, Maj) (Pilot,  
Capt) (Fuels, SSgt) (Fuels Svc  
Maint, TSgt) (Medical Material,  
MSgt) (Steno Tech, TSgt), 434  
Med Svc Flt (Medical, Capt-  
MSgt) (Nurse, Capt), 436th Med  
Svc Sq (Med, Maj) (Nurse, Capt).

**Mississippi:** Columbus AFB 39701—  
493 Med Svc Flt (Medical,  
Capt) (Nurse, Maj).

**Missouri:** Richards-Gebaur AFB  
64030—442 MAWg (Medical, Maj)  
(Nurse, Lt) (Operations, Maj)

(Pilot, Maj) (Comd & Ctr, MSgt)  
(Flt Engr, CM Sgt) (Small Arms  
Instr, SSgt), 438 Med Svc Flt  
(Med, Maj-MSgt) (Nurse, Capt).

**New York:** NAS Brooklyn 11234—  
34 Med Svc Sq (Medical, Maj)  
(Nurse, Capt) (Veterinary, Maj)  
(Steno Tech, SSgt), 35 Med Svc  
Sq (Medical, Maj) (Nurse, Capt)  
(Veterinary, Maj).

Ningens Falls IAP 14306—914  
TAGp (Nurse, Lt) (Pilot, Lt Col)  
(Finance, TSgt) (Loadmaster,  
Sgt) (Personnel, TSgt) (Radio  
Operator, TSgt).

Stewart AFB 12554—429 Med  
Svc Flt (Medical, Maj) (Nurse,  
Lt) (Veterinary, Maj).

**North Carolina:** Pope AFB 28308—  
400 Med Svc Flt (Medical, Maj)  
(Nurse, Capt).

**Oklahoma:** Altus AFB 73521—  
494 Med Svc Flt (Medical, Maj)-  
TSgt (Nurse, Capt).

Vance AFB 73701—479 Med  
Svc Flt (Nurse, Capt) (Veterin-  
ary, Maj) (Medical, TSgt) (Oper-  
ating Rm, Sgt) (Radiology, TSgt).

**Pennsylvania:** Gr Pittsburgh AP  
15231—911 MAGp (Medical, Maj)-  
SSgt (Navigator, Capt) (Nurse,  
Maj) (Pilot, Maj) (Veterinary,  
Maj) (A/C Maint, TSgt) (Comd &  
Ctr, MSgt) (Flt Engr, MSgt)  
(Small Arms Instr, SSgt).

1160 Wyoming Ave, Wyoming  
18644—92 Aerial Port Sq (Trans-  
portation, Sgt).

**South Carolina:** Shaw AFB 29152—  
463 Med Svc Flt (Medical, Maj)  
(Nurse, Capt).

**Texas:** Carswell AFB 76127—

419 Med Svc Flt (Medical, Maj)  
(Nurse, Capt) (Medical Material,  
MSgt) (Operating Rm, SSgt), 499  
Med Svc Flt (Nurse, Capt) (Medi-  
cal, MSgt) (Operating Rm, SSgt),  
Dress AFB 79697—427 Med Svc  
Flt (Med, Maj-TSgt) (Nur, Capt).

**Wyoming:** F. E. Warren AFB  
82001—509 Med Svc Flt (Medical,  
Maj) (Nurse, Capt).

## Air National Guard

**California:** Van Nuys ANG Base  
91409—146 MAWg (Flt Simula-  
tor, WR-11).

**Georgia:** Dobbins AFB 30660—  
129 Tac Control Flt (Wpn Ctr,  
Capt).

**Hawaii:** Hickam AFB 96824—  
154 F4p (F-102 Pilots).

**Missouri:** P.O. Box 10038 Lam-  
bert Fld 63145—131 TFWg (Wes  
Off, Maj) (Flt Burg, Maj)  
(Med Sup, Capt) (Surg, Lt Col).

**New York:** Schoenewald Co AP  
12301—109 MAGp (Flt Nurse,  
Capt) (Medical, Maj) (Nurse,  
Capt) (Pilot, Capt) (Small Arms  
Instr, SSgt).

**Tennessee:** P.O. Box 3601 Air-  
port Station Nashville 37217—105  
MAWg (Navigator, Maj) (Load-  
master, SSgt).

## Liaison Officers

Reserve officers in southern and  
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counseling representatives. Write  
Col. Anthony DeFrancis, Liaison  
officer, coordinator, 32 Bayard  
Place, Newark, New Jersey 07106.

## General John P. McConnell

Chief of Staff, United States Air Force

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the Air Reserve Forces. Use of funds for  
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OUR COVER . . . captures the  
spidery effect of a radar tower  
being installed by GEEIA Air  
Guardsmen at Kadena AB, Okina-  
wa. The volunteers are pitting  
wa. The volunteers are pitting  
their skills against time in the  
Far East. See Oriental Fast Race  
on page 6.

## Change of Address

**AFRes:** Members assigned to a unit,  
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York St., Denver, Colorado 80205. If in  
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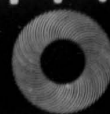


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### reserve camera

- award winners
- living memorial
- 100 years experience



a) TSgt. W. J. Tribbey, an Air Guard technician with the 116th Aeromed Evac Sq., Van Nuys, Calif., gets some pointers from Flight Nurse Capt. Mary Pufnock, USAF advisor with the unit. She recently returned from Vietnam where she earned a Bronze Star Medal for treating casualties at Tan Son Nhut. . . . b) Air Force Reservist Maj. Gen. Frank T. McCoy Jr., receives a certificate for distinguished service during three-year tour as a member of the Department of Defense's Reserve Forces Policy Board. Mr. John Slezak (l), board chairman, makes presentation. Gen McCoy recently retired after an active Reserve career spanning 35 years. . . . c) "A living memorial," is how TSgt. J. Mozart (l) describes fund established by Air Guardsmen of the 108th TFGp., McGuire AFB, N.J. The money is donated in memory of all deceased members of the unit and helps provide a better life for a Hopi Indian boy. Here, Mozart presents a portrait of the youth to SMSgt. J. Colucci, pres., NCO Advisory Council. . . . d) More than a century of teaching experience is represented by these members of the Air Force Reserve's 937th MAGp. They are instructors with the group's C-124 Technical Training Unit at Tinker AFB, Okla., where they furnish ground school and simulator training for AFRes, ANG and USAF students. (L-r) Robert Cole, Robert Ritchie, Mace Bradford, MSgt. George Bethel, Leon Reubin and TSgt. Everett Hamilton.

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**COMMUNICATIONS &  
ELECTRONICS  
Digest**

AEROSPACE DEFENSE COMMAND

**GEEIA**

IN ITS ELEVENTH YEAR

**October 68**



**FINAL TOUCH . . .** Men of the 2861st GEEIA Squadron place the final panel of a CW M-68-78 space frame radome on the IDCPS facility at Brandywine, Maryland.

United States Air Force  
Aerospace Defense Command



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HEADQUARTERS AEROSPACE DEFENSE COMMAND

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AEROSPACE DEFENSE COMMAND  
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AND ELECTRONICS  
ENT AIR FORCE BASE, COLORADO

Aerospace Defense Command  
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**MEMO**

FROM THE OFFICE OF THE  
DIRECTOR OF  
COMMUNICATIONS-ELECTRONICS



This issue of the ADC C & E Digest is dedicated to the Ground Electronics Engineering Installation Agency - GEEIA - in commemoration of over 10 years of outstanding service to Air Force organizations everywhere. It would take more than just a couple of issues to do justice to such a big story involving a worldwide operation that never ceases day or night. The articles in this issue merely scratch the surface of a truly big technical operation that employs hundreds of highly skilled personnel at many locations all over the globe. However, I'm hopeful the contents of this issue will enlighten any of you who are not yet well acquainted with GEEIA and its mission.

As one of the giants in the military communications and electronics business, the Aerospace Defense Command has been one of GEEIA's biggest customers during the long and eventful period since June 1958 when GEEIA was created. GEEIA and ADC personnel have worked hand-in-hand on literally hundreds of projects in keeping our nation militarily strong and capable of defending itself against surprise attack.

You don't have to think very long to recall significant tasks performed by GEEIA in its support of ADC and the NORAD mission. As of this very moment, GEEIA teams are busy working in the many far-flung reaches of the ADC operation installing new facilities, restoring existing equipment, phasing out obsolete gear, and engineering new systems for tomorrow. Restoration of the search radar and radome at Mount Hebo, bearing changes at Fort Austin, Boron, and Blaine Air Force Stations; installation of the satellite communications terminals at Peterson Field and Shemya AFS; restoration of the radar equipment at Dye 4 - these are just a few of the things GEEIA has done for us recently, or is doing for us right now.

Early last year, a special issue of the Digest was dedicated to GEEIA. We don't think this is revisiting GEEIA too often. To know GEEIA a little better is like taking out more insurance to guarantee a sustained and successful aerospace defense operation in the future. If you are involved in C & E activities in ADC and you haven't worked with GEEIA before, the probability is you will have the opportunity sometime in the future. I'm sure that after such an experience you will share my thoughts on this occasion - Congratulations GEEIA on the first 10 years of your life--may you continue to be a renowned Air Force benefactor for many years to come.

*Glenn R. Kraus*  
GLENN R. KRAUS  
Director of Communications-Electronics



# GEEIA - - -

## NOW OVER 10 YEARS OLD

GEEIA, the Ground Electronics Engineering Installation Agency, was born of necessity in 1958, reared quickly until it was responsible for engineering, installation and maintenance of the Air Force's ground communications-electronics program. Today, GEEIA's 10th year of operation, there are more than 400 sites at which GEEIA is working to build a vast communications network for the United States Air Force.

In 1957, a decision was made to realign and consolidate the 28 different agencies charged with engineering and installing communications-electronics facilities for the Air Force. The duplication created by these agencies created the necessity and GEEIA was activated on June 15, 1958 at Griffiss Air Force Base, Rome, New York.

Later in 1958 a total of eight GEEIA region headquarters were activated and dispersed at various points throughout the free world. Squadrons were likewise activated and placed under the direction of the regions.

In 1959, 17 Air National Guard Squadrons were assigned to GEEIA for supervision of their training requirements. Early in the next year, GEEIA took the initiative in the training program and developed a plan whereby the assigned guard personnel were utilized to perform "live" installation and maintenance tasks on active Air Force projects. This was a major step forward in that the Air Force received benefits from such efforts as compared to the "mock-up" or "dry run" type of training in vogue previously.

Numerous organizational changes occurred in the ensuing years in order to build the best organization to accomplish the mission assigned. By 1964 the organization of GEEIA became relatively stable. The Headquarters remained at Griffiss. Five Regional headquarters, three in the Continental United States, one in Europe and one in the Pacific were found to best serve the mission needs. Each region had two or four squadrons for a total of 14. The conflict in Vietnam saw the activation of two additional squadrons, one in Vietnam and one in Thailand. This brought the total to 16.

Also, in 1964, GEEIA assumed the responsibility of maintenance of much of the Air Force's communications-electronics systems and equipment. This was known as the Mobile Depot Activity where on-site maintenance was accomplished.

At most any point in the free world, from sites in Turkey to Cam Ranh Bay, Vietnam, or at any of the 400 sites in between, an observer could find GEEIA troops working on any given day.

GEEIA's 8000 man work force coupled with some 12,300 line items of equipment valued in excess of \$25,000,000 can and are accomplishing a workload not foreseeable even five years ago.

Every Command in the Air Force is a GEEIA customer and every command presents GEEIA with their requirements for comm-electronics facilities. GEEIA then discusses the customer's need with him and in turn assists in developing the requirement. GEEIA then insures that the required material is available for the job, that it arrives on-site by the designated installation start date, that it is completely installed, tested and then turned over to the customer as an operating facility.

GEEIA's mission responsibilities cover a wide variety of tasks. Some are accomplished in days, others involve large and complicated systems and may take

### BRIGADIER GENERAL FRANKLIN A. NICHOLS

Brigadier General Franklin A. Nichols assumed command of the Air Force's worldwide Ground Electronics Engineering Installation Agency (GEEIA) on November 20, 1963. Prior to coming to GEEIA, General Nichols was Chief of Staff, Seventh Air Force, Republic of Vietnam.

General Nichols was born April 18, 1918, in Holdenville, Okla., and attended primary and secondary schools in Muskogee, Okla. After finishing Washington and Lee University in 1940, he entered the service in September of that year and was accepted for Flying Cadet training in the U.S. Army Air Corps, and graduated from flying school on April 26, 1941. He also attended the Armed Forces Staff College, Naval War College, and completed Parachute Jump Training at Ft. Benning, Ga.

General Nichols' first assignment was with the 8th Pursuit Squadron, Wheeler Field, Territory of Hawaii, as

Continued

*Continued from Page 4*

a fighter pilot. He was there when Pearl Harbor was attacked on December 7, 1941. In August 1942, he was transferred to the 7th Pursuit Squadron in New Guinea where he served as operations officer.

In June 1943, General Nichols went to Australia where he activated the 431st Fighter Squadron and served as commander. Later, the squadron with its Lockheed P-38 Lightning Fighters moved to New Guinea. In February 1944, he became assistant operations officer for the 5th Fighter Command in New Guinea.

From December 1944 to July 1945, General Nichols complete his tour of duty in the Pacific as deputy commander for operations with the 310th Bomb Wing in the Philippine Islands. During his time in the Pacific, General Nichols flew 171 missions and 496 combat hours, and was credited with destroying five enemy aircraft and the possible destruction of six more.

