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

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GEEIA History

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12 JUN 1987

Appendix

Fiscal Year '69

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IRIS WORKSHEET

006 OLD REEL NUMBER

016 CALL NUMBER (30AN) K215.53 V.3

005 IRIS NUMBER (10AN) 00917064

026 OLD ACCESSION NUMBER (12AN)

018 MICROFILM REEL/FRAME NUMBER

SECURITY WARNING/ADMIN MARKINGS

RD FR CN SA WI NF PV FO FS

ORAL HISTORY CAVEAT 01 02 03 04

NO CONTRACT PROPRIETARY INFO THIS DOCUMENT CONTAINS RATO _____ INFO

501 DOCUMENT SECURITY

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DOWNGRADING INSTRUCTIONS

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502 ____/____/____

TITLE ABSTRACT LISTINGS

028 REF 00917062 DEST DUP OF _____

INSERT TO _____ DUP OF _____

027 NUMBER IN AUDIO REEL SERIES

CATALOGING RECORD

MAIN ENTRY (Use one) (150AN)

100 - PERSONAL NAME 109 - ISSUING AGENCY 129 - TITLE AS MAIN ENTRY

Ground Electronics Engineering Installation Agency

TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (150AN)

229 Major History (GEEIA)

OR CHECK:

☐ 2210 ORAL HISTORY ☐ 222E END OF TOUR REPORT ☐ 223H HISTORY (AND SUPPORTING DOCUMENTS)

☐ 224C CHECO MICROFILM ☐ 225Q CORRESPONDENCE ☐ 226Z PAPERS

☐ 227P CALENDAR

250 TITLE EXTENSION: ENTER VOLUME NUMBER, PARTS, ETC. (20AN)

Vol 3

DATES: ONLY 264 OR 265 MUST BE COMPLETED. SUPPLY BOTH IF KNOWN

264 INCLUSIVE DATE 68,07,01 TO 69,06,30 (DD MM YY) IF DATE ESTIMATED, CHECK HERE ☐

265 DATE OF PUBLICATION ____/____/____ (DD MM YY) 300 TOTAL PAGES ____

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AN/FPS-77 INSTALLATION AT DUGWAY

K215.53
FY 1969
RETURN TO
12 JUN 1987

On 16 April 1969, a requirement was received at Hq. GEEIA from Air Weather Service to install an AN/FPS-77 Weather Radar at the Deseret Test Center, Dugway Proving Ground, Utah. This Radar set was required to provide the U.S. Army with precise knowledge of potential hazardous weather conditions prior to conducting DOD chemical-biological RDT & E testing for the services. Required Operational Date was 15 June 1969, a seemingly impossible task.

A site survey was performed by Headquarters and Western GEEIA engineers and site concurrence obtained. CSAF approved the program on 1 May 1969 and the equipment was requisitioned from "Rivet Cloud" assets stored at OCAMA. Minor items in GEEIA stocks were shipped and arrived on site 5 May 1969, with the major items of equipment arriving soon thereafter on 7 May 1969.

The installation team from the 2870th GEEIA Squadron immediately started their Pre-Installation Survey and inventory of the arriving equipment, and simultaneously started assembly of the 65 foot tower. The Dugway Post Engineers commenced pouring the tower and shelter footings on 12 May 1969. Meanwhile the team was completing assembly of the tower for erection. By the end of the day on 19 ~~June~~ May 1969, the team had erected the tower, placed the pedestal, antenna, and radome on the tower, and had erected the shelter on the ground footings.

During the ensuing days the electronic equipment and cabling was installed and power was applied to the set on 26 May 1969, and "hot check" began. As of 2 June 1969, the installation was completed awaiting the arrival of the Air Weather Service Quality Control Team.

On 3 June 1969, the AWS QC team arrived and began their checks. By noon of 6 June 1969, the QC Team signed off the AFTO forms 88 which accepted the installation of the facility.

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A total of 30 calendar days elapsed from installation start to final acceptance by the customer. The completion date was nine (9) days ahead of the 15 June 1969 required operational date.

Letters of commendation have been received by Brigadier General Franklin A. Nichols from Brigadier General John G. Appel, Commanding Officer of the Deseret Test Center (U.S.Army), Lieutenant General Robert J. Friedman, Vice Commander of Headquarters AFLC, Major General Russell K. Pierce Jr., Commander of Headquarters Air Weather Service, and a message of congratulations from CSAF. Copy of each letter and message attached.

John W. Kratzert
Program Manager GBOCA

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OFFICE OF THE COMMANDING GENERAL
Deseret Test Center
Building 103, Soldier's Circle
Fort Douglas, Utah 84113

STEPD-TT-ME(S)

19 JUN 1969

SUBJECT: Letter of Commendation

Commander
Ground Electronics Engineering
Installation Agency
Griffiss AFB, New York 13440

1. This letter is to commend the outstanding cooperation from the Ground Electronics Engineering Installation Agency (GEEIA) Headquarters personnel and, more especially, the highly professional accomplishments of Mr. Harold Robinson of the Western GEEIA Region in the installation of an FPS-77, Weather Radar, at Dugway Proving Ground, Utah.

2. From his initial visit for site concurrence on 9 Apr 69, to the completed installation date of 16 Jun 69, Mr. Robinson performed an outstanding job of technical assistance and personnel coordination during the installation.

3. Mr. Robinson devoted many long hours, working up to sixteen hour days, six days a week, in order to meet the critical operational installation date. His tact and diplomacy insured outstanding cooperation between the military and civilian crews of the Army, Air Force, and Post Engineering personnel.

4. The fast reaction to the installation date, the ease and rapidity of the actual installation, and the fine spirit of cooperation demonstrated by Mr. Robinson was truly appreciated by the Deseret Test Center, and it is requested that congratulations for a job well done be suitably relayed to him.

JOHN G. APPEL
Brigadier General, USA
Commanding

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCG

13 June 1969

SUBJECT: Letter of Appreciation

TO: GEEIA (GEG)
Griffiss AFB NY 13440

1. This headquarters wishes to extend its congratulations to you and your personnel for the superb manner in which GEEIA supported the US Army requirement for Weather Radar at Dugway Proving Grounds, Utah.

2. On 1 May 1969, Headquarters USAF approved a program directing AFLC to provide and install an AN/FPS-77 Weather Radar at Dugway Proving Ground/Deseret Test Center, Utah. The radar was required by 15 June 1969 to provide the US Army with precise knowledge of potential hazardous weather conditions prior to conducting DOD chemical-biological RDT&E testing for the services.

3. Using Rivet Cloud assets, the program was completed on 6 June 1969. The normal installation time for the AN/FPS-77 Weather Radar is 60 days after completion of allied support. However, through extraordinary GEEIA efforts, installation time was compressed to 27 days. The program was completed 37 days after Headquarters USAF approval and 9 days ahead of schedule.

4. The expeditious manner in which this important and sensitive program was completed can only be attributed to the dedicated professionalism and "can do" spirit of GEEIA. Satisfying the US Army requirement ahead of schedule reflects great credit upon the USAF, AFLC, and GEEIA.

ROBERT J. FRIEDMAN
Lieutenant General, USAF
Vice Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR WEATHER SERVICE (MAC)
SCOTT AIR FORCE BASE, ILLINOIS 62225

25 JUN 1969

Major General Franklin A. Nichols
Commander, GEEIA
Griffiss AFB, New York 13440

Dear General Nichols

I would like to take this opportunity to express Air Weather Service's appreciation for an outstanding accomplishment by some of your people. I refer to the AN/FPS-77 installation at Dugway Proving Ground, Utah.

The AN/FPS-77 is vitally needed at Dugway to provide support for critical Department of Defense test programs. From start of work to "sign-off" took your people only 29 days - an unprecedented achievement.

Please convey my personal appreciation to all your people who were responsible for this outstanding support to us. I would especially like to commend Mr. Wylie Paul, MSgt Roger S. Hedeen, SSgt Thomas J. Connly, and the other members of your Western GEEIA Region who worked day and night to assure the installation was completed in the shortest possible time.

Again, we in Air Weather Service thank you for helping us do a better job.

Sincerely

Russell K. Pierce Jr.

RUSSELL K. PIERCE, JR., Maj. Gen., USAF
Commander

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RUEDHEA/GEEIA GRIFFISS AFB, NY
RUEBBAA/6TH WEA WG, ANDREWS AFB, MD
BT
UNCLAS AFSMEK
AFLC/MCOC,GEEIA/GEG. SUBJECT: WEATHER RADAR FOR DUGWAY PROVING GROUND. WE NOTE THAT CEIP 3QBA117 9D14E WAS COMPLETED THIRTY SIX DAYS AFTER PROGRAM APPROVAL AND NINE DAYS AHEAD OF A VERY COMPRESSED SCHEDULE. THIS OUTSTANDING INTERSERVICE SUPPORT REFLECTS VERY FAVORABLY UPON THE AIR FORCE. PLEASE CONVEY OUR CONGRATULATIONS TO THOSE RESPONSIBLE.
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USE OF VOLUNTEER AIR NATIONAL GUARD PERSONNEL

IN THE PACIFIC GEEIA REGION AREA

TASK ORGANIZATIONS:

National Guard Bureau

Headquarters AFLC

Headquarters GEEIA

Eastern GEEIA Region

Central GEEIA Region

Western GEEIA Region

Hq Pacific GEEIA Region, Squadrons and Detachments

ANG GEEIA Squadrons and States Concerned

1. SITUATION:

a. With the buildup of U.S. Forces in Southeast Asia, additional support is required in the Pacific area. Among these support requirements, the Communications-Electronics-Meteorological (C-E-M) requirements are of a priority nature with minimum time frames from inception to completion. The organic forces of Pacific GEEIA Region are responsible for the C-E-M installation/maintenance requirements of the Pacific area. These C-E-M requirements exceed the capability of the organic resources of Pacific GEEIA Region. Since insufficient manpower exists within the authorized manning of Pacific GEEIA Region, augmentation forces from the ZI are utilized, administered and controlled by the Region for accomplishment of selected installations and maintenance tasks. In addition, an Indefinite Quantity (IQ) contract with the Bendix Field Engineering Corporation is being employed to provide engineering and/or installation for selected workloads in the Pacific area; however, additional installations/maintenance jobs could be performed with the availability of additional qualified communications personnel.

b. A reserve of trained communications and electronics personnel exists within the Air National Guard forces. These personnel are normally used during annual field training to accomplish programmed C-E projects in the ZI; however, these forces could be utilized more effectively in the Pacific area, excluding Vietnam and Thailand, to perform high priority jobs that are in direct support of the USAF efforts in Southeast Asia and/or National interest programs administered through the military assistance agencies.

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c. Assumptions:

(1) The CSAF will not request Federalization of the GEEIA Squadrons in the ANG.