Listed below in chronological order are other significant assignments for General Nichols:

- Aug 1945-Nov 1947, deputy commander, 20th Fighter Group, El Paso, Texas and Shaw AFB, S. C.
- Nov 1947-Aug 1950, Hq USAF, War Plans Division
- Aug 1950-Feb 1951, student, Armer Forces Staff College, Norfolk, Va.
- Feb 1951-July 1953, instructor and student, Naval War College, Newport, R. I.
- July 1953-Jan 1954, commander, 451st Tactical Control Group, Otis AFB, Mass.
- Jan 1954-Feb 1955, executive officer, 300th Fighter Bomber Wing, and Base Commander, Cannon AFB, N. M., and Etain AB, France.
- Feb 1955-July 1958, commander Maintenance and Supply Group, and Tactical Group, 66th Tactical Reconnaissance Wing, Sembach AB, Germany.
- Aug 1958-June 1960, senior Air Force advisor, Air National Guard, 146th TFW, Van Nuys, Calif.
- June 1960-Jan 1961, director of operations, 363d TRW, Shaw AFB, S. C.
- Jan 1961-June 1961, deputy commander for operations, 837th AD, Shaw AFB, S. C.
- June 1961-Sept 1961, commander, 363d Tactical Reconnaissance Wing, Shaw AFB, S. C.
- Sept. 1961-Mar 1964, deputy commander for operations, 837th AD, Shaw AFB, S. C. 837th AD changed to HQ USAF EARC on 1 Feb 63.
- March 1964-June 1965, commander, 31st TFW, Homestead AFB, Fla.
- June 1965-June 1966, commander, 833d Air Division, Seymour-Johnson AFB, N. C. Promoted to Brigadier General May 30, 1966.
- June 1966-November 1967, chief of staff, 7th Air Force, Republic of Vietnam. Reassigned as Commander GEEIA in November 1967.

two or three years to install. Let's take a look at some of the more significant accomplishments over the years.

Project "Fast Race" was that portion of Project "Freloc" which dealt with the dismantling and removal of communications equipment from France as a result of General De Gaulle's edict to have U.S. troops leave French soil. GEEIA technicians together with volunteers from the GEEIA Air National Guard Squadrons accomplished this major task. In spite of problems in transportation, living conditions and winter weather, the job was done in less than programmed time.

Project "Priscilla Ellen" was a \$9.5 million project composed of eight long-range ground-to-air high frequency communications stations located at six Pacific

and two U.S. sites. This system permits commanders to talk directly to aircraft anywhere in the Pacific area. GEEIA engineered the entire system and installed all outside plant antennas and equipment. The first link of this long haul system was completed in early 1967 and and the total system is programmed to become operational in 1967.

Project "Blue Swan II" was in direct support of NASA's Project Apollo. GEEIA's effort consisted of installing complex radio, teletype and telegraph equipment along with other associated instruments at Cape Kennedy and Vandenberg launch complexes. GEEIA has long contributed to other space and missile programs. Public address and aural warning systems at Complex 37 for NASA's Saturn 1B's successful launch was an example.

Project "Rock Top Top Level" involved the modernization of the entire aircraft and warning system for South Korea. This military assistance program is being accomplished by GEEIA and will provide an umbrella of security blanketing South Korea. This work by GEEIA troops is being done on rigorous mountain tops and in the severe weather conditions which prevail during many months of the year.

It is an operational organization with a big job, a job as vital to the success of our military operations as aircraft and ordnance.

It is a comparatively new organization with a fresh insight and a "can do" attitude that has improved the Air Force's ground C-E engineering, installation and maintenance resources — giving it the most effective ground communications-electronics environment in the world.



## AFM 100-39

**gate pulse**—Pulse which enables a gate circuit to pass a signal. Gate pulse is usually of longer duration than the signal to assure time coincidence.

**gate tube**—Thermionic tube which is operative only when two signal voltages, derived from two independent circuits, are applied simultaneously to two separate electrodes.

**gate turn off**—Three lead p-n-p-n semiconductor switch which provides fast turn off speed after triggering.

**gateway office**—AUTOVON switching center that provides access to or from other geographical areas where AUTOVON switching centers are located, or access to or from other networks within the geographical area.



*From The Rhein Around The World...*

## GEEIA's European Story

By SSgt Fred (Tex) Harrison

Near the picturesque banks of the Rhein River in Germany, the Ground Electronics Engineering-Installation Agency's European Region Headquarters is located at Wiesbaden Air Base, the point of departure for post World War II pilots running the Soviet blockade during the historical Berlin Air-lift in 1948. The modern, sophisticated, communications-electronics equipment engineered and installed by the European GEEIA Region presents a sharp contrast with the medieval castles which abound in the area.

From this headquarters, highly skilled technicians are dispatched to perform duty throughout Continental Europe, the United Kingdom, North Africa and the Middle East wherever a need exists for communications-electronics equipment. The equipment involved may be required by the Air Force, another U.S. Government Agency or a friendly NATO country. It may vary from telephone exchange systems and Armed Forces television stations to microwave towers and complex tracking stations for new satellites.

An important element of GEEIA's European Region is the 2874th Squadron, headquartered at Ramstein AB, Germany, some 14 miles west of Kaiserslautern and 35 miles northeast of Saarbrücken on the Germany-France border. This European GEEIA Region unit has twice been recognized for exceptionally meritorious achievement of international significance through presentment of the Air Force Outstanding Unit Award and the First Oak Leaf Cluster to the award.

The 2874th GEEIA Squadron is responsible for the installation of communications-electronics facilities within an area stretching as far north as Scotland, south as far as the Congo, east to Italy, and as far west as Spain. Heavy workloads in other areas within European GEEIA Region's geographic realm of responsibility often call 2874th installation teams beyond these borders.

Representative of the capabilities of European GEEIA's 2874th Squadron was the installation of a mammoth, 270-foot, self-supporting tower — the

highest structure ever erected by a military work force and part of the multi-million dollar 486L Mediterranean Communications System — near Araxos, Greece. To bring this job in on time, the 2874th team, led by MSgt, then TSgt, Lawrence Foy (a trim, six foot, 185-pound veteran of 20 years of heavy communications construction who stays in shape for rigorous assignments by weight-lifting) worked 11 to 13 hours a day, six days a week.

The perils, accepted as a way of life by GEEIA tower specialists all over the globe, are called to the attention of the non-GEEIA-oriented world by the dizzying heights at which the 2874th crew, on the installation of this gigantic tower, worked with only a leather safety strap and tried and true GEEIA safety procedures between them and a tremendous fall.

Another first for GEEIA was chalked up by the Agency's European Region and the 2874th's sister squadron, the 2879th, with the installation of a pair of 120-foot forward propagation tropospheric scatter antennas at Karatas, Turkey. The installation of the twin 120-foot FPTS antennas, known throughout GEEIA as "billboards," marks the first time the challenge of a job of this magnitude has been undertaken—and met with a degree of skill and professionalism lacking in no way — by men in Air Force blue.

Installation of the second of this pair of "billboards" was just completed as this article is being written. The degree of success enjoyed on the first FPTS antenna was attested to by the award of the Air Force Commendation Medal to the area supervisor, SMSgt Narvel Stewart, and installation team chiefs, SSgt Shelby D. Baggett; SSgt Levi V. Belcourt; and SSgt James M. Gray for their contributions to a highly professional installation.

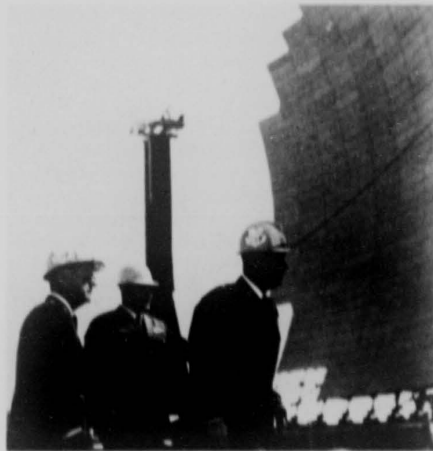
The GEEIA men installing these king-size antennas are assigned to the 2879th GEEIA Squadron. This European GEEIA Region unit is responsible for quality installation of fixed ground C-E facilities in a geographical area ranging from north-

ern Greece throughout the Middle East to the Indian border.

The 2879th's headquarters on Glyphada Square at Athens, Greece, some two miles from the Athenai Airport, is the departure point for some of the most rugged temporary duty in the world. The 2879th GEEIA men spend most of their tour away from scenic Athens, with duty calling them daily to strange, and sometimes remote locations, throughout the Middle East.

Two additional units, the EurGEEIA Detachments 6 and 7, situated at Torrejon Air Base, Madrid, Spain, and Teheran, Iran, respectively, monitor GEEIA installations and administer statements of work in their specific geographical area.

With a potential itinerary reading like a travel brochure and duty demanding travel away from home station and family, a special devotion to duty, as necessary to the EurGEEIA man as his tool box, is required. Here is where the unique esprit de corps in the "Can Do" agency's European Region is born. From the Rhein around the world, extending from the continental coast of Europe to the Burma border, that is GEEIA's European story.



(From L to R) Brig Gen Franklin A. Nichols, GEEIA Commander, SMSgt Narvel Stewart, 2879th GEEIA Squadron and Site Supervisor, and Colonel Jack C. Hunter, European GEEIA Region Commander, are inspecting the huge 120-foot "billboard" antenna at Site 129 Karatas.



## PACIFIC GEEIA'S ENGINEERING HIGHLIGHTS

By John R. Wine

The initial Pacific GEEIA Directorate of Engineering, activated at Yamato AS, Japan, 1 Jan 1959, was comprised largely of former members of the 1885th AACS Engineering and Installations Squadron and the Far East Air Logistic Force C-E Office, located in Japan.

The history of these units originates from World War II days and continues to 1959; their operations encompassed many Pacific Islands, Southeast Asia, and the Far East. Old timers may get a nostalgic twinge (not to be confused with that big toe twinge caused by high living and youthful oats) when recalling that the 1885th was, before the "change-in-the-name-game," the I&M of the 7th AACS. The Region is currently the Air Force Logistic Command agency responsible for single-point management of all engineering for installation of Air Force ground communication-electronics systems. Many programs completed by Pac GEEIA were originated by these pioneer organizations. Noteworthy ones were: the Korean War era communications centers, AN/TRC-1 systems, the AC&W systems—and, upgrading of navigational aids in SEA. Colonel O. K. Reilley was formerly head of the Communication-Engineering Division at the Northern Air Materiel Area Pacific (NAMAP) and much credit for the successful engineering of these large scale and continuing programs belongs to him.

Early day problems were many — the first TACANS, the complexity of radar and RAPCONS, not to mention installations in "impossible" locations with unpronounceable names. These problems and many more were solved (to the benefit of PACAF) by dedicated engineers, team chiefs and hard-hatted crews striving and working as a unit.

During the transition period, from Pac GEEIA Region's modest beginning to the present, many interesting and challenging tasks have been accomplished. Some because of their complexity, some because of their time frame, and some because of impossible working conditions, taxed to the maximum our energies and our resourcefulness, but not our dedication.

The Pacific GEEIA Region's area of responsibility covers one of the largest "sales" territories in the world, from Hawaii to India with most of the work lying in Hawaii, Korea, Vietnam, Okinawa, Guam, Philippines and Japan.

The author started with Pac GEEIA at its initiation having been Chief Engineer of Navigational Aids Branch at the 1855th Installation and Maintenance Squadron at Yamato AB, Japan. This year Mr. Wine is celebrating his 50th anniversary in the Electronics Engineering field as he was accepted by the Signal Corps Electronics Training Group Number 13 at Fort Monmouth, New Jersey in July 1942 and was sent to Europe on the Queen Mary shortly after completing the school. A Communications Officers Course at the Royal Air Force No. 1 Signals College, Cranwell, completed his ODI training and he served as Electronics as well as Base Communications Officer during World War II. After the war he returned to Victorville, California, with the 482nd Bomb Group (a unit that received the Presidential Citation).

Feeling an urge to work with the Air Force in the Far East he accepted an invitation to join the Tech Rep Division of Philips Corporation and traveled to many of the major Far East Air Bases until 1949. A memo request called him to help set up the Far East Air Materiel Command's establishment of a communications engineering facility in Japan. Col Walter Downs, Tech Rep Charles Krause and other old timers were among the initial men forming this group which later became the C.E. Division of Northern Air Materiel Area. In 1953 Mr. Wine joined AAC's famed 5th I&M Squadron in Tokyo as a DAEC and participated in the merger which formed Pac GEEIA Region in 1959. At present he is head of the HF Systems Branch of the Radio Communications Division, and claims to cover one of the largest service areas in which to satisfy customers, aided by one of the finest groups of working engineers with their supporting military and civilian groups, in AFEC.

One of the first crash projects by Pac GEEIA was replacement of the antiquated AN-CPS-5D radar set at Yokota AB, Japan (used for air traffic control) with an AN-FPS-8. This required removal of the AN-CPS-5D antenna systems and the top 25' section of the 75' tower on which it was installed. The AN-FPS-8 temperate tower and antenna equipment were installed on the remaining 50' tower extension. This project was installed with on-site engineering. The installation crews worked from daylight to dark and even used floodlights to extend the working hours to enable them to complete the facility on schedule. As if this was not enough, the antenna sail was blown off and the pedestal cracked by a typhoon the day after installation. Another antenna was obtained from the Philippines and installed on the pedestal which had been repaired by the base shops at Yokota. Despite these difficulties due to nature, the facility was installed in a standard configuration and flight-checked by the required date.

● Task 25 project interconnected Armed Forces Communications in the Far East by consolidating Army, Navy, and Air Force transmitting and receiving facilities in Japan; compressed a dozen schemes for provisioning, relocating and installing high power transmitters, receivers, controls and microwave interconnects. To facilitate phasing, construction and movement, the "PERT" system was introduced as the detailed system plan and served as firm control for interlocking schemes.

As Kashiwa, thirty-nine new and rebuilt antennas were a part of the modernization. Pac GEEIA EMC and Measurements Branch was tasked to measure and record the electrical characteristics of each of these antennas. The measurements were accomplished and each antenna was confirmed to be within acceptable limits set by the design criteria.

● The major part of project "Speed Queen" was to convert the tired, old, hot and dusty transmitter facility at Clark AB, into a modern, air-conditioned, fully integrated, high power, high frequency, transmitter site. This site was to conform to latest DCS criteria. The product of this effort on the part of GEEIA electronics engineers provided rapid tuning and remote antenna selection by the use of the latest state-of-the-art antenna switching matrix. Remote switching could instantly mate the selected antenna to a selected transmitter encompassed by this system design.

Siting the antennas in the available area, while permitting an adequate forward reflection zone and allowing for necessary drainage of the site during monsoons, was a "knotty" problem that caused concern to civil and electronics engineers until a successful solution was reached. With the erection of sophisticated antennas and reassembly of the delicate matrix (dropped during transport), the team chiefs worked many a long hour assembling the "Box of Tricks" into an installation useful to the SEA Communications Region and its customers.

One of the most impressive and widespread projects, which can be appreciated by the long-term observer, is the PACAF Command and Control SSB Radio Network. At one time the short title for it was **Quick Track**. The system covers a network of point-to-point and alternate communications systems for CINCPACAF and the Airborne Command Post. The stations are sited at key points within the PACAF subordinate commands with the master net control station located on Oahu. Single sideband voice communication all over the Pacific and to the mainland USA is

quickly provided by the most modern SSB transmitters, coaxially connected to a remote-switching interlocked antenna matrix, thence feeding energy to wideband proprietary antennas of selected omni or directional coverage. Recently the system was renamed "Commando Escort" and has proved of exceptional value in Far East operational control.

Scope Control is a contractor/GEEIA project. Its completion will provide a ground/air/ground HF system of fixed stations to transmit clear and secure voice and teletype plus non-secure voice. Remote control capabilities exist. The Pacific stations are at Clark AB, Kadena, Tan Son Nhut, Andersen, Fuchu, and Hickam AFB. The hazards and job-induced excitement instigated by pressure of events gives these men the needed incentive. Competent supervision, together with modern management methods, assure that the technical projects are complete and will provide customer satisfaction.

The 1,795 personnel assigned (1,246 USAF enlisted personnel, 90 USAF officers and 459 Air Force civilians) make up the Region's complement. A heavier than normal workload, due to increased USAF actions and reactions in the Far East (including SEA), has been a fact-of-life to the engineering complement of this Region for the past decade. Continued requirements for greater speed and accuracy of communication, coupled with the further expansion into the state-of-the-art digital systems at expanded rates, causes the need for trained engineers to rise. The organization is proud of its past record and will undoubtedly add to its reputation for getting the job done under all kinds of circumstances.

#### AFM 100-39

**apparent power**—Power value obtained in an AC circuit by multiplying the effective values of voltage and current. The result is expressed in volt-amperes.

**Appleton layer**—Region of highly ionized air in the ionosphere, capable of reflecting or refracting radio waves, under certain conditions, back to earth.

(NOTE: It is made up of the F<sub>1</sub> and F<sub>2</sub> layers, these being above the E layer that makes up the Kennelly-Heaviside layer.)

**application**—System or problem to which a computer is applied.

(NOTE: Reference is often made to an application as being either of the computational type, wherein arithmetic computations predominate, or of the data processing type, wherein data handling operations predominate.)



## THE ENGINEERING ASPECTS OF LOOK QUIET

By Arthur H. Thomas

Western GEEIA Region

In this not quite fanciful account of a very real project, these engineering aspects exist and became apparent:

- The project task.
- The design problem.
- The logistics task.
- Transportation as an aspect in engineering.
- Time factor aspect (never enough).
- Human factors in engineering, the engineers, those he works for, those who do any work for him.

In each of these factors there is always an element of the 5th—**Time**. No solutions have been posed, only a picture of GEEIA engineering aspects as seen by one hammer-headed "can do" engineer.

Arthur Thomas of Western GEEIA Region's Radio Division, Crypto Branch, served as a Warrant Officer in the Army during World War II, with duty in the Continental U.S., Europe, Panama, and the Philippines. He was commissioned as a Second Lieutenant in 1948, and graduated from a communications course as an honor student.

After the war he returned to Riverside, Calif., and into reserved status and presently holds the rank of Major in the Air Force Reserve. In 1959 he was selected to attend the Command and Staff College at Maxwell AFB, and after successful completion, returned to China Lake where he was a configuration engineer on free fall bodies for the Strike Program.

He has been in his present position with Western GEEIA Region since 1966.

"Look Quiet" is the unclassified title of a classified project with a Precedence Rating of 1-8. Only the unclassified engineering aspects of this project, as seen through the eyes of a Western GEEIA Engineer, will be covered.

The time is early December 1967, the place is McClellan AFB, California, home of Western GEEIA Region. In a branch office of the Engineering Directorate, Project "Look Quiet" has been in the hold status, awaiting the last important bits of technical data, which like pieces of a complex jigsaw puzzle, have been coming in one piece here, one piece there, for the past three months.

Now the final bit of technical data has arrived, the picture puzzle is complete. The engineer can see the whole project taking form, or almost. There are now enough pieces in the picture to take a positive engineering step. The sites involved in the project must now be visited for a **Site Survey** to determine how the new picture fits into the scheme of each specific picture frame at the sites involved.

The engineer must be sent out into the field to make the site surveys. Sending an engineer out on temporary duty to make a site survey is not, from the Headquarters point of view, a difficult task. With all endorsements, the Site Survey forms a formal agreement for the installation of the facility by GEEIA or a contractor.

Here, a very important engineering aspect enters the picture—getting the **material** to make the installation to the **spot** where the installation is to be made in **time** to be ready and **waiting** for the installation team. To determine the parts, wire, conduit, etc., needed to do the job, the engineer must carefully sketch what work is to be done, in what way and using what parts. This is called engineering the job and, unless this is done, an accurate **Bill of Material** for the job cannot be prepared.

A Bill of Material to be used on "Look Quiet" must be received in Western GEEIA Region's supply channels by January 1st, 1968 in order to be able to have the material on site for a March 68 installation start date. This means that the engineer has only a day or so to get his engineering done and prepare his Bill of Material. The engineer knows that because the **Site Concurrence Letters** have just gone out, there is as yet no formal agreement for a solid engineering design; that is, any indorsement on the Site Concurrence Letters could change, or rearrange his design concept.

The engineer knows too, that T.O. 31-1-8 "Implementation of Fixed Ground Communications-Electronics-Meteorological Program" has something to say about engineering before a firm site concurrence is obtained. Paragraph 1-32 "a" of T.O. 31-1-8 says: "The Site Concurrence Letter, when indorsed by the Base Commander through command channels, becomes a formal agreement to provide supporting structures and follow-on support."

From the engineering point of view the task is not as easy, because his task is just beginning. It is December in the Northern Hemisphere; this means winter is here too. Engineering completion is also required by the end of December.

"Look Quiet" could well become "Look for

Help" for the engineer with **Arctic Circles** under his eyes had it not been for the help of MAC (Military Airlift Command), the ever present helpful assistance of those unseen heroes, the airmen and officers at the sites visited, and the instructors at the Arctic Survival School (which prevented the engineer from having what would have been a frozen engineering aspect—his own).

Our engineer is once again back at McClellan AFB, California, with his "Look Quiet" survey data. Very few days of December remain. Site concurrence letters must now be written and sent out for formal requirements and findings of his sitings. They must be out of Western GEEIA's Engineering Directorate not later than the last day of December 1967. When the concurred in site concurrence letter is returned to the Region through channels, we are set for the next step as this agreement is mandatory prior to engineering installation of any facility.

Knowing these things, the engineer works and worries over his Bill of Material and finally submits it for action. Just in time, too, because the lady from Workload Control is ready to drop the guillotine on you if you fail to meet the milestone set for the Bill of Material.

The next problem the engineer faces is the preparation of an adequate **Statement of Work** with associated drawings which will enable the installation team, with the least of difficulties, to make a functioning installation for "Look Quiet." Working up the sketches, our engineer gives them to Drafting Services to prepare a useable drawing. The same urgency continues and drawings are readied to go with the Statement of Work when it is published.

In writing the Statement of Work, the engineer uses the guidelines provided in GEEIA Manual 100-4 and GEEIA Manual 70-2 (plus what common sense he can muster) and format guidelines then current. The Statement of Work is written, submitted for review, changed and finally sent for publication.

With the publication of the Statement of Work for each site involved, the engineer, bent and bowed (or so he feels) offers up a silent (though very real) prayer. He prays that those men on the installation team will find his Statement of Work sufficient to make the installation and make it work, for whatever it lacks, the engineer asks the forgiveness of God and the tolerance of man. The engineer can do more for "the die is cast and the Whiffle bird is in flight"; "Look Quiet" there you go.

## EASTERN GEEIA'S COMMAND CENTER

Eastern GEEIA Region, the largest of the three GEEIA Regions located in the United States, has as many as 250 jobs underway at one time, with perhaps 100 more in the planning stage.

These jobs stretch in location from the cold reaches of Greenland to the tropic rain forests of the islands of the West Indies, all located within Eastern GEEIA's area of responsibility.

To keep abreast of these numerous jobs, a Command Control Room has been set up at Headquarters Eastern GEEIA Region. This room has its four walls covered with charts, graphs and rosters.

The information maintained in the Command Control Room includes:

- All **In-Work** maintenance and installation jobs.
- All maintenance-installation jobs **projected** to go **into work** within the next 14 days.
- Direct Labor Resources Data.

All the information recorded on these charts and boards are maintained also at the four squadrons of Eastern GEEIA Region, the 2869th GEEIA Sq., Robins AFB, Ga.; 2861st GEEIA Sq., Griffiss AFB, N.Y.; 2862nd GEEIA Sq., Patrick AFB, Fla.; and the 2863rd GEEIA Sq., Brookley AFB, Ala. Additionally, these boards with the identical information are maintained at GEEIA Headquarters.

By maintaining the elaborate set of boards, Eastern GEEIA Region has mapped and charted all the necessary information, and can tell at a glance the status of any of its many jobs. The network of boards provides the key to the progress and makes the information readily available.

The basic information for the boards (the work in progress) is furnished by the Region's Operations Workload Controller, from requests of the materiel people and from the engineering scheme completions in the Engineering Shop.

These boards at EGEEIAR are updated daily with information furnished by the Squadrons responsible for the various jobs, along with information provided by personnel in the Directorate of Operations. The boards maintained at the Squadrons are updated daily, while the boards at Headquarters GEEIA are updated weekly.

A daily meeting held at the Eastern GEEIA Region Command Room keeps the Region Commander, Colonel Francis A. Kelly, abreast of the work progress and of any problems which may occur.

By means of telephonic hookup at a daily briefing, the region's headquarters staff talks with the squadron's personnel concerning various jobs underway, and the progress and problems associated with the jobs.



**DAILY BRIEFING . . .** Colonel Francis A. Kelly, EGEEIAR Commander, talks with his squadron personnel from the EGEEIAR Command Control Room daily on the status of work in progress.

"Lux (Lt Col Ellis L. Barr, 2861st GEEIA Sq Commander), this is Colonel Kelly, I'm here in our Control Room with my staff. In reviewing the 61st's boards, I don't see many changes. Any new problems or developments? How about that antenna job, Scheme Number 32789 at Thule?, the boards have it as still being held up due to high winds. Can we raise the tower today?"

"Yes, Colonel Kelly, we just received word that the wind has subsided and the tower was being lifted into place. With the tower up, the other necessary hookups are minor, and then my men will be on their way home. Also, there is nothing new to report. All the work listed on the boards is progressing as indicated."

"Fine Lux, that's good news. I want to put Les Henry on the line now (Lester Henry—EGEEIAR Director of Materiel); he has a question concerning that shortage of parts for that radar unit going up in Jersey. See you later Lux."

Thus through the conversation, the Region Commander and his staff have been brought up-to-date on the current status of operations within the 2861st Squadron.

"Ace (Lt Col Virgil B. Lindsey, 2862nd GEEIA Sq. Commander), this is Colonel Kelly. I'm here in the Control Room . . ."

And so on down the line, each squadron briefs the Region Commander and his staff on the status of the work.

The numerous charts contain varied and assorted information. A single chart on the work in progress contains entries for the following items:

- Workload identification number
- Customer command
- Job description
- Work location
- Start date
- Completion date
- FSD (Forecast Support Date)
- Men and skill requirements
- Remarks — also listed here is percentage of completion.

This information is repeated on all the charts maintained for the four Eastern GEEIA Region Squadrons.



**THIS JOB IS GOING ALONG ON SCHEDULE.** . . . Morris G. Ingram, Chief, Installation Control Group, is briefing on the status of a job underway as (L. to R.) Lt Col Jack W. Clark, Deputy Director of Engineering, and George R. Johnson, Quality Assurance Officer, look on. (USAF Photo)

Another board in the Command Control Room lists the total number of personnel assigned and available to Eastern GEEIA Region, the number of personnel deployed both within the Region and deployed to other Regions, and finally the number of personnel available for assignment. This breakdown is listed by AFSC—skill codes.

The boards listing all the work have a color coded flag in front of each job listed which for various reasons is not being accomplished according to schedule. The colored flags indicate various stages of delay or work stoppage. The colors and their meanings are as follows:

- Red: Briefing item, this item is reviewed at each briefing. The nature of the work may be one of the following:
  - Emergency nature.
  - Inoperative navigational aids.
  - Command interest item.
  - Work stoppage for any reason after team arrived on site.
- Yellow: Completion scheduled **after** FSD.
  - Any project that has a completion date scheduled at a date later than the accepted Forecast Support Date.
- Black: Eastern GEEIA delayed by another organization.
  - Late or incomplete base support.
  - Command furnished materials not received in time to meet schedule.
  - Change in command requirements or command requested delay.
  - Manufacturers or contractors delays not coordinated with EGEEIAR schedule.
- Green: These items have been documented to Hq GEEIA, as identified by black coded flag.
- Checkered: GEEIA can take no further action.
- Blue: Materiel found to be defective due to lack of scheduled maintenance at IRAN.

The main purpose of the Command Control Room is to make work status information available at a glance and this objective has been effectively achieved. With renewed emphasis on meeting the Forecast Support Date for each job, the Region Commander can be briefed on work progress for each job and take immediate action to resolve problems that may arise.

Although the Command Room has been operational only a short period of time, it has exceeded all of our early expectations.

## "CENTCON" — GEEIA — EDWARDS FLIGHT TEST RANGE

By W. G. Urseny

WESTERN GEEIA

Since 1965, Western GEEIA Region's primary involvement at Edwards AFB has been the "CENTCON" — Centralized Mission Control and Monitor Display Complex. The engineering for these CENTCON oriented projects was mainly done by the Computer Branch, Headquarters Western GEEIA Region at McClellan AFB, and in some cases at Edwards AFB concurrently with the installation. The physical installation of the CENTCON equipment was principally accomplished by highly trained men from the 2869th GEEIA Squadron stationed at Norton AFB, California.

In order to clarify the term "CENTCON", the following background is given. Research, prototype and production type manned aircraft, and their installed systems, are flight tested by the Air Force Flight Test Center (AFFTC) at Edwards AFB, California. The Edwards Flight Test Range (EFTR) facilities extend from Wendover, Utah, on the Utah-Nevada border, to Vandenberg AFB on the Pacific coast of California, a distance of about 600 miles.