(2) The National Guard Bureau and governors of states concerned will authorize ANG personnel to volunteer for active duty with the USAF for periods of not less than 31 days and not more than 89 days. Approval of this plan shall be construed as authorization to move personnel as required without additional concurrence of states concerned. If annual field training has not been performed, 15 days of the volunteer period will be construed to fulfill annual field training requirements.

(3) Hq AFLC will obtain authorization to use USAF funds for pay, allowances, travel and per diem for ANG volunteer personnel while on active duty.

(4) GEEIA will provide suitable travel orders with variations of itinerary, to permit flexibility of employment of ANG personnel in the Pacific GEEIA Region. Pacific GEEIA Region will provide all travel and per diem funds in the event variations of itinerary are required.

(5) Hq GEEIA will develop procedures to effectively implement this plan.

(6) Pacific GEEIA Region and subordinate organic units will insure adequate logistic support for a maximum of 100 ANG personnel at any given time.

(7) GEEIA fund availability will continue to be limited.

(8) Higher degree of individual/unit proficiency training can be achieved for ANG personnel.

(9) Sufficient number of ANG personnel will volunteer to support this plan.

2. MISSION: Provide Pacific GEEIA Region an augmentation capability of qualified and trained ANG personnel who volunteer for active duty periods and establish the required procedures for effective and efficient utilization of personnel during their tour.

3. EXECUTION:

a. Concept of Operation:

(1) Pacific GEEIA Region will request ANG augmentation, through GEEIAR 100-12, and provide maximum lead time, but not less than 30 days.

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(2) Hq GEEIA, through coordination with GEEIA Region(s) and ANG Squadrons involved, with info to the NGB and the applicable states, will identify the specific skills required from the active volunteer lists.

(3) GEEIA will provide qualified personnel to supervise and instruct ANG personnel.

(4) ANG personnel will be returned to point of origin upon termination of active duty period.

(5) ANG Squadrons will provide final pay and/or per diem to their assigned personnel at home location.

(6) GEEIA will revise current regulations to support this plan.

b. Tasks:

(1) Hq AFLC will:

(a) Authorize Hq GEEIA direct coordination with the National Guard Bureau for use of ANG volunteers as required, for performance of the Pacific GEEIA Region mission.

(b) Obtain the necessary funds and authority for use of funds for travel, pay, allowances and per diem of ANG volunteers for the period of active duty.

(2) Hq GEEIA will:

(a) (GEO) Evaluate the requests submitted by Pacific GEEIA Region and determine the ANG support to be provided.

(b) (GEO) Publish and maintain procedures required to implement this plan.

(c) (GEO) Provide GEEIA Regions and ANG Squadrons of all pertinent data to support each requirement, i.e., name, rank, service number, AFSC, period of tour, billeting and messing.

(d) (GEO) Insure proper supervision and logistic support is provided for ANG personnel.

(e) (GEO) Maintain a current status of ANG volunteer personnel.

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(f) (GEV) Maintain overall monitorship of this program, i.e., coordinate on all correspondence originated by other activities in Hq GEEIA. Will originate correspondence to higher headquarters and all other activities, i.e., NGB, TAGs, AFLC, USAF, etc.

(g) (GEV) Be responsible for all funding and budgetary actions. The numbers 9 and 5 will be inserted as fifth and sixth digits of EEC.

(h) (GEV) Provide all manpower accounting procedures to document the ANG effort.

(i) (GEBA) Provide necessary EAD orders as shown in Appendix 1 for each augmentee. Distribution: 35 - individual concerned, 5 - GEVP-1, 1 - GEO.

(j) (GEV) Obtain and provide the initial outbound MAC air movement designator for all ANG augmentees.

(k) (GEV) Notify each ANG squadron of passport and/or visa requirements.

(l) GEV) Notify Pacific GEEIA Region and the GEEIA end destination, info Hq GEEIA, of the scheduled date and time of departure and arrival of each individual/group of augmentees by AFSC and number of such AFSC at the end destination.

(3) The Pacific GEEIA Region will:

(a) Identify those requirements which have a minimum of 30 days lead time and that can be performed by ANG personnel. Appropriate supervision/liaison responsibilities will be provided by organic USAF GEEIA personnel.

(b) Insure the return of each ANG volunteer to his home station not later than his last duty day of his active duty tour. This includes the obtaining of the necessary MAC air movement designator.

(c) Insure adequate logistic support of ANG personnel including, but not limited to: billeting, messing and transportation requirements.

(d) Upon arrival, assume administrative control of ANG personnel.

(e) The Directorate of Operations, Pacific GEEIA Region (GEPO), is designated as OPR for actions of the Region involving ANG volunteers.

(f) Issue special orders, using PACGEEIA fund citation for ANG volunteers traveling within PACGEEIA Region. Provide GEV-1 with one copy of such travel orders annotated with estimated per diem and transportation costs to complete GEV-1 file.

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(g) Insure that PACAF TDY funds support will be provided to ANG personnel sent TDY from the 2876th Squadron, in the same manner that this support is provided to Reg AF personnel of the 2876th Squadron, and Reg AF augmentees from ZI Regions who travel out of the 2876th Squadron.

(h) Notify Hq GEEIA (GEV) immediately in the event of the involvement of any ANG augmentee in any serious incident, i.e., misconduct, accident, injury or hardship.

(i) Insert into the Commander's monthly newsletter information pertaining to the ANG augmentation program.

(j) Provide theater clearances to Hq GEEIA (GEO) as required.

(k) Insure the provisions of paragraph 10f, GEEIA letter 25-1 are followed. Man-hour accounting data will be required by Hq GEEIA for future reports.

(4) The ANG GEEIA Squadrons will:

(a) Provide ANG volunteers to Pacific GEEIA Region for specific tasks in support of USAF forces in the Pacific area, excluding Vietnam and Thailand, and by appropriate liaison with Hq GEEIA issue the call-up of individuals selected.

(b) Monitor the individual call-ups of ANG volunteers to insure arrival at the APOE (Travis AFB, California or McChord AFB, Washington) prior to scheduled MAC travel with required personal equipment, special equipment as required, current immunization records, ID cards, service records, AF Form 624, etc.

(c) Provide transportation request (TR) for transportation from home station to APOE and return. ANG airlift will be utilized to the maximum.

(d) Obtain passports and visas as required.

(e) Insure that support of this program will not jeopardize previously committed ZI workload.

General Instructions:

(1) This Plan is UNCLASSIFIED and is FOR OFFICIAL USE ONLY.

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(2) Military Airlift Command (MAC) aircraft will be utilized to the maximum for transportation of ANG augmentees to and from Travis AFB, California or McChord AFB, Washington, to their Pacific GEEIA Region TDY organization and return to the ZI upon completion of their TDY.

(3) Any suggested changes to this plan will be submitted to Hq GEEIA (GEV).

5. ADMINISTRATION: This plan limits the administration of ANG volunteers to Hq GEEIA and the ANG GEEIA squadrons concerned, thereby allowing centralized control for selections of volunteers, call-up and other support requirements for the ANG augmentation personnel.

6. COMMAND:

a. General: ANG personnel voluntarily called to active duty under the provisions of this Plan will:

(1) With the concurrence of the governors of the states concerned, be under the command of the Commander of the Pacific GEEIA Region, Wheeler AFB, Hawaii, and the organizations to which they are assigned for support during mission performance.

(2) Be subject to USAF, AFLC and GEEIA directives during their tour of active duty.

b. Telephone Numbers:

(1) The National Guard Bureau: Autovon 22-71428

(2) Hq GEEIA Commander - 3522/3523, Autovon 947-XXXX

Hq GEEIA (GEO) - 3505

Hq GEEIA OPR (GEV-1) - 7825

Hq GEEIA OPR (GEVP-1) - 7801

(3) Pacific GEEIA Region Commander - 667379/666292

Pacific GEEIA Region OPR (GEPO) - 667970/667822

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

2 July 1969

SUBJECT: Hq GEEIA Summer Working Hours

TO: Hq GEEIA Directorates/Staff Offices; 2856 ABGp; GEEIA Regions; GAFB Tenant Organizations

1. Effective 14 July 1969 the official working day of this Headquarters will be from 0700 to 1545.

2. This schedule will be for the summer period only. Termination date will be announced later.

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

Copy to: AFLC (MCG)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCG

16 July 1969

SUBJECT: Letter of Appreciation

TO: HQ GEEIA (GEG)
Griffiss AFB, New York 13440

1. Communications-Electronics Implementation Plan (CEIP 3KB04OY, 9B07E) was approved by the Office of the Secretary of Defense on 20 February 1969 and directed to AFLC for implementation, with a very short deadline of 30 June 1969. The plan involved the relocation of Army equipment and the installation of three tri-band nested antenna systems to support the operational concept for the East Coast Consolidation of DCS and Non-DCS High-Frequency Facilities in the Washington, D.C., area.

2. It was only through aggressive management, extraordinary efforts, extreme dedication, and true professionalism on the part of your people that the relocation of equipment and the installation of antennas were made on schedule.

3. The successful completion of this task reflects favorably upon GEEIA and the Air Force Logistics Command. Please extend to Mr. Keele, GEOCC, and to each individual involved from Eastern GEEIA Region the sincere appreciation for a job well done.

ROBERT J. FRIEDMAN
Lieutenant General, USAF
Vice Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 2856TH AIR BASE GROUP (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEBPCA (Miss Riley/4909)

18 July 1969

SUBJECT: National Day of Participation - Monday, 21 July 1969

TO: GEEIA Directors/Staff Officers, 2856th ABG Division Chiefs/Staff Officers, Tenant Commanders

1. In accordance with President Nixon's proclamation, all military and civilian personnel will be excused from duty on Monday, 21 July 1969, unless their services are required to maintain essential services or for reasons of national security.

2. Civilian employees for whom the day is a regularly scheduled workday, will be excused and receive base pay. Those who work will receive holiday pay.

3. Civilian employees working uncommon tours of duty whose scheduled relief days include July 21, will observe it as follows:

SCHEDULED RELIEF DAYS	OBSERVED DAY
Sunday and Monday (20 - 21 July)	Saturday, 19 July
Monday and Tuesday (21 - 22 July)	Wednesday, 23 July

4. Intermittent employees (less than 40 hour workweek) will not be paid unless they work, in which case they receive base pay only. This also applies to full time employees (40 hour work-week) hired after 3 July 1969, whose appointments will expire on or before 30 September 1969. For this purpose, Summer Aids hired at $1.60 per hour are temporary full-time employees.