Modernization and updating of the EFTR has been a continuous process since its very beginning. However, the high speed and complexity of today's aircraft, and the development of large volume data gathering systems, has dictated a need for a whole new philosophy of range and test vehicle control. In order to accommodate the flight testing of future aircraft (in the 1970's and on) the need for change of control was even more apparent.

The new philosophy of central control of the test vehicles, the range facilities and the associated data was developed by AFFTC personnel, under the direction of Mr. Paul J. Schnert as Project Officer. CENTCON will be the heart and brain of the whole flight test complex. From CENTCON, real-time control will be exercised on the flight-test mission(s) as well as on all of the EFTR facilities, which include radars, cinetheodolites, telemetry, flite-vision, air/ground radio, data processing systems and other support systems such as microwave,

ground communications, and other associated facilities.

In early 1966, the first milestone of CENTCON was realized with the completion of the construction of the CENTCON building. Then began the tedious and difficult process of acquiring the necessary equipment for the added systems, and reconfiguring the existing systems into the CENTCON configuration. As is usually the case, the reconfiguration and new installation had to take place while the existing system was still in operation.

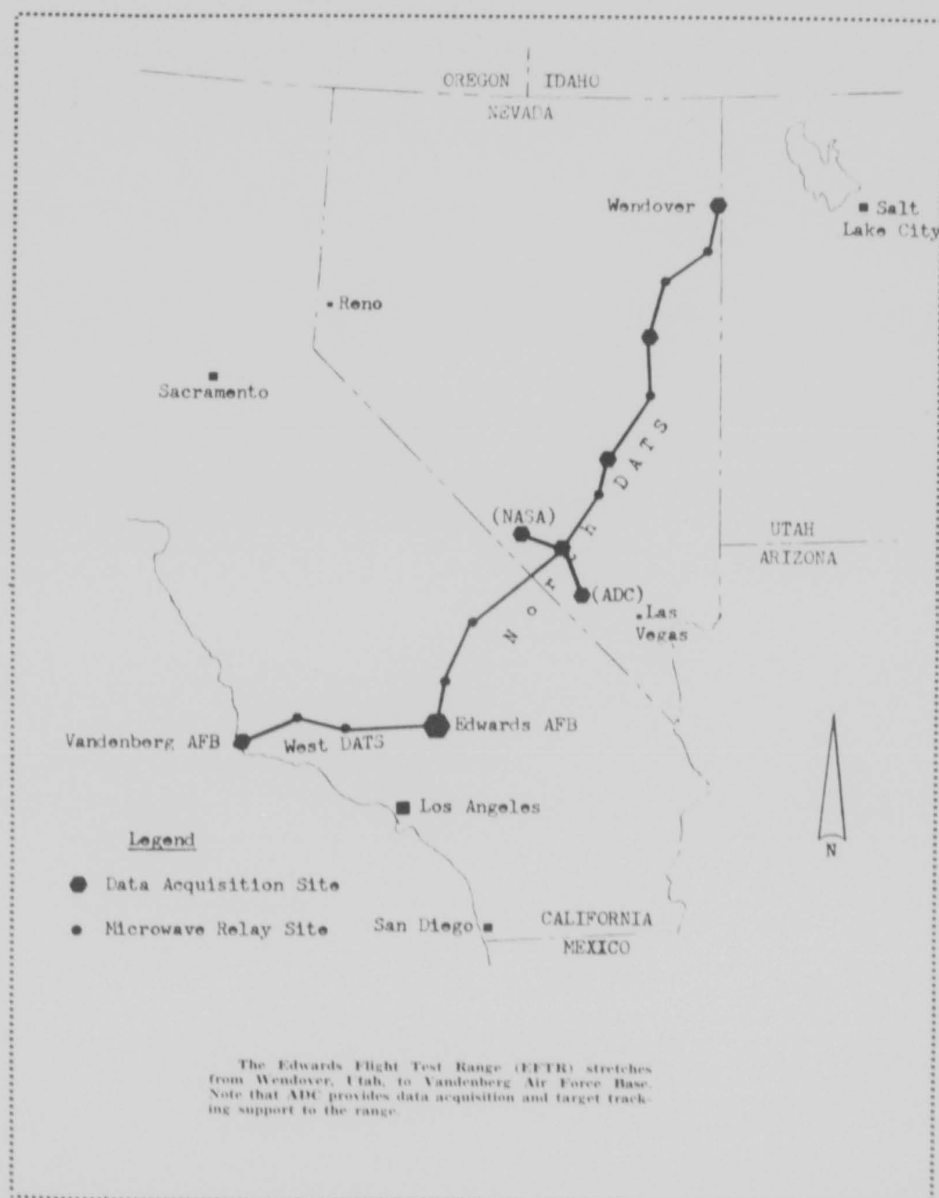
Western GEEIA's efforts thus far in the CENTCON installation has been to accomplish: (1) the preparation of the CENTCON building; (2) the relocation and reconfiguration of existing system terminals; and, (3) the installation of some of the interim and final CENTCON systems. The primary intent is to put CENTCON into operation at the earliest possible time, although not in its final form.

In the first category listed above, power, data and communications floor outlets (with the associated cabling) were installed in fifty locations in the raised floor of the CENTCON building. This permits flexibility for arranging display equipment and control consoles into any desired configuration. Patching facilities for the data floor outlets have been installed which provide up to 26 separate data signals at any of the 50 locations as required.

Reconfiguration and equipment relocation actions were in three categories. The first was the Edwards end terminal of the Data Acquisition and Transmission System (DATS). This involved the separation and remoting of the modulators and demodulators from the microwave terminals, and fabrication and installation of a distribution patching facility. All tracking and performance data, air/ground radio communications, and station-to-station communications from and to the north and west legs of EFTR are delivered to the Edwards Central Data Facility via this DATS end terminal.

The second relocation and reconfiguration proj-





ect involved the Edwards end terminal of the Target Acquisition and Data Collection System (TACDACS). The TACDACS serves as the interface between the range target tracking systems, the target track display units (primarily plot boards) and the processing computers. Five racks of components were relocated into the CENTCON building and reconfigured by mounting all control components in a control console designated the Flight Path Data Control Console. (See photograph)

In January 1968, Western GEEIA Region began the physical job of modernizing the Edwards Central Telemetry Facility and at the same time reconfiguring the facility to accommodate CENTCON. Briefly, the facility consists of four FM-FM telemetry stations (each up to 21 channels) two

Mr. Walter G. Uresny, Western GEEIA Region's Radar Control and Guidance Branch, graduated from Tri-State College, Angola, Ind., in 1940. In World War II, he was assigned to the Army Signal Corps. During the Battle of Britain in 1942 he trained with the Royal Air Force with the then secret radar system.

The latter part of the war saw him with an assault radar group in campaigns on Guam, Iwo Jima and Okinawa. After conclusion of hostilities, Mr. Uresny took a position with the newly organized Department of the Air Force, editing translated German technical documents.

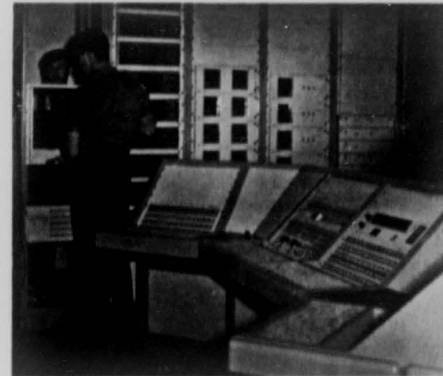
He came to Western GEEIA Region in 1966 following tours at Philippines, Okinawa, England and numerous bases in the U. S.

PAM/PDM telemetry stations (each up to 90 channels), ten 14-channel magnetic tape recorders, quick-look facilities with four 52-channel oscillograph recorders, patching facilities providing maximum flexibility and equipment use, and the associated test and calibration equipment. This project requires that equipments be moved piece-meal in order to keep the facility in operation. For this reason it has been necessary to maintain extremely close coordination with the Edwards Operations personnel to effect orderly phase-over with minimum disruption of service. When it is completed, all telemetry data will be delivered to CENTCON instead of the present operations room.

The third category involves engineering and installation of interim and final voice communications, teletype and flite-vision in the CENTCON system. For interim CENTCON voice communications, an AN/FTA-13 was installed, which provides communications floor outlets for key boxes at the 50 CENTCON locations, and access to the range stations and air ground radio circuits.

The range teletype system, controlled from CENTCON, provides for services to all range stations as well as all affected facilities at Edwards.

The flite-vision system, with its control, monitor and recording equipment installed at CENTCON, provides visual tracking of test vehicles in the vicinity of Edwards AFB. The TV cameras are physically mounted on the antennas of tracking radars. Monitors are also installed at concerned facilities at Edwards.



Western GEEIA Installation Team installs component of the CENTCON. What they are working on is part of the Target Acquisition and Data Collection System (TACDACS).

When the installation of all the equipment and systems discussed above are completed, CENTCON will be capable of functioning within the limited capability of an interim system. However, when planned future systems are installed and integrated into CENTCON, a capability will exist for control of up to four simultaneous test missions, with the range user able to select desired real-time data displays, for a capacity for a five minute turn-around-between-missions. This central control will allow maximum utilization of all range systems, since real-time scheduling of all range support will be possible.

## TACHIKAWA IRAN PROGRAM

*for mobile GCA and RAPCON vans*

By MSgt Renick McGuire

The formal IRAN (Inspect And Repair As Necessary) plan for Mobile GCA/RAPCON radar systems in the Pacific area was jointly formulated by Pacific Communications Area and Pacific GEEIA Region with the approval of Headquarters, Pacific Air Forces in August 1965.

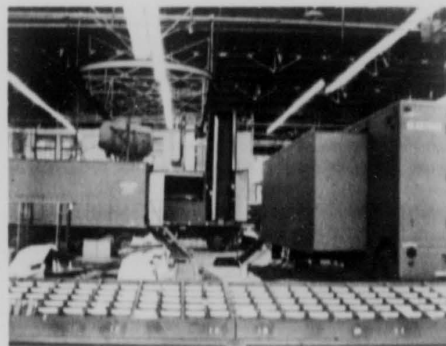
The 2875th GEEIA Squadron's depot facility at Tachikawa AB, Japan, was initially responsible for the IRAN, or "turn-around", of five systems per year. This workload was an addition to a formidable on-site maintenance and installation tasking. Since the initial inception of the plan, the Air Force's requirement for Mobile GCA/RAPCON rehabilitation has increased worldwide. At the

2875th GEEIA Squadron, this need subsequently increased the annual tasking from five to eight system turn-arounds annually. The significance of the IRAN mission at Tachikawa is clearly brought to light when it is realized that a single system represents a 12,000 to 20,000 total man-hour expenditure, depending upon the system's configuration.

To meet its goal, the 2875th GEEIA Squadron's GCA Radar Unit employs thirty military and twenty-six Japanese National technicians working in three closely coordinated shops. During peak workload periods additional personnel from CONUS GEEIA squadrons augment the permanently as-



Interior of mobile RAPCON van during flight check at Tachikawa following completion of IRAN.

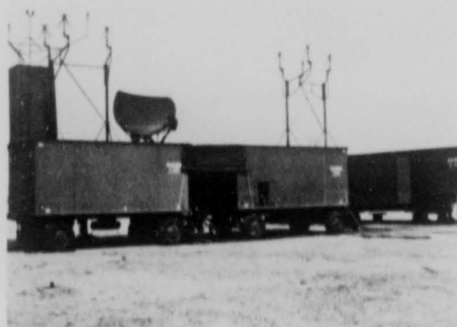


A view of the Structural Repair Shop at Tachikawa with mobile GCA and Radar Approach Control (RAPCON) vans undergoing IRAN.

signed force.

The Structural Repair Shop disassembles, rehabilitates and reassembles the two or three vans that comprise a system. The Electronic Repair Shop reconditions the ninety to one hundred and thirty individual electronic components in a radar's inventory subsequent to a complete cleaning, corrosion control and moisture-fungus-proof process

within the squadron's Corrosion Control Shop. In turn, the Mock-up Shop insures that all components meet rigid electrical and mechanical technical standards. After approximately one hundred and fifty days of intensive work, including a flight check on the Tachikawa flight line, finished units are returned to the active inventory in like new condition.



A Mobile RAPCON being flight checked on the Tachikawa flight line.

Lt Col Joseph A. Savuto, the 2875th Commander, attributes the unquestioned success of the program at his organization to the skill and dedication of the supervisors and technicians directly involved in the complex mission. Colonel Savuto also makes it a point to mention that each system completed at his facility represents up to a \$52,000 saving when transportation costs from the theater to Tachikawa, as opposed to transportation to the CONUS, are taken into account.

Sgt McGuire is a veteran of 13½ years service and is presently serving as Superintendent, Flight Facilities Section, 2875 GEEIA Squadron at Tachikawa AB, Japan. He was also selected 2875 GEEIA Squadron "Senior NCO of the Year 1967."

#### AFM 100-39

**polarized plug** Plug which is so constructed that it can be inserted into a jack or receptacle in only one position.

**polarized receptacle** Receptacle which is constructed so that only a polarized plug can be inserted.

## HIGHLIGHTS — THE 483RD GEEIA SQUADRON IN THAILAND

By SSgt Darryl J. Hayward

The 483rd GEEIA Squadron at Korat Royal Thai Air Force Base, Thailand, is a proud member of the GEEIA family of installers. Since May 1966, the squadron has racked up an impressive record of accomplishments in Southeast Asia, specifically within the Kingdom of Thailand. Of particular note, the unit participated in Operation SEEK DAWN, which according to Maj Gen John B. Bestic, former Commander of AFSC's Electronic Systems Division, "significantly upgraded the operational capability of our forces in Southeast Asia."

Further, this unit installed eight dial telephone central offices with 2,400,000 feet (or about 450 miles) of supporting outside cable plant. The dial offices range in size from 150 lines at Parchaub to 3,000 at Korat and U-Tapao RTAFB's. Others were installed at Takbli, Udorn, Ubon, Nakhon Phanom, and Don Muang.

Recently completed was the 100 foot CPS-9 weather radar antenna tower and associated equipment at Nakhon Phanom. Although no one in the squadron had had previous experience erecting this type of tower, it was erected in a mere five days with total time of only 23 days from uncrating to a completed tower.