5. Timecards will be posted in accordance with timekeeping instructions for holidays.

Claude E. Parnell

CLAUDE E. PARNELL, Colonel, USAF
Chief, Personnel Division

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13441

REPLY TO ATTN OF: GEG

11 JUN 1969

SUBJECT: Use of Judge Advocate Personnel on Appeal and Grievance Cases

TO: All GEEIA regions; Directorates/Staff Offices; 2836th ABdg, GEE

1. Your attention is invited to the attached letter from the Commander, Air Force Logistics Command regarding the use of Judge Advocate personnel to represent management in all civilian appeal and grievance cases.

2. The importance of this program cannot be over-emphasized. The responsibility for assuring that management is adequately represented in civilian appeal and grievance cases lies with the individual commander. Accordingly, I expect all commanders to take a personal interest in the selection of management's representative in any appeal or grievance case in which a GEEIA organization is involved.

3. The assignment of a Judge Advocate to represent management on AFLC installations will pose no problem since General Ferrell has expressed his desires in this matter. However, for those units tenant on other major command installations, it is necessary that GEEIA Commanders coordinate this matter with the local Staff Judge Advocate and Civilian Personnel Officer. With your cooperation, I am confident that this command will protect the interests of the Air Force by assuring the selection of Judge Advocate personnel to act as management's representative in all appeal and grievance cases.

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

1 Atch
Ltr AFIC (MCG), 13 May 69

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCG

13 May 1969

SUBJECT: Use of Judge Advocate Personnel on Appeal and Grievance Cases

TO: OOAMA, OCAMA, SMAMA, GEEIA, WRAMA, SAAMA, 2750th AB Wg

(Commander)

1. I am becoming increasingly concerned regarding the number of appeals in civilian grievance cases which have been reversed because of failure upon the part of management's representative to present all pertinent available evidence to the hearing officer.

2. In view of the foregoing as well as an overall general trend toward a more restrictive and technically legal approach to these administrative proceedings, I deem it advisable in the future for management's representative to utilize the advice and assistance of lawyers available in your Staff Judge Advocate's office in preparing their case. Further, in complex cases involving numerous charges and a variety of evidentiary sources you are encouraged to appoint attorneys as management representatives. By virtue of their training, and knowledge of the relevancy and materiality of evidence, they are especially well equipped to properly present the evidence in support of management's position.

3. It is vital that reversals in civilian personnel actions, based on procedural defect or failure to present available evidence, be eliminated. Your continuing personal attention is essential to assure improvements in the preparation and processing of cases arising in this command.

Jack G. Merrell

JACK G. MERRELL
General, USAF
Commander

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NEWS RELEASE

UNITED STATES AIR FORCE

416TH BOMBARDMENT WING (H) (SAC)
INFORMATION DIVISION GRIFFISS AFB 13440

AREA CODE 315
330-4010 330-7085

FOR IMMEDIATE RELEASE:

June 16, 1969

Griffiss' 416th Bomb Wing will change air divisions on July 2 in a reorganization of Eighth Air Force air divisions.

The Griffiss wing and the SAC unit at Wright-Patterson AFB, Ohio, will come under the jurisdiction of the 45th Air Division (ADiv) at Loring AFB, Maine, after being a part of the 817th ADiv at Pease AFB, N.H. for the past two years.

"It is my pleasure to welcome the bomb wings at Griffiss and Wright-Patterson as members of the 45th ADiv," Col Madison M. McKrayer, division commander, announced.

The realignment was made to place the two wings scheduled to receive FB-111A aircraft, the 380th at Plattsburgh AFB, NY, and the 509th at Pease, both under the 817th ADiv at Pease.

-MORE-

PEACE IS OUR PROFESSION

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The 509th and the 380th wings are scheduled to receive the first operational FB-111A aircraft beginning next spring.

The 17th Bomb Wing at Wright-Patterson AFB, Ohio, and the 416th Bomb Wing at Griffiss AFB, New York, presently assigned to the 817th Air Division, will come under the jurisdiction of the 45th Air Division, Loring AFB, Maine.

This latest realignment of units assigned to SAF Air Divisions follows by a day the deactivation of the 57th Air Division headquartered at Westover AFB, Massachusetts. As a result of this action, the 99th Bomb Wing at Westover will be assigned to the 817th Air Division. The 19th Bomb Wing, Robins AFB, Georgia, and the 68th Bomb Wing, Seymour Johnson AFB, North Carolina, will be commanded by the 823rd Air Division at McCoy AFB, Florida.

The transfers are administrative paper transactions and involve no movement of personnel or aircraft, except for the transfer of 20 officers and enlisted men from the deactivated 57th Air Division at Westover.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

17 JUN 1969

SUBJECT: Compliance with AFLCR 23-17

TO: GEA GEC GEE GEF GEI GEK
GEL GEO GEQ GES GEV

1. I have indications of some non-compliance with AFLCR 23-17 with respect to the standard GEEIA organization and responsibilities. This lack of compliance centers around regions exercising detailed operational control over squadron and field team daily workloads. While such centralization may be necessary in certain cases, it should be justified and authorized as an exception.

2. On all future staff visits, you will look into compliance with AFLCR 23-17 and the attached letter.

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

1 Atch
Ltr to Regions

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

17 JUN 1969

SUBJECT: GEEIA Mission - AFLCR 23-17

TO: All GEEIA Regions

(Commander)

1. More and more each of you are being called upon to do your Region job with less than the required amount of resources. I see no solution to this problem in the near future.

2. A natural tendency is to reorganize your Region to better accomplish the required workloads. I do not disagree with a well thought out and orderly change. But each and every change to the basic charter of a Region must be documented and submitted to the proper level of authority for approval.

3. Currently the responsibilities of your Region are spelled out in Appendix No. 2 of the AFLC Regulation No. 23-17. Should you desire to change any portion of AFLCR 23-17, you will first forward your justification and documentation to my office for approval before proceeding with action in conjunction with any Hq AFLC organization.

4. Making changes in an organization is normally a disruptive process. I will expect that all requested changes are supported by a clear-cut and solid justification.

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

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DEPARTMENT OF THE AIR FORCE

HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)

GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

5 MAY 1969

SUBJECT: Sustaining the GEEIA Zero Defects Program

TO: Directorates and Staff Offices

1. This Command has every reason to be proud of the record that it has achieved in Zero Defects during the past four years. Over that period of time GEEIA has continually maintained a highly enviable position regarding CARE Form participation throughout the entire AFLC. Following is a comparison between GEEIA and the largest activities in AFLC of CARE Form submissions as a % of strength (to the nearest 1/10%) for 4/68:

ACTIVITY	STRENGTH	%
GEEIA	8,334	6.0
SAAMA	21,047	0.3
OCAMA	20,908	1.1
SMAMA	15,381	0.6
WRAMA	14,985	0.3
OOAMA	13,981	0.1

2. Since the inception of the Zero Defects Program in GEEIA, the Western GEEIA Region has continually provided top support to the program. This is evidenced by the following quarterly average statistics on CARE Form submissions, based on the same factors, as the above AFLC/GEEIA statistics:

ORGANIZATION	POPULATION	%
Hq GEEIA	996	18.1
Western Region	1438	18.4
European Region	905	6.6
Central Region	1043	6.0
Pacific Region	1045	5.6
Eastern Region	2077	1.3

A cursory review of these statistics indicate deterioration of the Zero Defects Program in some of my Regions.

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3. It is my desire that this valuable management program be sustained at a high level. Directors and Staff Officers should insure that their Zero Defects Programs are kept viable and credible. As you know, active and personal participation by each Director and Staff Officer, and his top managers is essential, as nothing will disillusion people faster than an apparent lack of management involvement in and with this program. Any tendency to administer this program as an unwelcome adjunct to management---rather than as a part of effective management---will likely result in program failure. Excessive reliance on promotional "gimmicks," should be cautiously avoided. On the other hand, visible program objectives and carefully developed measurement at the work center level will give increased meaning to the program. Organizations that have the trappings of an on-going program, but which otherwise lack the real substance for soliciting rank and file worker commitment to the objective of Zero Defects will yield at best only a partial pay-off.

4. Employee motivational techniques leading to Zero Defects performance are, unfortunately, still more a matter of art than science. As such, they cannot be directed, and personal involvement at all levels is essential to achieve the full potential of this program philosophy. For this reason, I would like each Director and Staff Officer to carefully review his program for any evidence of potential weakness, and take such action as is necessary to sustain this important program.

5. Again my congratulations on your fine performance for 4/60.

Franklin Nichols

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
DETACHMENT 6, 15TH WEATHER SQUADRON (MAC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEBLDW/2410

16 Apr 1969

SUBJECT: Snowfall

TO: GEK

The following is the information you requested in your letter dated 15 Apr 1969, same subject.

	1962	1963	1964	1965	1966	1967	1968	1969
Jan	19.0	31.0	22.5	32.9	62.3	20.2	17.1	25.9
Feb	38.7	23.9	17.5	16.4	23.5	32.3	19.0	29.2
Mar	.4	22.5	16.3	13.7	7.8	15.5	4.9	8.3
Apr	2.1	1.6	1.0	2.1	.3	Trace	Trace	
May	Trace	.6	0.0	0.0	.3	Trace	0.0	
Oct	.3	0.0	Trace	Trace	0.0	Trace	Trace	
Nov	11.2	5.7	3.2	2.1	Trace	22.0	20.1	
Dec	41.8	29.2	20.1	7.5	37.5	11.8	23.8	
Total	113.5	114.5	80.6	74.7	131.7	101.8	84.9	63.4

WILLIAM C. PERRY, Capt, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE OHIO 45433

REPLY TO ATTN OF MCG

28 April 1969

SUBJECT Reorganization and Expansion of the Historical Program

TO

OCAMA	OOAMA	SAAMA	SMAMA	WRAMA
ALSC	GEEIA	AGMC	MASDC	2750th AB Wg

(Commander)

1. Reference HQ USAF (AFCCS) letter, 15 March 1969, subject as above (copy attached).

2. In compliance with referenced letter to set up a historical office separate from the Office of Information, a decision has been made to establish a historical office at the AMAs and field activities under the Commander. Within HQ AFLC, the Historical Research Division, MCKH, will be redesignated as Historical Office, MCGH, and established as a special staff office answering to the Chief of Staff.

3. Reassignment of personnel will include only those authorized positions within present grade structure currently performing the duties of the historical function.

4. Request action be taken to implement this reorganization and all necessary documentation be submitted to this headquarters prior to 16 May 1969.

FOR THE COMMANDER

Melvin F. McNickle

MELVIN F. McNICKLE
Major General, USAF
Chief of Staff

1 Atch
HQ USAF (AFCCS) Ltr, 15 March 1969

Cy to: SGOMT, SGOMH, SGOMK, SGOMM, SGOMR, SGOMW, and SGOMG

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DEPARTMENT OF THE AIR FORCE

HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)

GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEF 3 March 1969

SUBJECT: 1969 Mission "Safety 70" Goals and Results

TO: ALL GEEIA REGIONS/2856th Air Base Group

(Safety Officer)

1. The attached chart provides the cumulative 1969 rates compared to the mission "Safety 70" established goals.

2. The number preceding the dash represents the number of accidents and the number following the dash gives the rate in that category for each unit. A circle around the number indicates the rate is above the established standards.

3. Units should refer to paragraph 7, GEFIAR 127-3 if they desire to know how they rate towards winning the 1969 Commander's trophies or plaques.

FOR THE COMMANDER

JAMES T. FRANKLIN, JR
Chief, Safety Office

1 Atch
1969 Cumulative Rates

copy to:
GEK

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1969 ACCIDENT RATES

MS 70 GOALS	28.9	1.5	3.4	7.8	7.4
	MDI #/Rate	CDI #/Rate	CMV #/Rate	PMV #/Rate	PMVI #/Rate
GAFB	0-0.0	0-0.0	0-0.0	0-0.0	0-0.0
Eastern	1-30.2	0-0.0	0-0.0	0-0.0	0-0.0
Central	0-0.0	0-0.0	1-13.6	0-0.0	0-0.0
Western	*1-40.9	0-0.0	0-0.0	0-0.0	0-0.0
European	**2-101.6	0-0.0	1-21.2	0-0.0	0-0.0
Pacific	0-0.0	0-0.0	1-5.5	0-0.0	0-0.0
GEEIA	4-25.3	0-0.0	3-4.2	0-0.0	0-0.0

Fatalities *3

Monthly/Cumulative
31 January 1969

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS EASTERN CEDIA REGION (AFLC)
KEESLER AIR FORCE BASE, MISSISSIPPI 39534

REPLY TO ATTN OF: GDI

3 March 1969

SUBJ: Eastern Region Newsletter

TO: Brig Gen Franklin A. Nichols
Commander
CEDIA
Griffiss AFB, NY 13440

Dear General Nichols

The very interesting and challenging talk you presented to the Region Headquarters' personnel and our Squadrons was very much appreciated, and in my opinion one of the most motivating and challenging presentations these people have had the opportunity to hear. I have received a large number of feedbacks from your presentation which thoroughly convinced me that your approach was the optimum from the standpoint of generating interest and motivating our personnel. Your presentation dovetailed very effectively with other Region and Squadron presentations designed to accomplish the same objective.

The manpower authorization reductions which were outlined to us within the last two weeks, while somewhat expected, were much deeper than we had anticipated. Considering the fact that most of these reductions are in unfilled spaces, the immediate impact will be essentially the inbalance of authorizations to meet our specific needs. As an example, our greatest number of unfilled spaces exist in the Engineering area due to the age-old problem of engineer recruitment. On the other hand, in our radio skills we have on board more personnel than we can effectively utilize. A manpower authorization reduction which capitalizes on unfilled spaces will accentuate our imbalance problem and severely limit our flexibility in trying to resolve it. I believe the long-term effects of this reduction, and additional possible future reductions, will be a deferment of some ambitious programs aimed at higher quality work and better response to our customers' needs.

As reported to you previously, we are generating a dedicated determination to provide the highest quality workmanship to be found within the electronics industry. The subject of higher quality workmanship has predominated in all of our public discussions and is being developed at every level within our organizational structure. The progress I can report thus far is limited to having produced a better understanding of this objective. We have provoked a sole searching examination by our key management personnel into new and better techniques to motivate our workers and provide an organizational framework to better develop and implement any innovation which appears to be productive.

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We are still engaged in a daily confrontation with Keesler concerning our AFR 11-4 support. The two areas; i.e., Engineering Data Support Center, and Roads and Grounds, are still unresolved and are a source of considerable concern. As a result of our dogged approach and progressive escalation of our expressions of dissatisfaction, we now have these two problems highlighted and the subject of daily ATC/USAF actions. A solution now appears imminent but due to the numerous slow roll actions of the last few months on the part of Keesler and ATC, I am not overconfident that the present actions will in fact solve the problem.

On the subject of better customer rapport, I am happy to report that my visit to Colonel Ford at Central Comm Region has produced a much better working relationship. Problems are being resolved and a better understanding of some of the unresolved problems now exists. The principal customer relationship problem which we now face is with the Eastern Test Range on the subject of quick reaction to short fuse requirements. We will conduct a one day conference at this Headquarters on 6 March to come to grips with this problem and, in conjunction with AFLTR personnel, find a better means to react to their requirements. It is probable that existing provisions of AFM 100-18 can solve the problem if fully understood and properly applied. I will report further on this subject next month.

We have just concluded our annual conference with our Air National Guard people. Present were the eight Commanders with each bringing one other representative, and a total of twelve of our advisory personnel. In addition, Colonel Wonders from the Louisiana Adjutant General's Office attended the complete session. While some of the material presented to these people from necessity was repetitious, it appeared to me that the overall program was very well received. We gleaned a lot of valuable information from the ANG Squadron Commanders and will be able to use this information in a number of specialized areas to better develop and support the overall ANG Program. These people were very much impressed with our Control Room and our procedures for managing our work in progress. The Squadron Commanders were unanimous in their statements that they believed this to be one of the most productive conferences in the recent past. We certainly do appreciate the participation of Mr. Taylor from CHV.

We conducted our January 69 "How Goes It" Briefing on 24 January. Thirty-five individual topics were covered with in-depth emphasis being placed on manhour accounting and various administrative subjects. I was very pleased with the continued progress we have made in the operational areas and in most of our support areas. We do have areas where I am not completely satisfied and have taken rather drastic steps to correct the deficiencies. We obviously will not be in number one position for

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January as I had hoped and it now appears we even missed number two position by less than 1%. We are heading for the top, however, and will continue to strive for that position. During the month the Region Council awarded 68 Silver Zero Defects Awards and processed 21 CARE Forms. In addition, 18 suggestions from Headquarters personnel were prepared and forwarded for evaluation.

I am especially pleased with the progress we have made in the OJT Program. We are certain at this point that we will be well above the GEEIA and Air Force standards across-the-board. Our progress in this area is certainly indicative of what can be accomplished when all concerned bend their backs to the effort. I have just received my list of personnel inputs into the four Squadrons from the Air Force Project 100,000. We are scheduled to receive a total of 73 of these people. As you can well imagine, this will certainly provide an additional challenge to us in our OJT Program.

Continued emphasis is being placed on our Safety Program. Each of the Squadrons is scheduling the latest safety films plus using the local and State Patrol people to conduct training sessions. While we have not had a disabling injury this month, we have had one Government motor vehicle accident where a civilian vehicle slid into our vehicle resulting in a reportable accident and one private vehicle accident. We are now below Mission "70" safety accident levels, however, our goal as you well know is zero accidents. The 2803rd Squadron received a military accident prevention achievement award from the Base at ~~Warner Robins~~ Wright Patterson on 28 February 69. They also were recent recipients of the USAF Motor Vehicle Accident Prevention Achievement Award which was presented by the Base. We are greatly concerned about, and will continue to place maximum effort on our Safety Program.

Last month I advised you of a program I have initiated that requires my Squadron Commanders to personally interview each first term airman who had indicated his intentions to separate from the Service. I have just received my first report from the Squadron Commanders on this project. A total of 26 of these people were interviewed. Reasons for separation break out as follows:

-Returning to school for furthering education	15 - 58%
-Desires more stable life in one locale with family	3 - 11%
-More desirable employment on outside	3 - 11%
-Dislikes continued TDY	2 - 8%
-Dislikes regimentation and military life	2 - 8%
-Opportunity for greater financial gain on outside	1 - 4%

I think it is significant that most of the people want to go on to school. In most cases these people point out the advantage of getting this schooling through the Veterans Administration Program which is very attractive and does not entail additional military commitment as does in-service training.

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In addition, many commented that attaining additional education by attending night classes at the local colleges was virtually impossible due to the constant TDY requirement. From this initial report, I am convinced we can develop a good package of information for the Commanders that will help sell the in-service educational program. I will continue to provide you information on this program as we gather additional statistics.

I am happy to report the 2863rd Squadron has been credited with another Cost Reduction item. The item was validated as a $675.50 savings in Area IB. Status of validated savings versus assigned FY69 goals for the 2863rd is as follows:

AREA		GOAL	AM'T VAL
IA1	Major items of equipment	$1,853	$ 0
IA3	Secondary items	1,853	1,417
IB	Use of long supply, excess and surplus inventory	529	675
IIIB1	General management improvement	4,070	13,833
IIIC2	Transportation management	NONE	4,771
		$8,305	$20,696

While the Region is well over our FY69 goal, we predict still further validated savings will be submitted prior to the end of the year.

Significant jobs completed this month by the 2860th Squadron include 8085X98O, emergency gear box changeout on the AN/FPS-35 at Montauk, NY; 1195A73O, APX-25 installation at Ft Fisher, NC; and 7716Q9BO, MacDill cable pressurization assist with a total of 3500 manhours expended.

The 2862nd Squadron finally completed the two microwave schemes 0886/0887 at Antigua. We were certainly glad to have these off our books after the multitude of problems experienced with them.

Our work in support of the new CINCOM Headquarters building continues to progress on schedule. We have realigned our schedules, based on the information obtained during our recent visit, to coincide with the actual move dates of personnel. Only minor problems have developed and we continue to be optimistic that we will complete all work in a timeframe to support the actual move.

We continue to place top priority on work to support "Scope Coral." To date we have completed an engineering survey and furnished the local Communications Squadron with a BOM for their public address systems. We have also prepositioned a low band TACAN antenna at Homestead for any replacement requirement in the future. Ram Canoga (contractor) has completed the CCTV Weathervision facility.

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We have just completed a very comprehensive study of the Air Navigational Aids and supporting communications at Sondrestrom on an expedited basis. This study was made at the request of ADC and AFCS and was initiated following a recent loss of four T-33 Aircraft. This comprehensive study has been completed and I believe will provide the basic nucleus for a number of remedial actions which must be taken to improve the overall flying safety hazards which they now have. We have also prepositioned another low band TACAN antenna at Sondrestrom for use there or at Thule when needed. This will help eliminate the invariable transportation delay should the antenna be required.

During our "How Goes It" review, I find that once again our position with respect to percent of schemes being supplied on time has not improved appreciably. Scheme material phase completions for January were 52.9% on site/on time. While this is some improvement over the 45% average for the last half of 1968 and the advantage of earlier call out material has not had sufficient time to affect this percentage, I am convinced this remains our number one problem. Continued concerted assistance and elevation of major age old problem items similar to the action you've taken on the C-1737 Control Monitor are solicited and will significantly assist us in attainment of the GEEIA 1969 goals.