One TACAN unit, five TVOR's, six crash reporting systems, and interface equipment for the worldwide Autodin System have been installed in Thailand. Numerous minor schemes, such as "1510" recorders for air traffic towers, were also installed by the squadron.

At five separate bases in Thailand, the 483d Squadron installed air traffic control tower equipment, as well as several secure voice systems, for tactical air control operations centers.

All was not strictly business, for the unit also sponsored an orphanage in Korat City. Through local donations, members collected enough to buy four incubators and a T.V. set for the children of the orphanage.

In a friendly, competitive, gesture with the 485th GEEIA Sq. in Vietnam, the 483d recently adopted the motto "SEA GEEIA FIRST!"

# TACAN REPAIR FACILITY

By Captain J. H. Behl III

GRIFFISS AFB — The 2861 GEEIA Sq is currently the single point repair organization for all TACAN antennas in the eastern United States. In support of this program, the 2861 has been assigned to repair of eighteen TACAN assets, including nine **High Band** and nine **Low Band** assets. During any given time frame, there are on the average five to seven of these units undergoing repair; the remainder are either completed and held for shipment or are in transit. These assets support the IRAN programs of the 3 sister organizations in Eastern GEEIA Region during the normal repair cycle, and the emergency requirements which are levied upon the same GEEIA organizations.

The repair of the TACANs falls generally into three distinct processes: uncrating and disassembling; build up and repair; and finally, balancing and checkout. Disassembly requires (on the average) one working day for two men. During this time frame the various components on the antenna are removed, visually inspected, and in certain instances, checked for electrical integrity. Items which are found to be less serviceable are then tagged and dispatched to the Air Materiel Area which has been established as the repair activity for those items. In addition, the radomes and bases are routed through the base shops at Griffiss for painting and minor repairs. The antenna is then segregated by job order and remains in the "Awaiting Parts Area" until the required items are received and repairs are accomplished by the Griffiss Base Shops.

The re-building phase requires an additional working day for two men. In the event that all but a few items are on hand, the antennas are assembled with the exception of the missing item (or items) to avoid further delays. Upon completion of this phase the completed antenna assembly is placed on the balancing pad for the last phase in the repair process.

The balancing operation can require from as little as an hour or two to as much as two days, depending on the degree of imbalance of the spin-

Captain John H. Behl III is Chief of the Electronics Branch, 2861st GEEIA Squadron, Griffiss AFB, N. Y. He was selected as Eastern GEEIA Region Project Manager of the Year of 1967 for his efforts in organizing and directing the single point repair of TACAN antenna assets for Eastern GEEIA Region.



John W. Davis is shown aligning the bull gear on the TACAN drive assembly.

ning cylinder. No antenna is released until the displacement of the spinning cylinder is within the close tolerances cited at both top and bottom. Extremely sensitive vibration analysis equipment and graduated balancing weights are used to achieve this objective. As the final step in the overall process, the antenna is thoroughly checked by the Quality Control people to insure that it meets all electrical and mechanical specifications.

Several months ago a problem was encountered which resulted from supply substitution in the procurement of one of the central array thrust bearings. These bearings, with an expected life of 3000 hours under continuous operation, were actually not of the high quality necessary for the repair cycle. After much research, the stock number for a more reliable bearing was acquired. This bearing was made by the New Departure Division of General Motors Corporations under a U. S. Navy contract. Required paperwork was prepared on the

defective bearings in an effort to have the mil-specs changed to meet the peculiar demands of the TACAN program. This is just one example of how action is taken to improve this operation and the condition of the TACAN equipment processed.

### CABLE DAMAGE ELIMINATED

By Frank DeFazio, Hq GEEIA

GEEIA's Directorate of Materiel had a problem of frequent and extensive damage to cable during shipment, particularly to Southeast Asia. This situation was of special concern, not only for the cost involved in replacement, but for the delays incurred in completing much needed installations.

Analysis of damage reports and personal observations by GEEIA inspectors showed that the large wooden reels on which the cable was wound were inadequate to withstand the repeated rough handling in transit to installation sites. These sites were frequently remote locations where transportation facilities and material handling equipment were limited. The wooden cable reels also were subject to fast deterioration by the hot, wet, climate.



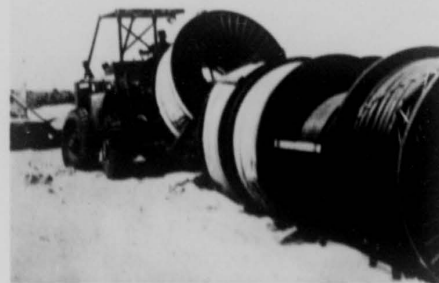
This shows what could happen to a reel of cable when shipped in the manner previously employed.

Mr. Frank A. DeFazio is Chief of the Maintenance and Installation Support Division, Directorate of Materiel. This office is responsible for the aggregation and shipment of materiel required for approved Communications Electronic-Meteorological programs for initial installation, worldwide. When required dates cannot be met, Frank insures that all milestones are adjusted in a timely manner to preclude on-site lagtime.

As a result, it was decided that metal reels should be used even if it involved the extra effort of rewinding from the wooden reels prior to shipment. Directives were issued to GEEIA warehouses in Rome, NY, and Sacramento, California, that all cable shipments for Southeast Asia destinations would be wound on metal reels. This action made cable damage, as a result of reel failure, practically nonexistent.

A metal reel packaging problem was resolved by using export celotex, plyvener, or waterproof board to replace the former strips of 2 inch lumber banded with galvanized bands and fastened to the reel flange. Previously, when one lag snapped, the banding loosened and the remaining lags fell out leaving the cable unprotected.

Twenty-five test shipments were made using the new "wrap" type lagging. Each shipment was followed by a letter requiring a report of the condition in which the cable arrived on site. Reports returned from the sites indicated this type of lagging provided a very satisfactory degree of protection, far superior to lumber lagging. The GEEIA storage activities at Rome and Sacramento now use the "wrap" type lagging for all shipments. New requisitions for GEEIA cable stock submitted to Defense Industrial Supply Center specifying metal reels will also specify a requirement that "wrap"



The metal reels provide substantially greater protection for telephone cable as this view illustrates.

type lagging be used.

As more and more GEEIA cable arrives on site in undamaged condition, the installation and maintenance teams are better able to meet scheduled commitments and realize substantial dollar savings as an added bonus.

## LOGISTICS SUPPORT...MULTI-SITE

By John E. Cridland

The validity of operational plans depends directly on their logistics feasibility. The Hq GEEIA organization with perhaps the greatest appreciation for this concept and its effect on the Agency and its customer commands is its Directorate of Materiel. Working through the Air Force Logistics Command's unique Communications-Electronic Scheme Materiel Accounting and Distribution System, the Directorate of Materiel orders and issues a range of about 8500 electronics, electrical, telephone and teletype items in standard installations packages called "schemes".

Materiel destined for support of the GEEIA efforts in the European GEEIA Region, and the Eastern and Central (ZI) GEEIA Regions, is managed through a logistics storage site at Griffiss AFB, near Rome, New York. Western GEEIA (including Alaska) and the Pacific GEEIA Regions receive their C-E-M installation materiel support through a logistics storage site situated at McClellan AFB, California.

Although the range and depth of the inventory managed is not large (the value of the on-hand inventory averages around \$30,000,000), the speed with which items move through GEEIA's stock record account, FB2222, keeps it rather restricted. As GEEIA is not a materiel activity in the usual sense of the term, great emphasis is placed on limiting the working inventory to what is required to support programmed requirements for about 2 years and computed repetitive items for about 15 months. Common electrical, telephone, and standard installation hardware are included in the latter category.

Supply support for GEEIA is provided by Air Materiel Areas of AFLC, Defense Supply Agency Centers, General Services Administration, and at Griffiss and McClellan Air Force Bases, by the Base Procurement functions. GEEIA customers are the operational and support commands of the USAF; they require timely and often immediate service to facilitate their C-E-M installation needs. Therefore, Hq GEEIA's Directorate of Materiel provides this service under a priority ceiling that is quite high. About 60% of this logistics support effort

- BS—Middlebury College
- MA—State University of N. Y.
- Chief, Standardization and ADP Branch, Logistics Support Division,
- Directorate of Materiel, Hq GEEIA.
- Former Deputy Director, Oceanographic Distribution Office (East Coast).
- Senior National Ski Patrolman.
- Captain, USNR.

is of a short, very short, or zero lead time nature. Item availability even under these circumstances exceeds 90% consistently, which is a degree of performance of which the organization is justifiably proud. Long lead time, complex and expensive items, and the exceptions, absorb 85% of the total management effort expended by Directorate of Materiel personnel in pushing materiel out to field sites to satisfy the GEEIA mission.

Considerable dependence is placed on automation within the directorate to sustain its effort and enhance its performance. Stock and inventory controls are maintained by the logistics storage site at Griffiss and McClellan, using an SR1105 computer located at Griffiss. Accountability is maintained on major items in transit, items associated with C&E schemes within the various GEEIA Regions and other inventory items to the site acceptance date. Full use is made of AUTODIN facilities for requisitioning, executing materiel release orders on opposite logistics storage sites, materiel receipt reporting from McClellan AFB, and priority message traffic to all activities serviced by AUTODIN terminals.

The Chief of the Directorate of Materiel, Colonel Gerald L. Purkey, USAF, his Deputy (Mr. Rosco A. Hill), the Chief of the Maintenance and Installation Division (Mr. Frank A. DeFazio) and the Chief of the Logistics Support Division (Major Jack N. McKinney), continually exert their individual and collective managerial talents to improve, modernize, and hone the performance of Hq GEEIA's Directorate of Materiel to a degree of responsive precision that will place materiel support of the zero lead time scheme well within the range of possibility and oriented directly on the target of probability.

## The Management System In GEEIA

By Mr. Walter G. Miller, Jr.

The word "MANAGEMENT", in today's complex jargon of the business and government world, is an elusive and, all too often, ambiguous term. Relying on Webster for the basic meaning of the word we find that "MANAGEMENT" is defined as the "Act or Art of managing; conduct; control; direction." When applied to this discussion it means the art or act of managing, conducting, controlling and direction of GEEIA's resources to assure mission accomplishment.

All too often in the past, a "management" system has been confused and considered synonymous with a data processing system. In reality, a "management" system should be considered as all inclusive, encompassing the current policies and practices of an organization with an appropriate supporting data system. These factors, considered as a unity, evolve into a new, more descriptive term of a "management information system or — sometimes called — a "closed loop" management system covering the entire spectrum of the management process.

In GEEIA there are the management policies and practices as established by the Commander and his staff and the necessary procedures and data system needed to support this direction and convert it into appropriate action. The management policies and practices of GEEIA are clearly stated—developing an effective supporting management system is the continuing GEEIA goal and the primary subject of this article.

First, of course, the system must be designed to support and complement the classic management process. This is accomplished by providing the data that management requires to make informed judgments in the planning and allocation of GEEIA resources; it is not a substitute for "management."

Mr. Walter G. Miller, Jr., is currently Chief of the Industrial Engineering Division, Plans and Management Office, Headquarters GEEIA. After receiving a B.S. degree in Industrial Engineering from Syracuse University in 1951, he spent four years in private industry. In 1955 he joined the Industrial Engineering staff in the Directorate of Maintenance Engineering, ROAMA. Since that time he has held various positions in the area of Industrial Engineering at GAEB. In June 1964, he was made responsible for developing an Industrial Engineering capability in GEEIA and establishing an Industrial Engineering Division. In April 1965 the Division was established with Mr. Miller as the Chief.

Second, the system must provide consistent and valid feedback of information so that GEEIA managers can gauge their performance and exercise their responsibilities of control and adjustment to meet the objectives of the Commander.

GEEIA officially initiated development of the supporting management system some four years ago. Last July, the Workload Management, Work Measurement and Manhour Accounting Systems were implemented. In addition to this, the Supply Support System, which has basically been in existence since the establishment of GEEIA in 1958, was interfaced with these systems. Last March, the Special Tool and Test Equipment System was implemented, and this July the Financial System is scheduled for implementation. Rounding out the entire management system we have a Methods System, Cost Reduction Program and Zero Defects Program. Additional systems are envisioned; however, as of this date, they are still in the definition stage.

The Workload Management System was developed as the means for documenting and recording all direct labor workloads of GEEIA as identified in appropriate mission publications. It is the GEEIA method for identifying: what work it has to do; the customer command; where and when it is to be done; and the resources required to accomplish it. As a by-product of this system the "customer" can be kept informed of how GEEIA is doing in satisfying the requirement. This system is the managers tool for planning, scheduling, and controlling accomplishment of the workload as well as the base for computing manpower, material and financial requirements to support it.

The Work Measurement System complements the Workload Management System by mechanically providing the man-hours required by skill to accomplish each job. The system, in itself, is basically a catalogue of all Labor Standards that have been developed. The Labor Standard reflects the **normal** man-hours required under **normal** working conditions with **normal** equipment to accomplish the job. It is not intended or tailored to reflect the man-hours which will be actually required to accomplish a particular job. Assuming that the Labor Standard is accurate, the average actual time to accomplish a job will equal the "standard" over a given period of time. The Labor Standards, when applied to the workload of GEEIA, becomes the accepted base for determining manning requirements.

The Man-hour Accounting System provides the means for controlling the expenditure of GEEIA



manpower resources and for maintaining a historical record of man-hour utilization. Such records become the means for reporting workload accomplished and forms the base for determining, in all areas, the overhead and indirect manpower required to support the direct laborer.

The Supply Support System is designed to provide material supportability and forecasting information as required by the engineering, installation, and mobile depot maintenance workloads. The system covers material inventory and accounting, scheme management, requirements computations, annual material forecasts, bench stock support requirements, material operation in conjunction with the PCSP, and major item support requirements. In turn, this system has been interfaced with the IM/SSM management requirements. It provides specific planning and control data for processing and managing installation and maintenance logistic support requirements.

Equipment, like manpower, material and finances, is another resource which must be effectively managed and controlled. The Special Tool and Test Equipment System was designed to account for equipment and to control its use, acquisition and disposition while in the hands of GEEIA.

The Financial System is designed to project, control and account for funds in support of the total workload thus satisfying the DOD Resources Management Systems (RMS). The objective of the system is to establish a mechanized system in which all dollar information is identified and projected against the resources required to carry out the mission. Upon expenditure of the resources, all dollars, direct and indirect, are accounted for and reported against the scheduled workload which in turn is directly relatable to the DOD Program Element Codes (PEC). This includes work costs as well as related travel, supplies, hardware, material and contractual costs required to support the workload.

The Methods System is primarily a self-help program providing a systematic means for encouraging, determining, documenting and reporting methods improvements. The system is designed to be compatible with and complement the DOD Cost Reduction and Zero Defects Programs.

The total system translates CEM Programs into workload schedules, providing all levels of management with accurate and timely control data. This, in turn, insures effective workload accomplishment in consonance with the requirements and GEEIA's resource capability. There are resource standards for material, labor, finances, and equipment re-

quired to support a given workload. Such standards are integrated into a mechanized projection of requirements. In addition, resource utilization reports are produced throughout the system.

The total system, when fully implemented, will provide a standard tape and report system covering all aspects of the management process. In essence, the required information is provided to the manager so that the objectives of "conduct, control, and direction" are fully met.

### ELECTROMAGNETIC COMPATIBILITY CONTROL IN ELECTRONIC EQUIPMENT PROCUREMENT

By Francis S. Lamaster, HqGEEIA

The ability of man to communicate via radio and to perform an ever increasing number of tasks electronically depends to a large degree upon the existence and orderly use of the electromagnetic spectrum. To achieve orderly use of the spectrum, electromagnetic compatibility must exist in any system and its equipment. Lack of compatibility results in interference and subsequent operation degradation.

The importance of purchasing electronic/electrical equipment with compatibility in mind cannot be over emphasized.

Technical exhibits, specifications and statements of work are some of the documents used in procuring electronic equipment. They must be coordinated between administrators, engineers, procurement personnel, operating agency personnel and contractors to achieve the maximum equipment yield for minimum dollar expenditure.

Electromagnetic compatibility requirements must be correctly stated if the goal of minimum cost and maximum yield is to be realized, while fully meeting operational requirements. If the correct compatibility requirements are not included in the procurement, it may become difficult and expensive to fully meet the original operational requirements because of interference.

Mr. Lamaster has been employed for the last 8 years in GEEIA's Electro Magnetic Compatibility (EMC) Office. His position in GEEIA affords him an excellent vantage point from which to view the entire USAF EMC problem. His experience includes the elimination of existing interference problems and has lately concentrated upon elimination of interference by proper facility and equipment design.

EMC Engineering, the effort to control, or eliminate undesirable interaction between electronic components, units, subsystems and systems, is similar to the coordination of procurement documents with many people. The agency responsible for operational requirements of a system and the system and equipment designer must all contribute to the requirements for electromagnetic compatibility.

Much of the electromagnetic compatibility engineering is accomplished by the equipment design engineer. There is a certain amount of such engineering which the designer must accomplish even if not requested. This is simply because he cannot meet other requirements of the specifications if he completely ignores EMC. However, it is essential that all requirements be clearly stated to the contractor if proper EMC control is to be achieved. Military Standards (MIL-STD) 461, 462 and 463 are used to gain this control in equipment procurement (off-the-shelf or development).

There is a large requirement for EMC engineering within the operating agency and its engineering support activity. Only the operating unit or its headquarters knows how it plans to use the equipment design.

Formats for the documents used in equipment procurement all contain sections similar to Scope, Applicable Documents, Requirements, and Quality Assurance. Each must follow the Defense Standardization Manual 4120.3M.

#### Scope

This is a general introductory section. The fact that the desired equipment is for military use, requiring better than normal construction, capability, etc., should be stated.

#### Applicable Documents

This section is not, and should not be, contractually binding. It serves **only** as a list of documents which are detailed **and must** be detailed somewhere else in the specifications, exhibits or work statements. It is not always possible that a MIL-STD or similar applicable document can be used in its entirety without modification or addition for the particular task at hand.

#### Requirements

This is the main section of the document. There is a great deal of thought behind the decisions for EMC control requirements. This thinking must be reflected in this section of the document. State the reason for any abnormal requirement in EMC control (i.e., if it is necessary to specify greater

EMC integrity than that provided for by the MIL-STD's, then explain why. The contractor will then be better able to understand and meet the requirement.)

#### Quality Control

This section sets forth the requirements for proof of compliance with the contract. The contractor is required to demonstrate such compliance with testing and inspection techniques. This section should reaffirm that MIL-STD-461 "Testing and Limits" apply. Each test required should be listed by method number. Equipment layout diagrams need not be included for these tests unless they are unique or modify the **standard**. In short, tell the contractor exactly what is needed.

The equipment which is procured must be "field engineered" into a system or facility. Often this field engineering starts before the equipment is delivered. It is essential that all EMC (MIL-STD-461) tests performed by the contractor be documented and this tech data supplied to the operating agency and the designated engineering support agency. The Department of Defense Form 1423 lists all required tech data and forms an important part of the contract.

Always consider the future. Requirements are expected to change just as the future environment will change. Electromagnetic compatibility control will become more necessary and more difficult in the future. The Ground Electronics Engineering Installation Agency (GEEIA) and certain Air Force Systems Command organizations employ specialists in EMC. Seek their advice. AFR 100-6 assigns responsibilities and supplies EMC policy. DOD Directive 3222.3 and AFR 80-23 also apply.

### Family Group

Captain Edward J. Phosick checked in at Headquarters ADC on 22 August on arrival from Stanford University, at Stanford he earned an M. S. degree in Industrial Engineering. He is now assigned to the Implementation Section, Commercial Communications Branch, Communications Systems Division, extension 3344.

Captain Albert A. Wiegand arrived on 3 September after completion of an AFIT Training With Industry stint with AT&T, New Jersey Bell Telephone, and others. His assignment with ADC is with the Control Operations Section, Communications Operations Branch, Communications Systems Division, extension 3407. His background includes assignments with TAC and the 3rd Mobile Communications Group.

We are late in reporting that Major Norman Redburn has taken over as Chief, Communications Operations Branch, Communications Systems Division, extension 3407, replacing retired Lt Colonel William G. Green.

Major Walter B. Bush is slated for an assignment with the Commercial Communications Branch during the month of October. He is returning from an overseas assignment with 19C1st Communications Group at Clark AB, Philippines.

Captain Edwin B. Wenzel has reported for duty from the C&E Staff Officers Course at Keesler AFB for an assignment with the Programming & Control Branch, Program Management Division, extension 3434.

## AN/MSC-46 is — Brandywine Terminal

Personnel of the 2860th GEEIA Squadron, Robins AFB, Georgia, and the 2861st GEEIA Squadron, Griffiss AFB, New York, recently completed installation of the first Air Force installed AN/MSC-46 Ground Satellite Communications Terminal and a rigid radome at Brandywine Receiver Site, Brandywine, Maryland, located on the outskirts of Washington, D. C.

The accelerated effort to install this ground terminal for the Defense Communications Agency's Initial Defense Communications Satellite Program (IDCSP) is another fine example of what GEEIA can do.

GEEIA was tasked to perform a preliminary site survey on September 16, 1967. Eight days later, the final report on site engineering was completed. On October 21, 1967, a conference was held by Hq USAF at Hq, Air Force Systems Command to assign responsibilities and target dates for the accomplishment of tasks required to satisfy Air Force obligation for implementation of communications and wideband imagery transmission service from Saigon. At this meeting, GEEIA accepted the responsibility to install the AN/MSC-46 and rigid radome. The installation completion date was established by Hq USAF as November 26, 1967.

On 5 and 6 October, Hq GEEIA and Eastern GEEIA Region personnel provided all necessary construction details to CHES-DIV-NAV-FAC (Navy) who was responsible for the construction effort to be accomplished under an emergency program. By October 25, the access roads, parking areas and radome concrete foundation were completed which enabled GEEIA to start the installation.

A 23-man team from the 2861st GEEIA Squadron moved in to erect the radome and install the AN/MSC-46 antenna. The team completed the 750 panel, 53-foot high, 68-foot in diameter, rigid, fiberglass, radome within a five day period. High winds and cold weather caused the team some delays. Since a partially assembled radome is not an integral structure, assembly is very hazardous in winds over 20 MPH.

The radome was an ESSCO M6878 metal space

frame radome which was designed to provide a controlled environmental enclosure for the satellite tracking and communications antenna. It consists of a series of repetitive, random-shaped, triangles with integral laminated panels. The individual panels are planar-shaped with a frame work of welded aluminum alloy extrusions. The frame work extrusions are positioned in manufacturing so that



**PIECE BY PIECE . . .** Personnel of the 2861st GEEIA Squadron match holes in adjacent panel prior to bolting the panel in place.

the flanges will be oriented radially in the assembled radome. More than 25,000 bolts were required to hold the radome panels together.

Since there was not sufficient time for the Inventory Manager to procure a proper erection kit, the 2861st Squadron obtained and utilized two CW-396A erection kits and a part of a third to assemble this radome. Although the scaffolding was a little unstable since it was not designed to be used

at this height, the radome was erected in good time without any injury to personnel.

Immediately after the 2861st GEEIA Squadron set the last panel of the radome in place, they began to install the huge pedestal and 40-foot parabolic antenna. At that time the GEEIA teams started to work two 12-hour shifts a day, seven days a week. The pedestal was moved into the radome through the cargo door by a truck pulling the pedestal trailer. The three pedestal outriggers were then positioned and bolted to the concrete pad. The pedestal was then hoisted into position by the use of a jack screw connected to the pedestal and outriggers. When the pedestal was in an upright position, the jack screw was removed.

Hughes Aircraft produced the AN-MS-46 Terminal. This is a mobile ground terminal which is completely self-sufficient in a tactical configuration and consists of: a 40-foot parabolic antenna, a 10KW transmitter, three equipment vans—cargo, maintenance and operation control van, and three diesel power units. This terminal will be capable of duplex transmission on up to 11 user voice channels, one voice order wire and two teletype order wires.

The current five channel baseband capability of the AN-MS-46 will be expanded to 11 channels by field retrofit of the terminals. All AN-MS-46

terminals installed in the IDCSP will be modified by USASCA approximately six months after installation.

The complete radome and terminal were turned over to the operating command (AFCS) at 1400 hours, November 21, 1967, after successful completion of 60 hours of shakedown tests and a 48-hour operational test. The installation was completed five days ahead of an extremely tight program schedule.

The completion of this terminal provides instantaneous transmission of communication and wideband imagery transmission service. Air reconnaissance photos can be examined by DoD officials only seconds after these photos are transmitted. The data received at the Brandywine Terminal is transmitted over a microwave link to the Pentagon. This facility is now an integral part of the Defense Communication Satellite System. Again, GEEIA has shown its "Can Do" ability and has made its contribution to the ever increasing communications system.

## GEEIA Handbook

BY MSGT  
NATHAN S. BOLDING,  
HQ. GEEIA

"GIVE US THE TOOLS AND  
WE WILL FINISH THE JOB"

BY WINSTON CHURCHILL

A Team Chief is that elite "key man" whose services are absolutely indispensable to the accomplishment of GEEIA's mission. His importance has been underscored and given special attention by Brigadier General Franklin A. Nichols, Commander of GEEIA. A new Team Chief's Handbook expresses General Nichols' emphatic policy on the interview between the host installation commander and the GEEIA Team Chief. It provides for an officer to visit the Team Chief of every project (where the Team Chief is not an officer) to help the Team Chief resolve any problems he may have by coordinating these problems with the host installation commander or appropriate officials.

Senior NCOs were selected from each of GEEIA's five Regions and placed on extended TDY to Headquarters GEEIA to devise the original Handbook for use by all Team Chiefs. This Handbook would combine and standardize the multitude of directives Team Chiefs had been working under in the past, and simplify by various signposts and well-placed stepping-stones, the best path they should follow in preparing their Teams for TDY and the successful accomplishment of a job away from their home station. Once leaving their home station, the Team is largely "on its own".

Recently GEEIA published and distributed an updated, revised, version of its Handbook for Team Chiefs (GEEIA Manual 100-8, dated 15 March 1968). The Handbook is directive in nature and was designed primarily to accomplish GEEIA's mission. In past Handbooks (as well as the present) "every day language" was employed. GEEIA found this method very effective since it provides the "human touch" in preparing the Team Chief for the task ahead of him.

The new Handbook covers 94 topics that range from "U. S. Customs and those of Foreign Nations" to the "IRAN of ADC Dual Channel Equipment". Every possible effort was made to include in the Handbook information and instructions that would guide and assist the Team Chief in getting his job done promptly and correctly.

The Handbook includes material on:

- The new "Crew Chief" concept of centralized management.
- Team augmentation, changeout, etc.
- TDY enroute procedures.
- Pre-installation installation phase.
- Installation completion.
- Pre-IRAN and pre-implementation phase.
- Pre-IRAN surveys and on-site IRANs.

The Handbook further branches out to encompass the Team Chief's responsibilities concerning:

- Safeguarding government property.
- Vehicle responsibility.
- Serious incident reporting.
- Ground safety reports.
- Personnel hospitalized.
- Labor relations.
- Partial per diem payments for his Team.
- Leaves and passes during TDY.
- Airman Performance Reports.
- On-the-Job Training.
- Overtime Authorization for civilian personnel.
- BX privileges for civilian personnel.
- Organization Personnel Actions Necessary in Preparation for TDY Deployment.

Many host installations are often unaware of the burdensome, diverse, responsibilities faced by a GEEIA Team Chief when he and his teams are deployed to accomplish an installation job or perform a pre-IRAN/IRAN. If a host installation fails to provide the support outlined in T.O. 31-1-8 and the site concurrence letter, that burden is enlarged. The GEEIA Team is often confronted with additional problems which can easily result in work stoppages. It is obvious that the Team Chief has a full load of duties and responsibilities. His job and that of his team members can be made easier by the full cooperation and support of all host installation personnel.

SMSgt Nathan S. Bolding is assigned to the Management Support Division, Directorate of Operations, Hq GEEIA, as an Administrative Superintendent. As NCOIC of the Engineering Technical Services function, he is responsible for the program administration and mentorship of 133 Air Force Engineering Technical Specialists (AFETS) and approximately 20 Contract Field Services (CFS) personnel. He was assigned additional duty as Project NCO for publication of a new Team Chief's Handbook.