As of 24 February 1969, this Region has only 15 jobs with a delinquent (269) ICD. I am continuing to emphasize the importance of timely completions. My goal is for zero delinquencies by ICD. While on the subject of ICD and delinquencies, I would like to call to your attention the fact that we are still being rated on "by month" completions. It was my understanding that the rating system would be changed so that we were measured on the jobs we completed within the ICD/FSD, not by month. As I mentioned to you before, completion by month restricts us considerably in exercising good management of our manpower and dollar resources. I highly recommend changing to completion within the ICD/FSD.

As I understand your present schedule, you will be visiting Western and then will make your trip to the Pacific. I certainly hope this is a pleasant and rewarding trip for you as I know it will be for the people you visit out there.

Sincerely

Lewis L. Bradley Jr.

LEWIS L. BRADLEY, JR., Colonel, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEQ/Capt Gallacci/4261 17 March 1969

SUBJECT: GEEIA Quality Assurance

TO: ALL DIRECTORATES/STAFF OFFICES

1. With the implementation of GEEIAM 74-1, "Quality Assurance Program", on 1 April 1969, a standardized Quality Assurance/Control program GEEIA-wide will be in effect. The purpose of the program is to insure that all our products are top quality. This will insure that our customers receive the best product possible and in accordance with AF and DOD standards.

2. The program is based on the concept of quality control inspection of all installation/maintenance tasks prior to customer acceptance. (The actual percentage we inspect will depend on manpower authorizations). Deficiencies noted during these inspections will be corrected where possible and reported. Trends of deficiencies will be established, analyzed and reported to the appropriate directorate. In this way, we can work together to determine why a deficiency occurred and attempt to eliminate it in the future.

3. The quality level of our products can be improved only if we all take interest in the program and look realistically at deficiencies and strive to correct the causes. This also includes the Quality Assurance Program itself. As we gather data in the quality program, we can provide better trends, more specific information, and assistance to you on quality matters and product improvement.

4. Since this is principally a reorganized program in GEEIA, there will be a need to change current policies and directives regarding Quality Assurance/Quality Control responsibilities GEEIA-wide. As applicable directives are reviewed, we will contact the appropriate people in your directorates and establish non-conflicting, workable solutions. Only in this way can we have an efficient, understandable quality program.

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5. Hq AFLC personnel are conducting a five day training session here from 21-25 April 1969 on the AFLC/GEEIA QA/QC functions and responsibilities. Region and Squadron QA/QC people will be in attendance. Any of your personnel are invited to sit in if they desire. This is the first step in a quality education program to instill quality-mindedness in GEEIA. Further details on the training session will be provided as they become firm.

NORMAN G. GALLACCI, Capt USAF
Chief, Quality Assurance Office

copy to: GEG

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS EASTERN GEEIA REGION (AFLC)
KEESLER AIR FORCE BASE, MISSISSIPPI 39534

REPLY TO ATTN OF: GEM

28 MAR 1969

SUBJECT: Eastern Region Newsletter

TO: Brig Gen Franklin A. Nichols
Commander
GEEIA
Griffiss AFB NY 13440

Dear General Nichols

I hope your trip to the Pacific area was as beneficial as your recent trip through our area of responsibility. Your observations will no doubt be useful in helping pinpoint problem areas as well as solutions which all of GEEIA can learn and profit from. We will be looking forward to your critique.

The large and complex series of installations jobs associated with the new STRICOM Headquarters building at MacDill is going according to plan with some jobs being completed earlier than the master schedule calls for. The only job which has bordered on trouble is the contract installation of the technical control facility, Scheme 1456A7BO. The late arrival of filters and power panels has had this job in jeopardy, however the high level response by your Headquarters and OCAMA has kept this job from becoming the source of work stoppage. Required materiel has been received and installed and the job is essentially complete. We have now been officially notified that Strike Command plans to delay the move of their personnel into the new Headquarters until after the dedication ceremony, still scheduled for 17 May. As a result of this decision, those schemes which can only be completed after the people move will have to be delayed. This contingency has the effect of causing us to return installation personnel to their Squadrons until after the dedication. Since we have plenty of other work for them to do this will not pose any problem to us.

The conference held on 6 March to work out our differences with AFETR was very productive and has resulted in our drafting an agreement which both GEEIA and AFETR find to be acceptable and workable. Basically, we have found a way to respond to their short fuse, quick reaction type jobs. Under the new agreement we will be able to start our installation work within twenty-four hours after AFETR requests the work be done. In the area of BWCP work the problem of rapid Headquarters USAF approval was isolated and a suggested course of action through AFSC to obtain excusal action and/or expedited approval was initiated.

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Our expedited engineering study of navigational aids and air ground communications problems at Sondrestrom AFB has been completed and was well received by both AFCS and ADC. Our recommendation to the effect that the installation of an ILS be abandoned due to the extraordinarily high cost and little probability of any substantial improvement to their instrument approach capability has been concurred in by both ADC and AFCS. Improvements in the air ground VHF/UHF capability are still under study. We are now installing a VOR and participating in the development of a VORTAC CEIP.

The in house and on site overhaul of GCA's, particularly the FPN-16 criteria recently enumerated by GEO, represents one of our most difficult challenges for some time. We are off and running in our endeavor to accomplish these overhauls in the prescribed time limit. The most apparent problem area will be timely receipt of required materiel and timely base support in those areas where we must depend upon facilities which we do not control. OCAMA's recent statement that they could not support us with replacement panels may not hurt as much as we had at first thought it would. The willingness by WRAMA to do panel work may be our salvation and we will exploit this capability to the extent required. Our first two FPN-16's have now passed their O. C. inspection with flying colors.

The rush job to complete the urgently needed tri-nested rhombic antenna at Malabar was completed three days before the APOLLO 9 shot and I am sure was a source of comfort to NASA when, for several hours, it appeared that the recovery of APOLLO 9 would be in the alternate area covered by this antenna. The normal time frame for completing an antenna of this type is between sixty and ninety days. This job was completed in twenty-three days by using around-the-clock schedules and exercising close command visibility over all aspects of the installation. I have sent a letter of congratulations to the personnel responsible for this outstanding achievement.

I attended a special briefing by Detachment 1, 2863rd Squadron, on the forthcoming IPAN of the Southeast Asia MSQ-77's. Our people appeared to be highly qualified and well motivated to accomplish this mission. The recent message from the inventory manager wherein it was stated that only a small percentage of the required materiel was on hand and the recommendation that the IRAN be slipped until all materiel could be obtained will cause a two to three month slippage in this program. Our volunteers are still ready to go and can move out as soon as the clearance to proceed is provided.

We held a meeting of our Squadron GEMS Monitors and Workload Control Chiefs at this Headquarters on 11 - 12 March 69. The group was briefed on the Region Rating System with particular emphasis being placed upon

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our obvious deficiencies in the area of manhour accounting and its subsequent effect upon our position in the rating system. The importance of submitting valid, accurate data into the system was emphasized and through diligent analysis of each operation, individuals should be cognizant of potential problems before they become a major deficiency. The 2861st Squadron representative briefed the group on their supplementing Manhour Accounting Regulation 25-1. Copies of the regulation were distributed to all conferees and it was agreed that all Squadrons should implement similar procedures in their management analysis reports and briefings. A Manhour Accounting Checklist was prepared and distributed by our Plans and Management Office. This checklist outlines certain actions that, if deligently applied, can be a significant aid in eliminating major deficiencies in the Manhour Accounting Sub-system. After detailed discussions of the various problem areas in reporting, specific actions were adopted which I feel will greatly improve our reporting accuracy. This will continue to receive my personal attention to maximize usefulness of the GEMS.

I am becoming increasingly concerned with delays being encountered in checking out the AN/FPS-77 Weather Radar due to unreliability and/or nonavailability of test equipment. The delay which occurred recently on the installation at Andrews AFB was due solely to lack of reliable test equipment and resulted in our missing the ICD by some three weeks. While we have managed to complete our other FPS-77 installations on schedule, they were in serious jeopardy up to the final scheduled completion date. In each instance, a TS-2219 test set was finally located and borrowed from the limited assets within GEEIA or AWS just long enough to complete the required alignment tests. I understand ESD is exploring the possibility of alternate test and alignment check-out procedures utilizing a Generator TS-452/U in lieu of the scarce and extremely sensitive TS-2219. I recommend this subject be pursued with ESD to the fullest extent for an early solution. GEO - Put on agenda ESD action

I am well satisfied with the progress being made on the GEEIA MDM supply support for Project Scope Coral. Through close coordination between supply personnel in this Headquarters and the 2862nd Squadron, 106 line items were identified to support this project. Special level approval was obtained at Homestead AFB for 21 of these. The other 85 line items required depot level approval and these requests were hand carried by a Region Materiel representative to the respective Item Managers at OCAMA. Enroute to OCAMA, our representative stopped at Kelly AFB and determined through a physical inventory that 16 line items previously used for Project Top Drawer were also applicable to this project and are available for redistribution to Homestead AFB for Project Scope Coral. Upon arrival at OCAMA, this information was provided the Project Monitor and special level approval obtained from the Item Managers for 81 items with

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the four remaining items categorized by the end item technician for local repair using bits and pieces. Special level authorizations were forwarded to Homestead AFB and the items requisitioned from OCAMA on 10 March 69 are being received.

We have completed the inspection and assembly of the two WECO 304 Switching Systems at Patrick AFB. The equipment has been earmarked to satisfy CHIP C3PCC00T at Eglin. Shipping arrangements are presently being made to have the equipment on site at Eglin Main and Field 9 during the week of 1 April 69. The installation and serviceability certification will be accomplished simultaneously on site due to the lack of mock-up facilities at Patrick. This method of check out should keep the door open to get back to the System Support Manager (SSM) for supply support in the event it is required.

We have been tasked with engineering for a project consisting of relocating, on a minimum downtime basis, the Quick-Fix HF Ground Air Communications System to the Scope Control II Building at Croughton, England. Two engineers are getting ready to go to the site to begin the site surveys and they will then prepare detailed scheme instructions for the relocation.

A traffic study for Keesler AFB taken during February confirmed what we have suspected since our move to Annex #3. There is a city trunking problem at the Keesler Main exchange. The study reflected a shortage of five in-dial trunks and twenty-one out-dial trunks. During a subsequent meeting of South Central Bell Telephone Company, 2052 Communications Squadron and ECIEIAR Engineering representatives, it was agreed that additional trunks are needed but the number remains undetermined. Further equipment check outs and traffic study are now being made.

We are continuing to improve our training posture throughout the Region. All statistics available at this time indicate that we will be well above Air Force standards in all OJT areas. The Air Force SKT test is scheduled to be changed on the first of April, however the skills and techniques we have developed in the last few months will still be of great value to us in upgrade training of our airmen.

I am happy to report another month without a reportable accident in the Region. The emphasis we have placed on our Safety Program has paid great dividends. We are now well below Mission "Safety 70" goals and I can assure you our efforts will not be reduced in this important program.