#### At Rome Air Development Center.....



**FUTURE ENGINEERS**—Syracuse University engineering students, members of the student chapter of Institute of Electrical and Electronic Engineers, watch demonstration of image interpretation unit being evaluated by Rome Air Development Center's Intelligence and Information Processing Division. The equipment was demonstrated by Lt Barbara Sanderson, an electrical engineer, during a tour of RADC facilities. Lt Sanderson is the wife of Mr. Richard Sanderson, Public Information Officer for GEEIA and Griffiss Air Force.

#### 671ST RADAR SQ. NOMINATED FOR MAINTENANCE AWARD

HQ ADC — The 671st Radar Squadron, Key West Naval Air Station, Fla., has been selected as the Aerospace Defense Command's nominee for the Air Force Maintenance Award for fiscal year 1968.

This was the second major honor won by the 671st Radar Sq. in recent months. Earlier this summer, this squadron was selected as the winner of ADC's annual Radar/Aircraft Control and Warning Squadron Maintenance Achievement Award for 1967.

Competition for the Air Force Maintenance Award is open to all Air Force units that perform any type of maintenance—from aircraft maintenance to vehicle maintenance.

Although the 671st Radar Sq. was 12 percent under-manned, maintenance personnel maintained an operation rate of 95.2 percent, while maintaining many extra pieces of equipment required for the unit's peculiar mission. An overall maintenance schedule of 98.2 percent was compiled by the 671st.

The 5th Fighter Interceptor Squadron of Minot AFB, N. D., was the runner-up in the competition.

(ADCPS)

**GRANGER ANNOUNCES  
BREAKTHROUGH IN HF  
ROTATABLE ANTENNA DESIGN**

A new rotatable log-periodic antenna of revolutionary design has been announced by Granger Associates. The G/A Model 1730-3 operates in the 5.5 to 32 MHz range and has a gain of 12db with respect to isotropic. It combines a wire-string array with an optimized structure that has the simplicity and reliability of spokes in a wheel.

The lightest yet strongest rotatable log-periodic antenna ever designed, the new G/A antenna withstands winds of hurricane or typhoon force. It performs to specifications at 160 mph winds where there is no icing, or 90 mph with 1/2 inch of radial ice. VSWR is less than 2:1, and power-handling capability is 20 kw average, 40 kw PEP.

Design innovations by G/A scientists permitted the development of this entirely new kind of rotatable LPA. Two troublesome features in past antennas of this type—large, tubular radiators and a coaxial rotary joint—have been eliminated in favor of the more efficient and reliable wire-strung array, which is turned by a rotating mechanism with an MTBF of more than 50,000 hours.

The support structure consists of a single central tower, about which three booms are arranged radially. The tower and booms, which are guyed, are also of special G/A design. Patents have been applied for on both the antenna array and the support structure.

(Granger Associates Public Relations)

**MISSILE COUNTDOWN COMMUNICATIONS**

Strowger, Crossbar, or Soup Cans on a String . . . many and varied are the types of communications equipment an Air Force technician is called upon to maintain. At Johnston Island, men of the 24th Squadron (Communications and Television Section) spend exceptionally long hours monitoring and maintaining missile communications. Their days are filled with trouble-shooting and repairing the components of three interconnected communications centrals and over 175 remote communications stations.

These remote stations are located in virtually every area on Johnston Island. Some are in the Blockhouse, some at remote safety observation posts and one is even on top of a 90-foot tower. Most missile operations are at night so the communications technicians must stand by in the operational area to provide any service required. The Missile Communication System provides

direct lines and signaling services as well as operational and maintenance networks. It is basically a system utilizing open contact relays coupled with a highly corrosive coral dust impregnated environment.

**BALANCING CRYSTALS**

By SSgt Carl D. Goodrich

The following is a very simple and direct means of determining whether the crystals in the mixer stage of the AN/FPS-60 series, the AN/FPS-80 series and the AN/FPS-90 series radars are operating below acceptable standards.

A low MDS is the usual indication of a bad crystal (or crystals) in the balanced mixer, even though the crystal current reading may indicate a balanced condition. For optimum operation of the mixer stage, the crystals should balance to a close tolerance (0.1 milliamps) with *minimum noise introduced into the receiving system.* (The noise level is the all-important clue)

The overall effect of "crystal noise" can be observed by viewing normal video (use a regular MDS hookup) and disconnecting the STALO input to the mixer stage. This gives you the combined noise level of both crystals on the oscilloscope.

By removing each crystal, individually, it is very easy to determine if you have bad crystals. Each crystal should introduce the same amplitude of noise when viewed on the "O" scope. Bad crystals will cause a large increase in this noise level; therefore, it is necessary to determine an "acceptable noise level reference". This reference can be found by using a set of balanced crystal. You have done this already with the noise level comparison check—and taking an MDS; don't forget to re-connect the STALO input. If the MDS is within acceptable limits, disconnect the STALO once again and determine the noise level amplitude on the "O" scope for each crystal. It is approximately 0.2 volts of grass for each crystal in an acceptable set; here at the 932 AC&W Squadron anything above 0.3 volts causes problems with our MDS.

Once you have determined the reference level of your crystals for your own particular site configuration, it is simply a matter of replacing crystals when the noise level increases beyond the acceptable point.

We also use this simple check to pair the crystals we have in bench stock. We have found that a number of bench stock crystals will not give an acceptable MDS until we have paired them in the above manner.

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**ELECTRON TUBE AWARD GOES  
TO "OLD" FOURTEENTH AIR FORCE**

HQ ADC—The Aerospace Defense Command's former Fourteenth Air Force, which had its headquarters at Gunter AFB, Ala., until its deactivation this summer, has won the Electron Tube Award for fiscal year 1968.

The trophy accompanying the award was presented to Maj. Gen. Walter B. Putnam, the last commander of the 14th AF, by Lt. Gen. Arthur C. Agan, ADC commander, during General Putnam's retirement ceremonies on Aug. 29.

The 32nd Air Division, which was the major unit of the 14th AF, will retain possession of the trophy.

ADC's numbered air forces compete annually for this award. Purpose of the annual competition is to promote initiative and incentive in maintenance and management of electron tubes at ADC sites.

This year's award was sponsored by Varian Associates, one of the companies contracted to supply the many tubes used by radar stations.

The trophy had earlier been presented to General Agan by Arnold Wihtol of Varian Associates.

First-place winners in the 10 categories of the ADC Electron Tube Award for Squadrons were: 612th Radar Squadron, AN FRT-49; 645th Radar Squadron, AN FPS-6 (QK-327A); 680th Radar Squadron, AN FPS-6 (QK-338A); 612th Radar Squadron, AN FPS-7B C; 662nd Radar Squadron, AN FPS-18; 657th Radar Squadron, AN FPS-20-60; 692nd Radar Squadron, AN FPS-24; 772nd Radar Squadron, AN FPS-26; 656th Radar Squadron, AN FPS-27; and the 858th Radar Squadron, AN FPS-35. (ADCPS)

**AFM 100-39**

**magnetron**—Electron tube characterized by the interaction of electrons with the electric field of a circuit element in crossed steady electric and magnetic fields to produce alternating current power output.

(NOTE: It is used to generate high power output in the ultra-high frequency and super-high frequency bands.)

**klystron**—Electron tube in which the electrons are periodically bunched by electric fields. The resulting velocity-modulated electron beam is fed into a cavity resonator to sustain oscillations within the cavity at a desired microwave frequency.

A NEW APPROACH TO —

## Soldering

A special course, possibly unique in ADC, has recently been incorporated into the 741st ACW Squadron's maintenance training program. The course is designed to meet four main objectives. First, to explain, demonstrate, and practice the processes, methods, and safety precautions in soldering as required by Technical Order 00-25-234. Second, to acquaint the student with some of the fundamentals of printed circuit board design and fabrication. Third, to allow the student to practice design and application of transistorized circuitry and the changes that can be expected in a given circuit with the introduction of specific variables. Fourth, to give the student the personal satisfaction of assembling an electronic device from his own design and ultimately watching it in operation.

The course requires ten three-hour classroom sessions. The first is a lecture-demonstration-performance class on soldering. The second session is used to present the fundamentals of printed circuit design and assembly. During the third, fourth, and fifth classes, the student develops circuitry from proposed schematics and then designs and etches two printed circuit boards based on the proposed circuits. The boards differ in complexity and the student uses the skills acquired in designing and etching the first circuit to assist him in completing the second, more complex, circuit.

After the boards are completed, and during all subsequent sessions, the electronic components are installed using proper component installation techniques and soldering procedures as outlined in the initial lecture. Each completed printed circuit is given an operational check and then connected to a selector switch which ultimately ties together all the circuits produced in the course. The final result is a device consisting of simple computer type circuits using gated indicators to display a binary counting sequence. The rate of count can be adjusted from one bit per second to one bit every ten seconds.

The instructor continuously monitors, evaluates, assists, and explains during the performance phases of the course. Student progress is evaluated based on two principle criteria. First, the student's circuit must operate within stated specifications. Second, the physical appearance must be such as to demonstrate a high degree of soldering skill and a thorough knowledge of the principles of good workmanship.

## Shop Practice

By SSgt Gary M. Clark  
923rd ACW Sq (ADC)

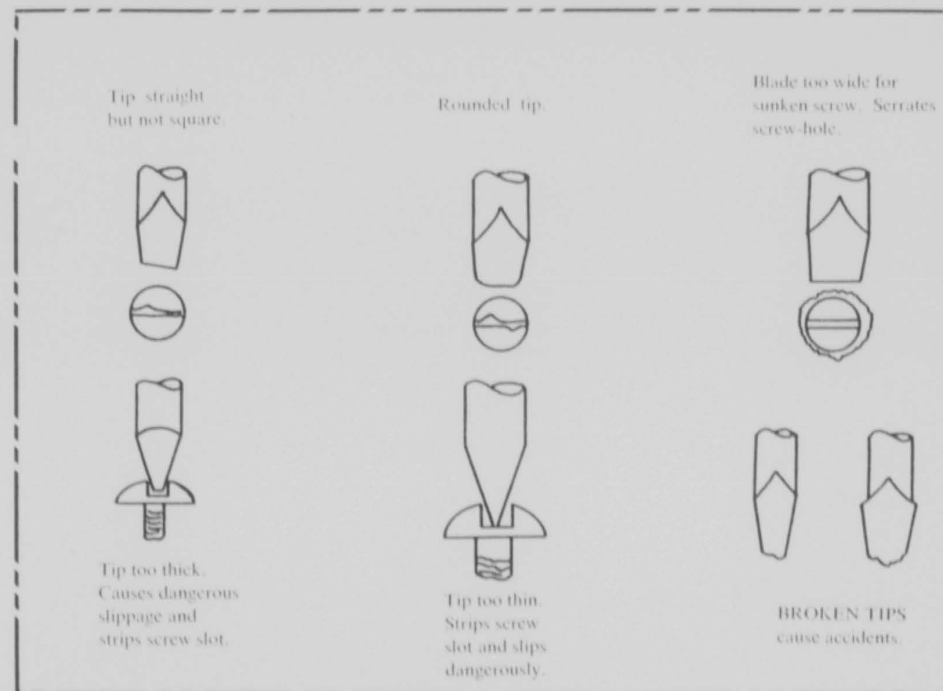
In our shops, we work daily with tools we probably know aren't exactly suited to the job, but "will do". Perhaps the greatest culprit in this area is the maintenance man's "old faithful"—the screwdriver.

When we hear the admonishment "don't use a screwdriver for anything but driving screws", it sounds simple enough, and should be easy to follow. But how many times have you seen it used as a chisel, can-opener, pry bar, nail puller or punch? Such practices are primarily unsafe in themselves, and they also render the screwdriver unfit to perform its primary function of driving screws — safely and efficiently. So let's take a look at what a screwdriver should be.

The broad flat surfaces should be ground slightly on a guiding wheel or shaped with a file. The surfaces should have an equal taper in order to keep the tip on the centerline of the shank. The end of the blade must have the sides parallel to the depth of the screw slot. The tip should be square and of uniform thickness. Of utmost importance: select a screwdriver by the requirements of the job at hand. Selection of the wrong size or type of screwdriver is the cause for many avoidable accidents and causes needless damage to equipment hardware.

We've talked about how a common screwdriver should look. Now let's see how many of those currently reposing in tool boxes actually appear, and their effect on our work.

If this draws your attention to a situation existing in your tool box, and sends you to Material Control for a swap, it's served a good purpose. Oh yes—don't carry that screwdriver around in your pocket. Maybe Mat Control has a pouch too!





RE-APPEARANCE OF THE ...

## Rotary Bin

660 Radar Squadron

Using the standard bench stock bin with drawers and hidden compartments is time consuming and frustrating to the maintenance man. He must invariably refer to the bench stock listing in order to locate a part. Some maintenance men, with a hazy idea of where a part is located, continually open and close drawers looking for the item they need, and after several misses, then refer to the bench stock listing.

So, in order to save wear and tear on the nerves, and time, the AN/FST-2 Section of this squadron decided to go rotary.

Checking around the base we found a rotary bin salvaged by flight line maintenance. SSgt William H. Martin, assigned to the T-2 section, took on the project of making the bin serviceable. He cleaned and painted it, replaced washers and bearings where needed, and then tackled the job of sectioning off the various bins for small parts. Since this section has something like 340 bench stock items, he took on a tremendous task. Using scrap metal from the sheet metal shop, Sgt Martin had pieces cut to his dimensions, and with little or no assistance systematically constructed each bin.

The T-2 section, at the present time, is waiting for new bin labels and a revised bench stock listing so the bin can be put into practical use. In the revised listing, all like items will be coincidentally located. For example, resistors will be stored (side by side) by numerical wattage rating and ohmic value.

Through daily use and visual display of bench stock items, the maintenance man will invariably be able to identify a location without constant reference to the bench stock listing, or the more practiced method of hunt and miss.

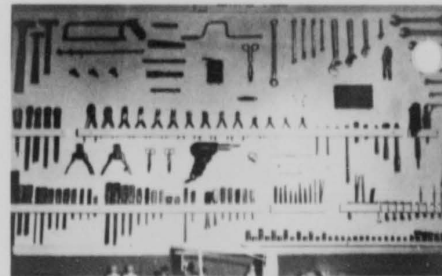


## Shadow Board



Started at the 861st Radar Squadron, Aiken, S. C., as a Zero Defects project, the use of shadow boards for maintenance tools has quickly spread throughout 32d Air Division. The 861st alone has saved the Air Force an estimated \$7,000 while at the same time has increased maintenance efficiency, and cumbersome, expensive individual tool issues are a thing of the past.