Reenlistment of first term airmen and the retention of our junior officers are of great concern to me. The results of the survey that you recently requested on our junior officers have pointed out a few

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area that we can take corrective action on. I have some views on the retention of these young officers which I will discuss with you in separate correspondence in the near future. My Sergeant Major is working directly with our Squadrons in an effort to improve our first term airman reenlistment picture. I will be placing maximum emphasis on these problem areas.

I am happy to report limited progress in the area of host/tenancy support from Keesler. The Civil Engineer is now making a limited effort to support our roads and grounds requirements and the first steps have been taken toward satisfying our engineering data service center requirements. While the manpower authorization problem appears to be solved the hiring freezes and overall cutback of funds and manpower are preventing Keesler from making the complete response we feel is essential.

Your I. G. team is now in the process of inspecting our Squadrons and will begin their inspection of the Region on 9 April. Preliminary information from our Squadrons indicates that the team is being exceptionally thorough and it would appear that the main brunt of their effort is being spent on the minute details of our activity. There has been some indication that the inspectors' comments are more closely aligned with their personal opinion on how things should be done as opposed to directives which require that things be done in a specific manner. I am looking forward to their visit here and will be most anxious to view their approach firsthand.

We are looking forward to having Colonel Shultz visit with us in the near future. As you know, we are very proud of our Control Room and the operating procedures that we have developed. It will be a pleasure to provide him with a detailed orientation briefing.

Sincerely

Lewis L. Bradley Jr.

LEWIS L. BRADLEY, JR., Colonel, USAF
Commander

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JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

18

SECURITY CLASSIFICATION: UNCLASSIFIED

TYPE MSG | BOOK | MULTI | SINGLE

PRECEDENCE

ACTION: ROUTINE

INFO:

DTG: 19 Feb 69 2100

FROM: HQ GEEIA GRIFFISS AFB NY

TO: AIG 530

INFO: PACGEEIARGN/MET FLD OFC/SGOMGP/WHEELER AFB HI/

EURGEEIARGN/MET FLD OFC/SGOMGR/WIESBADEN AB GER/

EASTERN GEEIA RGN/MET FLD OFC/SGOMGS/KEESLER AFB MS/

WESTERN GEEIA RGN/MET FLD OFC/SGOMGW/MCCLELLAN AFB CA/

CENTRAL GEEIA RGN/MET FLD OFC/SGOMGC/TINKER AFB OK/

SPECIAL INSTRUCTIONS:
DISTRIBUTION:
GEV HEAD FILE
SGOMG
GEA

GEVP FILE COPY

UNCLAS GEG

FOR: Commanders. Subj: Revised FY 69 and FY 70 Manpower Program. This message in FOUR PARTS. PART ONE. The revised AFLC FY 4-69 and FY 70 Manpower Program has resulted in a ~~serious~~ reduction of GEEIA civilian authorizations. GEEIA has rebutted the reduction; however, it is doubtful that any appreciable relief will be provided. My first concern is to minimize the personnel impact resulting from a reduction of this magnitude. Although the reduction for FY 4-69 exceeds our current firm vacancies, I am sure we can meet the new strength ceilings with no reduction in

DATE: 19 | TIME: 1570

MONTH: FEB | YEAR: ~~1969~~

1 2

DRAFTER

TYPED NAME AND TITLE: MICHAEL BRENNAN, Program Analyst | PHONE: 7801

SIGNATURE: Original Signed By

RELEASER

TYPED NAME AND TITLE: FRANKLIN A. NICHOLS, Brigadier General, USAF, Commander

SECURITY CLASSIFICATION: UNCLASSIFIED

REGRADING INSTRUCTIONS:

DD FORM 1 NOV 65 173 REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED. G.P.O. GOVERNMENT PRINTING OFFICE

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ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION ROUTINE TO			

force (RIF). PART TWO. A listing of uncommitted vacancies is to be provided this Headquarters (GEV) by return wire to arrive NLT 0800 hrs 24 Feb 69. Information is to be provided in BAR (31 Jan) line item format. PART THREE. All vacant-uncommitted UDL authorizations will be deleted by this Headquarters. The remaining balance of the reduction will be assessed proportionally. Over allocations will be authorized to cover the personnel incumbering the latter positions being deleted. PART FOUR. All personnel actions are frozen except for those currently committed.

GEVP-1

GEVP

GEV

SGOMG

GEA

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CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		2	2		

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS PACIFIC GEEIA REGION (AFLC)
APO SAN FRANCISCO 96513

GEP

Commander's Monthly Newsletter

Brig Gen Franklin A. Nichols
Commander, GEEIA
Griffiss AFB, NY 13440

Dear General Nichols

I and the members of my staff who attended your Commanders' Conference at Griffiss AFB desire to express our appreciation to your staff for the presentations and consideration [illegible] our visit. It is always beneficial to sit down with [illegible] counterpart and resolve mutual problems person to [illegible] a give-and-take basis. I am attaching a copy of my Co[illegible] Conference agenda which was conducted for the first [illegible] days by Colonel Barr pending my return from the Headquarters Commanders' Conference.

I am pleased to report utilization of our 200-type [illegible] is steadily improving. My people are all aware of the [illegible] mand interest for the highest possible utilization of [illegible] installers, and I fully intend to be first in this [illegible] of all the GEEIA Regions.

The modernization of the AFSSO at Shu Lin Kou AS, Taiwan [illegible] drawing to a successful completion (Schemes 0025A6K, [illegible] 0315A6K, 0985A5K, and 0974A5K). We will be glad to [illegible] this requirement which has been many months in the [illegible] tion phase. We are still experiencing a shortage of [illegible] cleared installers for this and similar installations.

The 483rd GEEIA Squadron is having problems maintaining [illegible] heavy equipment (J-36 and TF-1000 trenchers and the [illegible] tractors). It has become extremely difficult to obtain [illegible] parts for this equipment. Our Squadron Commander has [illegible] arrangements with the Base Procurement Office, Korat AB, [illegible] provide contract maintenance on vehicles located at our [illegible] installations. Under this agreement, our heavy equipment [illegible] maintenance personnel will survey and select a commercial [illegible] repair facility near the remote sites. Our people will [illegible] inspect the completed work and pay in cash from funds [illegible] vided by the Base Procurement Office.

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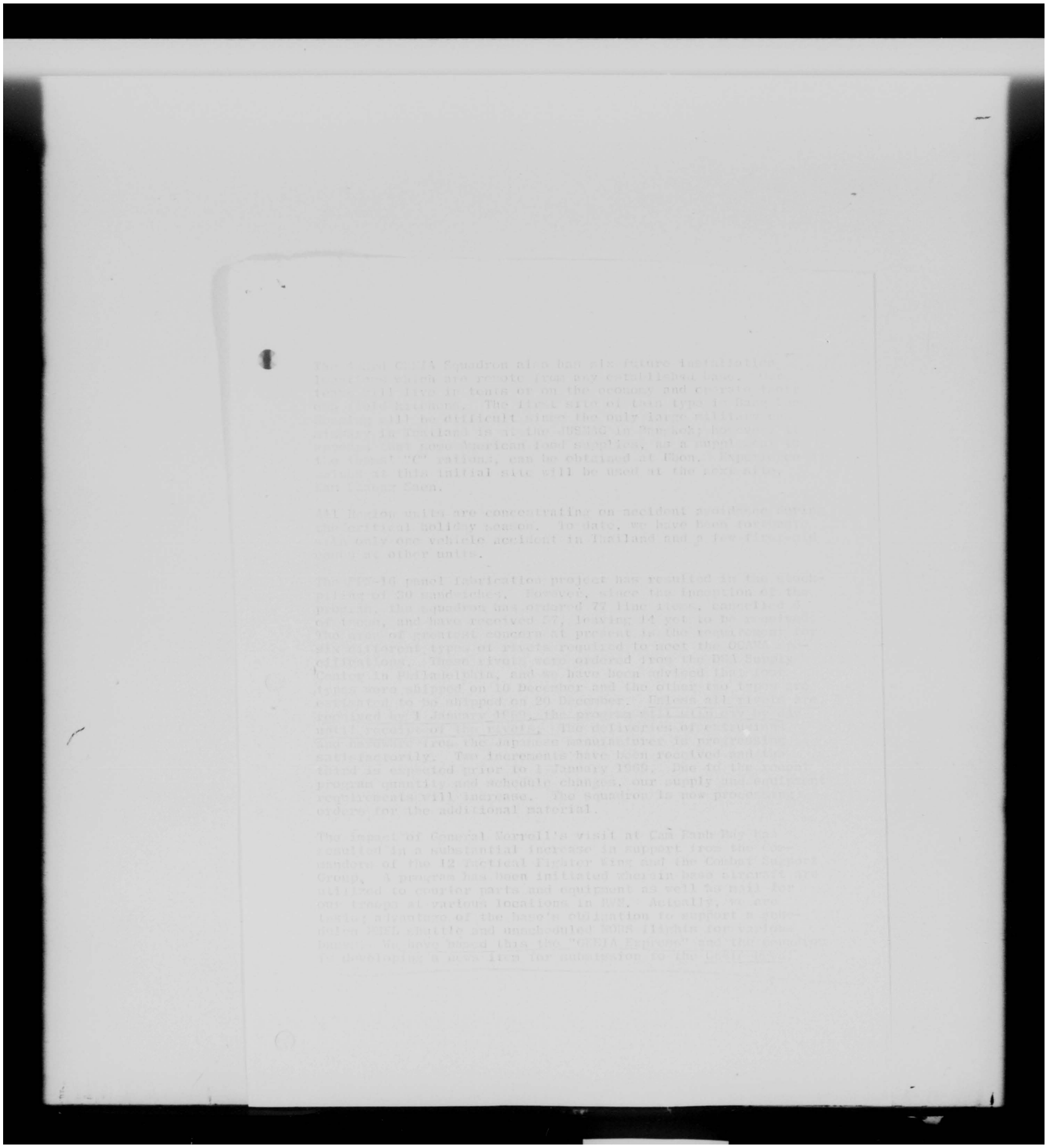

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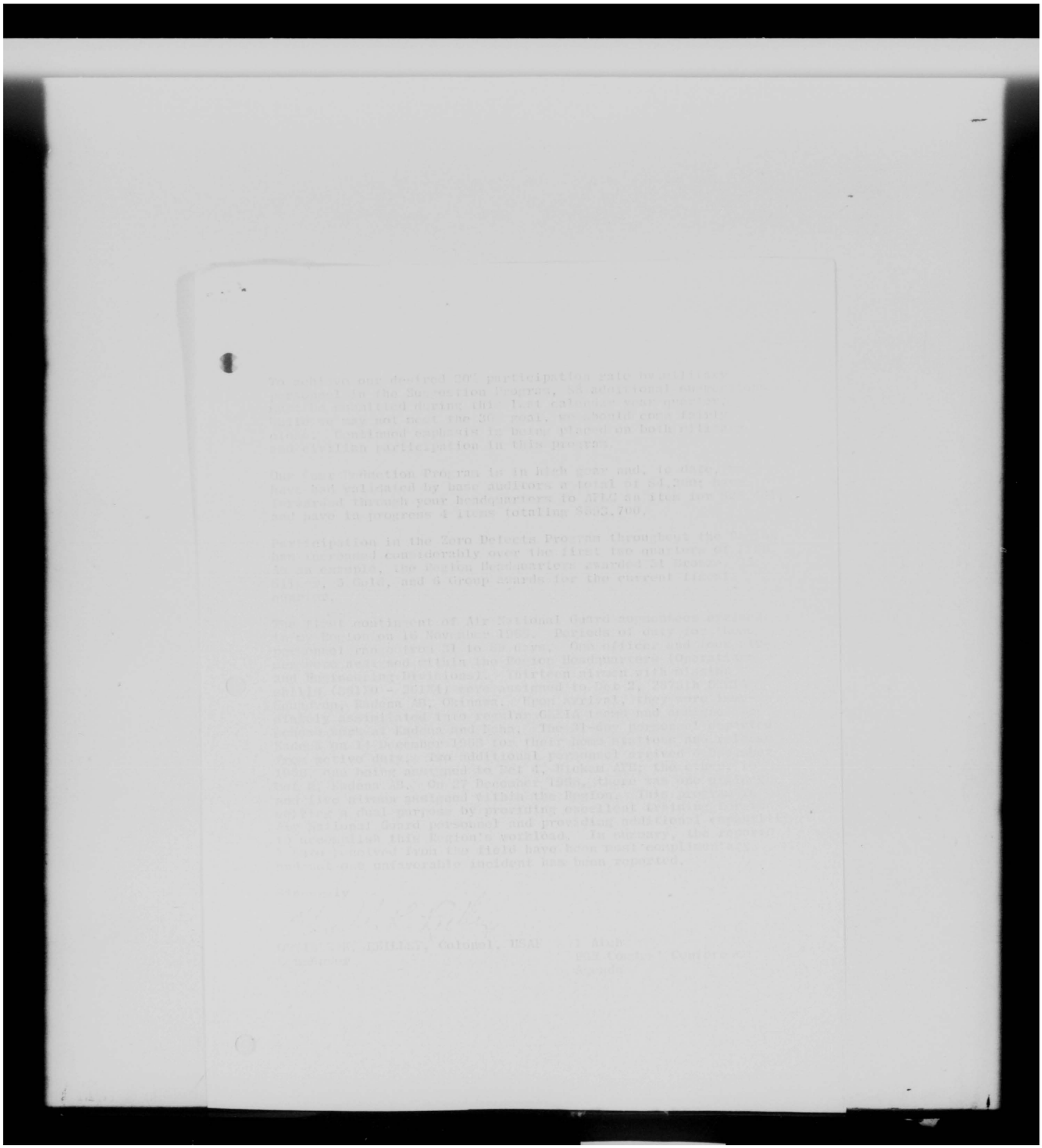

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STATE OF THE BASE MESSAGE

BY GENERAL F. A. NICHOLS

TO THE COMMAND ON THURSDAY, 16 JAN 69

II

1. This is the time of year when various leaders in the nation are making 'State of the Union' and 'State of the State' messages. Therefore, it seemed appropriate to me to give you a brief "STATE OF THE BASE POSITION".

2. We had many accomplishments during 1968. Numerous organizational changes took place. For example we:

a. Combined Information Services.

b. Moved the Comptroller's function from the Air Base Group.

c. Combined the Judge Advocate function at the Air Base Group.

d. Combined the Headquarters GEEIA and Air Base Group Headquarters Squadrons.

e. Combined Administrative Services at the Group level.

f. Placed the Command Post under the Directorate of Operations, GEEIA.

3. We are in the process of studying other consolidations. They are:

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a. Combining Military and Civilian Personnel functions at the GEEIA level.

b. Establishing a separate Personnel Services Division at the Group level.

c. Combining all Safety functions in one office in GEEIA Headquarters.

4. One of the long overdue physical changes we made was to move the Security Police Division to Building 308. They are now in their permanent home which is centrally located on-base.

5. By this time, I am sure all of you have noticed that we have built new gate houses at each of our main gates. This gives our guards - on duty - much better working conditions and gives all of our visitors a better impression as they enter this government installation.

6. We took a number of actions to enhance living conditions for our noncommissioned officers and airmen personnel. For example, last June, we opened the first Bachelor Noncommissioned Officers Quarters ever established on Griffiss AFB. They are located in the old 900 area and provide separate living accommodations for our unaccompanied and

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single noncommissioned officers.

7. 1968 saw us install new, heavy duty washers and dryers in each of the airmen barracks. Now, personnel who reside there may do their washing "in-house" at minimum cost. This may sound like a small improvement but let me assure you it is most important if you happen to live in the barracks.

8. We eliminated time clocks. This was a long overdue and certainly, popular action among our civilian employees.

9. During this past year we opened our new base restaurant "The Contrails". This too, was a much needed and long overdue facility. It now provides low cost meals to Griffiss personnel in excellent surroundings.

10. Other construction items during 1968 were:

a. Completion of the Athletic Fields adjacent to the Hospital to include toilet facilities.

b. Increased Little League Diamonds for our summer youth activities program.

c. A new "welcome" sign for distinguished visitors arriving by air at Base Operations.

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d. A new intrusion alarm system.

e. Movement of the Class VI Sales Store into the Officers Open Mess.

f. New rugs, folding doors, painting, etc., in the NCO Open Mess.

g. Expanded parking adjacent to the NCO Open Mess.

11. We formed numerous new committees and councils last year. These are:

a. The NCO/Airman Advisory Council which made a great number of suggestions for the improvement of the Base.

b. A new Base Exchange Council to help improve services in that operation.

c. A new Commissary Council to help make this facility - which is already one of the best in AFLC - better.

d. A new Base Nursery Council.

12. We consummated several important policy changes. Some of these are:

a. Permitted GS-11's and above, as well as their Wage Board equivalents, to join the Officers Open Mess.

b. Permitted GS-10's and below, as well as their Wage Board equivalents, the opportunity to join our NCO Open Mess.

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c. Last year, for the first time in the history of this base, we permitted a number of civilian personnel to join our Golf Club.

13. We have changed the entire Community Relations Program. We now have a Base Community Relations Council made up of leaders throughout the surrounding communities. Every month we invite special categories of community leaders to be our guests. Next month for example, we will be visited by ministerial personnel out of Rome and Utica. In this connection let me briefly mention one of our 1969 endeavors entitled Project "Up-Date". This is an attempt to determine exactly how important you and I are in the local communities. It involves filling out a questionnaire - one page long - which will be given to you in your organization next week. Please, fill these questionnaires out in detail and return them to your project officer. They are most important.

14. In 1968 we went a long way towards solving the Bellamy School transportation problem. Beginning the 6th of this month, over 600 of our on-base youngsters started riding buses to Bellamy. This is a civilian contract and will be in effect during the harsh winter months of January, February and March.

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15. During 1968 and extending in 1969 and future years is our Base Building Disposal Program. This is a mammoth effort to dispose of old dilapidated buildings which are seldom ever used yet cost us thousands of dollars to maintain.

16. Perhaps one of our most outstanding achievements throughout 1968 was the way each of you, military and civilian, supported the Combined Federal Campaign. We enjoyed the greatest success in the history of this Base and went "over the top" on our goal in the minimum period of time. This was a most noteworthy effort which has brought innumerable congratulatory messages from all levels of command.

17. We won numerous awards throughout the year. One of these was the Flying Safety Award for no aircraft accidents. Another, went to our Motor Pool for the most outstanding Transportation Section in AFLC. The Comptroller was adjudged first in AFLC for QUALITY. By the same token they were considered the most improved within AFLC in the CHECKPOINTS Program. They were most instrumental in AFLC's receipt of the USAF Comptroller Award for the fifth consecutive year. We were adjudged to be the most outstanding Base as far as LOGAIR

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support is concerned. Recently the Vice President of the United States gave us special recognition for our accomplishments in the Disadvantaged Youth Program. So, you can see that 1968 was a big, big year in many ways for Griffiss Air Force Base.

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III

1969 GOALS

1. I honestly look forward to this coming year of 1969. In fact, our scheduled goals are very exciting. Let me tell you about some of these.

2. By the end of this year our new Chapel should be well along towards final construction. The design, specifications and money have all been approved. Bids on this contract are to be opened today. In short, a new Chapel and religious education facility for this base are positively assured.

3. At the same time that we build our new Chapel we are not going to dispose of the old Chapel facility. Rather, we are going to take the steeple off of the building, take out the pews and other religious impedimenta, and convert the building into the finest Youth Activities Center in all of AFLC. We will get into this project just as soon as we can move into the new Chapel.

4. We will have a new Base Exchange Complex in 1969. Already $650,200 has been approved. We had to obtain a waiver on space criteria from the Assistant Secretary of Defense for Installations. This second big obstacle was overcome last Wednesday. Now, interior designs must be drawn up

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and approved and a contract let. You can consider that our Base Exchange Complex in Depot #1 is a definite reality.

5. Last year I talked to you about a new Base swimming pool. We found we just did not have enough money to complete this project. We have gone to USAF Headquarters and requested additional funds. The USAF Welfare Board meets on our project one week from today. We are most optimistic of the outcome and I feel sure I will be able to announce to you, by means of the Mohawk Flyer, the successful obtainment of the necessary monies within the next two weeks. We are ready to let a contract and, all things being equal, we should be able to definitely swim in our own swimming pool this summer.

6. We soon will have one of the best on-base libraries in all of AFLC. Some of you know that we are in the process now of rehabing the old SAC Personnel Building, in the barracks area, for a library. We should be able to move into this new facility by early spring.

7. I have just received some wonderful news which I am anxious to pass on to you concerning a new theater. I was advised by General Merrell just yesterday that we will be given number one priority for a new theater

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this year. This will not be constructed as a part of the normal appropriated fund program but by a special project funded by the Motion Picture Services. We expect final approval in July with a definite contract to be let this year.