Centrally located in each work center, the boards are named for the black silhouette behind each tool. This simplifies replacement and control. Many special tools are included and more commonly used tools are supplied in duplicate. The more frequently used hand tools are in easy reach; the less frequently used are farther from the maintenance traffic.



It all began at Aiken AFS in 1966 when two work center supervisors found it difficult to always have an adequate stock of tools for each maintenance worker. The centrally located shadow boards, they reasoned, would increase the availability of tools for each worker. Tool boards have eliminated the 180 mile round trip to the host base for issues and the subsequent record keeping. Tool boxes are not scattered about with each worker. Proper care of tools has become the responsibility of each and every person in the section. Variety is not limited to the size of a tool box. Control can be achieved by replacing the removed tools with names on paper or even color-coded washers.



The NORAD Indoctrination Tour hesitates at the Thule, Greenland, BMEWS Site for a group photo.





Chamber directors stand under the fuselage of a B-52 bomber as SAC guide explains the mission and the capabilities of the aircraft.

## GAFB Hosts Chamber's Directors

In a move calculated to bring the Utica business community and Griffiss Air Force Base in closer touch, directors of the Chamber were guests at a luncheon on June 18 hosted by Brigadier General Franklin A. Nichols at the base officers club. General Nichols is the commander of the Ground Electronics Engineering Installation Agency (GEEIA).

Following the luncheon the group was given an extensive two and a half hour tour of the base.

Addressing the group at luncheon, General Nichols spoke of the need for closer rapport between the 8,000 man base and the city of Utica. The large military installation, he said, must draw on the commercial resources of the Utica area and he intimated that this city's businessmen might well play a larger role in supplying some of the base's requirements.

Responding for the Utica delegation, Chamber President Eiddon L. Jones said that he was delighted at the expression of interest in Utica on the part of base officials and that he knew that the Chamber and its members would welcome opportunities to be of service to the installation.

After luncheon and before the tour a film was shown that described the far flung operation of GEEIA whose headquarters are at Griffiss. GEEIA units operate around the globe.

The tour included a look at a number of electronic systems used in the control of GEEIA and SAC missions. The directors had a chance to inspect a B-52 bomber, a KC135 tanker and a F101 fighter.

## Plant Visit Program Packs Real Meaning

Six months ago the Chamber-affiliated Industrial Development Corporation took a long, close look at itself and came up with a program of plant visitations. Recently IDC Executive Vice President James R. Kellmurray and Jack Kennelty, Chamber executive vice president, sat down to assess the results of the new program with this editor.

"Our interest in bringing new industry to Utica is stronger than it ever was—and the IDC continues to actively seek it," Kellmurray explained. "But our job is *industrial development*, the promotion of industrial growth. We have begun to realize, as have most professionals in this field that we must depend to a far greater extent on existing industries for this growth rather than on the possibility of attracting new ones."

Kennelty, who makes many of the calls on local industries with Kellmurray, put it this way. "When a local firm expands and increases its employment by say 100 jobs, this is exactly the same good fortune for the community as the opening of a new plant with 100 jobs."

(Continued on Page 3)



Chamber director Roger Sizemore looks for 'gremlins' in a refueling boom of a K-135 tanker. He found none.

## Allinger Sets Summer Outing Date for Sept. 11

The appointment last month of Ralph C. Allinger, production manager of Station WIBX, as chairman of the Annual Summer Outing sounds the first call to fun and games at the Chamber's most lighthearted event.

Scheduled for September 11 at Twin Ponds Golf and Country Club, the ever-popular event will again feature games, sports, contests, clams, beer, dinner, prizes. Few speeches—if any. And informality will be the order of the day.

Recalling that the outing has been blessed with superb weather for about as many years as anyone can remember, Allinger asked that the man who had shouldered this responsibility step forward and take on the job again this year.



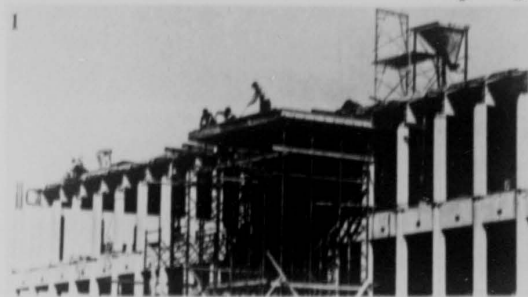
Ralph C. Allinger

"Mark your calendars," is his advice to all members. "This is a relaxed, pleasant affair. If you haven't been to one yet, see the fellow that went last year. We know he had a good time."

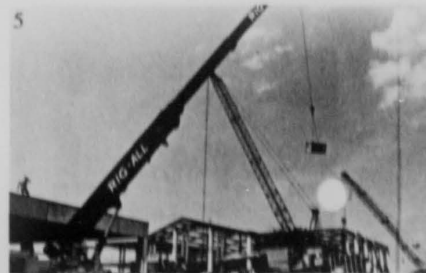


SEMINAR ON EXPORT was held June 18 at Trinkaus Manor. It was sponsored by the Industrial Development Corporations of Utica, Oneida County and Herkimer County and the Marine Midland Trust Co. From the left, James Dickson, Marine Midland; Frank C. Mantillo, Small Business Administration, Syracuse; John F. Karl, moderator, Peter A. Karl Inc.; Arthur Rutzen, U.S. Dept. of Commerce, Field Office, N.Y.C., and John Breen, Export Director, Dept. of Commerce, Washington, D.C.

## Construction Boosts Employment and Chan



(1) Some 70 people are currently employed in erecting new library and administration building at MOHAWK VALLEY COMMUNITY COLLEGE. Made of precast concrete columns and beams, the structure is scheduled for completion late this fall. Fletcher, McCarthy of Utica is the contractor. (2) Already changing the downtown skyline is the steel structure for the COUNTY OFFICE BLDG. The structure will be completely covered by fall of 1969 with precast architectural paneling. Some 100 to 150 workers are employed on the job by the Vincent J. Smith Co. of Johnson City. (3) Steel erection workers are silhouetted in the framework of the 30,000 sq. ft. addition to the SPECIAL METALS CORP. plant in New Hartford. Installation is scheduled for completion in late summer. Contractor is the local firm of Harty-Parry Corp. (4) From this huge hole in Genesee St. will rise the 16 story STATE OFFICE BLDG. expected to be finished in early 1970. Steel erection will start July 30 and employment on the project will rise to 60. (5) A battery of cranes hovers over the rising UTICA COLLEGE LIBRARY. Due to be finished in the fall of 1968, the 350,000 volume library building will be connected to administrative offices by an underground passage. Contractor is McKay Construction Co. of Oneida. (6) New section of SAUQUOIT VALLEY ARTERIAL will connect the section now completed with Clayville. D. W. Winkelman of Syracuse, contractors, employ nearly 150 on the job which will be finished in August of 1969. (7) New addition to ST. ELIZABETH'S HOSPITAL is being built by Ryan & McCaffrey of Utica who expect to finish it by Dec. 1, 1968. There are 75 people employed in the construction which will provide a modern school of nursing.



## Business Barometer

	April 1968	May 1968	% of change
MANUFACTURING EMPLOYMENT	42,700	42,700	0
POSTAL REVENUE	\$ 297,983	\$ 274,436	- 7.7
MOHAWK AIRLINES OUTGOING PASSENGERS	8,598	8,237	- 4.1
GAS METERS IN USE	44,355	44,185	0
ELECTRIC METERS IN USE	62,633	64,095	+ 2.3
TELEPHONES	39,412	39,558	0
BANK CLEARINGS	\$82,245,041	\$78,033,242	- 5.1
BUILDING PERMITS	93	120	+29

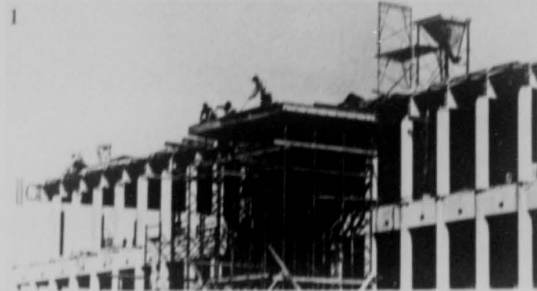
JULY, 1968

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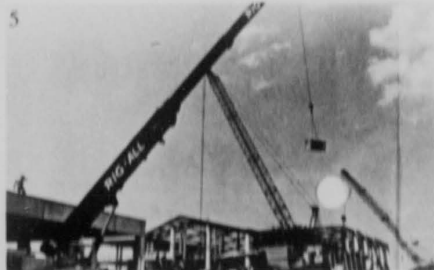
CHAMBER REVIEW

PAGE 3

## Construction Boosts Employment and Changes Area's Face



(1) Some 70 people are currently employed in erecting new library and administration building at MOHAWK VALLEY COMMUNITY COLLEGE. Made of precast concrete columns and beams, the structure is scheduled for completion late this fall. Fletcher, McCarthy of Utica is the contractor. (2) Already changing the downtown skyline is the steel structure for the COUNTY OFFICE BLDG. The structure will be completely covered by fall of 1969 with precast architectural paneling. Some 100 to 150 workers are employed on the job by the Vincent J. Smith Co. of Johnson City. (3) Steel erection workers are silhouetted in the framework of the 30,000 sq. ft. addition to the SPECIAL METALS CORP. plant in New Hartford. Installation is scheduled for completion in late summer. Contractor is the local firm of Harty-Parry Corp. (4) From this huge hole in Genesee St will rise the 16-story STATE OFFICE BLDG. expected to be finished in early 1970. Steel erection will start July 30 and employment on the project will rise to 60. (5) A battery of cranes hovers over the rising UTICA COLLEGE LIBRARY. Due to be finished in the fall of 1968, the 350,000 volume library building will be connected to administrative offices by an underground passage. Contractor is McKay Construction Co. of Oneida. (6) New section of SAUQUOIT VALLEY ARTERIAL will connect the section now completed with Clayville. D. W. Winkleman of Syracuse, contractors, employ nearly 150 on the job which will be finished in August of 1969. (7) New addition to ST. ELIZABETH'S HOSPITAL is being built by Ryan & McCaffrey of Utica who expect to finish it by Dec. 1, 1968. There are 75 people employed in the construction which will provide a modern school of nursing.



### Plant Visit Program . . .

(Continued from Page 1)

Both men are quick to point out that they cannot, nor can their organizations, take direct credit for any particular expansion. "The seed of expansion," says Kellmurray, "is planted by the management of the firm. What we attempt to do is to create the industrial and economic climate in which the seed can bloom.

"Often times when faced with the necessity to expand a company may have a choice—expand its present location or open a new plant somewhere else. We think that if they're well treated here, if they feel the leadership of the community is sympathetic to their business problems that they'll remain here."

What has the visitation program actually produced? An understanding, for one thing, on the part of the IDC and the Chamber of the aims of our industries and the problems they face in trying to achieve them. Importantly, it has also reassured a number of our local industries that they are indeed not taken for granted and that they can rely on the business community to go to bat for them on problems where it can be of help.

"There is no question but what both Jack Kennelly's and my knowledge of industry and its day-to-day problems in our community has been greatly increased," Kellmurray noted. "This knowledge will continue to prove vitally important to us in our approaches to new industry. We have become more expert in our field. And we will be able to positively demonstrate to industrial prospects that there exists here a healthy climate for growth, that we will, once they move here, continue to stand ready to help in any way we can."

Industries called on to date include: International Heater Co., H. Waterbury & Sons, Bossert Manufacturing Corp., Mele Manufacturing Co., Special Metals Corp., Chicago Pneumatic Tool Co., Utica Duxback Corp., UNIVAC Division of Sperry Rand, Utica Cutlery Co., Kelsey-Hayes Co., General Electric, Aircraft Equipment Division, General Electric, Radio Receiver Division, Beaunit Fibers, Dairy-lea Ice Cream and Utica Veal Co.

In concluding, Kellmurray urged that any industry who feels it has pressing problems should call the IDC immediately and not wait until a regularly scheduled visit.

## Abend Honored By DUMA At Luncheon



DUMA president Howard Solomon, left, presents plaque to Boston Store's Samuel J. Abend as Mrs. Abend and Milton A. Abelove look on.

Representatives of the Downtown Utica Merchants Association paid a stunning tribute on June 25 to the man whose faith in the downtown business district has become a local legend. Samuel J. Abend was honored at a luncheon

at the Hotel Utica and was presented with a plaque from DUMA citing him as "... a man whose courage, determination, and unflagging faith in our community will inspire others to follow in his footsteps for a better Utica."

Abend's successive, bold expansions of the Boston Store of which he is president are credited by many with providing a vital 'anchor' for the downtown district. The store's most recent addition completed last month included a 300 car garage and 20,000 sq. ft. of new store space.

Tributes were paid to Abend by Milton A. Abelove, who acted as master of ceremonies, by Howard R. Solomon, president of DUMA, Elddon L. Jones, president of the Greater Utica Chamber of Commerce, and Gerald Dilio who acted as chairman for the luncheon.

## Additional New Members

With the completion of the Membership Drive we welcome the following new members: Medical Society of the County of Oneida, Utica School of Beauty Culture, Uncle Henry's Pancake House, Fast-I-Twist Bakers, Inc., F. W. Knapp & Son, Mohawk Wire Products Co., Utica Brass Lighting & Fixture Co., Lally Manufacturing Co., John Farquhar, W. T. Byrns Motor Express, Consolidated Freightways, Inc., Mohawk Data Sciences Corp., Utica Veal Co., The River Boat Inc., Dr. Ronald Goldstone, Deller's Restaurant, Warren H. Sexton Co., Lockwood, Vaughn & Lockwood, Genesee Nursing Home, Dr. Jacqueline A. Roy and Lawrence A. Tumposk.

**NEW ACTIVITIES CHART** — A new chart helps staff members of the Chamber and its affiliates keep track of their busy schedules. Posting the chart in the Chamber's reception area are Pam Brundidge, assistant to OJT Coordinator Gerald Gaskell, and Ellen MacLaughlin, secretary to DUMA and Convention and Visitors Bureau Executive John Ashwell.



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