8. While I have mentioned the big projects above we have many more "in the mill". They are:

a. New kitchenettes in our BOQs. The contractor will start on these next week.

b. A new and long needed home for our Precision Measurement Equipment Laboratory in Building 123. A contract has been let.

c. A new home for our Photo Lab. This is a long overdue project. They will move into the basement of Building 14.

d. A new home for the Office of Special Investigations. They will move to Building 303 from the 900 area. This is an in-house project which will begin in the near future.

e. A new trailer court or FAMCAMP for military personnel. We have the money for this project now and will let a contract in the immediate future.

f. A new Pistol Range. This project is long overdue too. It will be positioned immediately adjacent to our present Rifle Range. Plans,

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specifications and money are all approved.

g. A new Base Public Address System. We are in the process of obtaining necessary equipment from Brookley Air Force Base.

h. A new on-base bank is being negotiated for at this time. We can not give you details because there is considerable planning yet to be accomplished. Suffice it to say, we are optimistic over the outcome.

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III

NEEDED IMPROVEMENTS

1. During the coming year we must improve in certain of our areas of endeavor. For example:

a. Our airman reenlistment rate is unsatisfactory. Too many of our people are being trained by the Air Force but leaving as soon as they have completed their first enlistment. We must reverse this trend and I am asking our top three graded noncommissioned officers, E 7's, E-8's and E-9's to head up this program. I enjoin you to use your influence, as well, with our young airmen and explain to them what the service has meant to you.

b. ON THE JOB TRAINING. All noncommissioned officers and airmen must continuously strive for the highest possible proficiency level. We have one of the poorest OJT records in all of AFLC. This trend too must be reversed.

c. SAFETY. Last year we had 177 vehicle accidents on this Base. Of these 55 were for backing. People just did not clear the area behind them and backed into telephone poles, buildings, other vehicles, etc. This is inexcusable. Our record so far in 1969 is equally disgraceful. Would you believe that we have averaged almost 1½ accidents per day,

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I repeat, per day, since the first of the year. You people, whether you are military or civilian, must become more safety conscious during 1969. We have the poorest record in all of AFLC and I am ashamed of us.

d. ZERO DEFECTS. We came a long way in improving our Zero Defects Program in 1968. We can and must do better however, in 1969.

e. The Cost Reduction Program "was completely unsatisfactory in FY 69". For example, if we would have done just a little bit better in this area, our Civil Engineering Division alone might have won top recognition in AFLC As it was we were down towards the bottom. We have started a dynamic program for FY 70 and I am happy to report that as of today we have achieved approximately 85% of our assigned dollar goal. We must keep thinking about Cost Reduction and doing something about it.

f. Our Suggestion Program is unsatisfactory from both a military and civilian standpoint. In this regard, it is difficult for me to understand why more people don't submit more suggestions when it means additional dollars in their pockets when approved. Also I wonder about your competitive spirit. I don't understand why other bases can fully support the Suggestion Program but Griffiss people "don't seem to care".

2. In summary, we have come a long way during 1968. We have

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laid the ground work for some exciting new improvements in 1980. What we have accomplished, and plan to accomplish, indicates that we "CAN DO" if we set our minds to it. As I stated previously I look forward to this coming year, working and associating with each of you, and I hope you do too. Thanks and I wish each of you a very happy and prosperous new year.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE OHIO 45433

REPLY TO ATTN OF MCG

26 June 1968

SUBJECT ANG Augmentation of Pacific GEEIA Region

TO Chief, National Guard Bureau (NG-AF)
Wash DC 20310

1. Request that 18,000 man-days be allocated to provide tours of duty in support of Pacific GEEIA Region. The number of days is required for the remainder of calendar year 1968.

2. It is planned to use Guardsmen as replacements for active duty personnel who are required in SEA. Examples of projects that they may be assigned to are:

a. Project Combat Fox, Korea, estimated 30,000 man-hours.

b. Two new 1000-1200 line telephone central offices and expansion of three existing exchanges, estimated 5,000 man-hours for the former, 5,400 man-hours for the latter, plus outside plant telephone cabling, all in Korea.

c. Fourteen locations in Korea, Japan and the Philippines are to receive the end termination equipment for a command control system, estimated 14,000 man-hours.

d. Control tower very high frequency radio modernization, Okinawa, Japan and Philippines, estimated 600 to 2,000 man-hours each installation. Man-hours vary as each job is of a different magnitude.

e. Taiwan, high frequency single side band radio installation, estimated 1,200 man-hours.

f. Guam, high frequency radio and antenna installation, estimated 1,800 man-hours.

3. When possible, a tour of duty on this project will include the requirement for the 15 day active duty tour. HQ USAF will be requested to furnish funds for pay and allowances.

4. Only volunteers will be used and no Guardsmen will be assigned to SEA.

5. Approval of this request will:

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a. Provide the Air Force with a source of qualified personnel to maintain vital services.

b. Provide the Guardsmen with excellent training by performing actual work under field conditions.

LEWIS L. MUNDELL
Lieutenant General, USAF
Vice Commander

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1st Ind to AFLC (MCG) Ltr, 26 Jun 68, ANG Augmentation of Pacific GEEIA Region

DAAF, NGB (NG-AFTC), Wash DC 20310 10 July 1968

TO: AFLC (MCG), Wright-Patterson AFB, Ohio 45433

1. The National Guard Bureau approves of the proposed participation of our GEEIA squadrons in the Pacific GEEIA Region as outlined in the basic correspondence and will support this program to the maximum extent possible.

2. In November 1967, Headquarters GEEIA requested NGB to obtain informal information from our GEEIA units relative to a 31-89 day volunteer active duty tour with Pacific GEEIA Region during the period February through December 1968. The results of our survey indicated that 15 officers and 403 airmen would volunteer for approximately 18,000 mandays.

3. In view of the above, it is recommended that the ANG augmentation be planned for the balance of FY 1969, rather than CY 1968.

4. For your planning purposes, the 18,000 ANG mandays resource can be based on approximately 425 men performing 40 day tours plus accrued leave. The NGB will fund for approximately 6,000 mandays for those personnel who have not attended annual field training for the year.

5. All other costs involved with this project must be borne from AFLC resources. Those other costs that can be identified at this time are:

a. Round-trip travel and/or commercial transportation between the member's home of record and the embarkation point for transportation overseas.

b. Round-trip travel and/or government furnished transportation between CONUS and the overseas debarkation point.

c. Round-trip travel and/or government furnished transportation, debarkation point overseas and the first or subsequent duty stations.

d. Payment of TDY per diem.

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8. Upon receipt of your concurrence, the NGB will notify all states concerned of your requirement for ANG assistance on a volunteer basis. Additional information and guidance pertaining to issuance of active duty orders and arrangements for overseas payment of ANG personnel will be forwarded to your command, which, together with this letter and your reply, will constitute our memorandum of understanding.

FOR THE CHIEF, NATIONAL GUARD BUREAU

I. G. BROWN
Brigadier General, USAF
Asst Chief, NGB, Air

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS PACIFIC GEEIA REGION (AFLC)
APO SAN FRANCISCO 96515

REPLY TO
ATTN OF: GEP

28 June 1968

SUBJECT: Relocation of Pacific GEEIA Region Engineering

TO: GEEIA (GEG)

1. Attached is the latest status of relocating our Directorate of Engineering. Prospects for any immediate action appear to be nil.

2. In view of the October 1969 or later date for completion of the Navy dormitory, I have furnished information to PACAF in an effort to raise the priority of the 23,000 square foot new administrative office building (43A of 111 in the PACAF FY 70-74 MCP, dated 15 Jan 68) and obtain earliest FY 70 funding for building construction.

3. I will keep you advised of further developments.

ORVILLE K. REILLEY, Colonel, USAF
Vice Commander

1 Atch
CINCPACAF ltr, 25 Jun 68
w/2 Atch

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS PACIFIC AIR FORCES
APO SAN FRANCISCO 96553

Reply to
Attn of: DCEPR 25 June 1968

Subject: Relocation of Pacific GEEIA
Region Engineering

To: Pac GEEIA Rgn (C)

1. The attached letter from the Commander, 6486 AB Wg, is forwarded for your information.

2. The construction project referred to in paragraph 4 of the attached letter is scheduled for completion in October 1969. At that time, 25,800 square feet of Building 102 could be made available to accommodate your engineering functions.

3. We have queried the Division Engineer on the possibility of locating your engineering functions at Schofield Barracks as an interim measure. At the present time, there is no building space available and attachment 2 explains their position.

FOR THE COMMANDER IN CHIEF

ARCHIE S. MAYES
Brigadier General, USAF
DCS Civil Engineering

2 Atch
1. Cy 6486 AB Wg Ltr, 13 Jun 68 wo atch
2. Cy Div Engr Ltr, 28 May 68 w/atch and 2 Ind

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 6486TH AIR BASE WING (PACAF)
APO SAN FRANCISCO 96553

Reply to
Attn of: BDSS

13 June 1968

Subject: Relocation of Pacific GEEIA Region Engineering
(Your Ltr, 25 May 68)

To: CINCPACAF (DCEPR)

1. This headquarters has investigated the possibility of using the space now occupied by Navy personnel in Building 102, Wheeler Air Force Base. That area is assigned to the Fleet Operations Control Center, U.S. Pacific Fleet, under Interservice Support Agreement. A copy of this agreement is attached. This agreement terminates 20 June 1969. It provides the Navy with 21,019 sq. ft. of floor space exclusive of passageway, latrines, and mail room.

2. The Acting Commander of Schofield Barracks was consulted and he indicated that there is no adequate space in which to house Navy personnel at this time. The recent activation of the 29th Infantry Brigade has saturated Schofield Barracks facilities.

3. Building 102 has a rated capacity of 540 men. At present, there are 517 men quartered in the building. The Air Force has 295 personnel and the Navy has 222 personnel assigned to this building. The Navy previously had 294 people quartered here but has reduced this quantity to the above figure so as to minimize an overcrowded situation. The current Navy occupancy plan states that the Navy portion of Building 102 should be reduced to 184 persons in accordance with current Navy criteria (copy attached).

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4. The Navy has a construction project for a dormitory with a capacity of 350 men in the FY 1968 program. Upon completion of the Navy dormitory, the first floor of Building 102 can be made available for the Engineering function of Pacific GEELA Region. Attached is a preliminary construction cost estimate for modification of the first floor of Building 102. The requirements for configuration are delineated in the attached drawing. The preliminary cost estimate is $43,700.

HAROLD F. LAYHEE, Colonel, USAF
Commander

4 Atch
1. Interservice Support Agreement
2. FOCCPAC Instr 11012.1A, 25 Apr 68
3. Cost Estimate
4. Drawing

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DEPARTMENT OF THE ARMY
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS
FORT ARMSTRONG
HONOLULU, HAWAII 95813

In Reply Refer to:
PODRM

28 May 1968

Subject: Request for Space at Schofield Barracks

Commanding General
United States Army, Hawaii
ATTN: HCEN-R
APO 96557

1. Attached is a copy of letter from the local Air Force Command Relating to certain space requirements by a tenant USAF unit. The letter is self-explanatory.

2. We will appreciate a reply as to whether such space as required by the Air Force can be made available by USARHAW at Schofield Barracks.

FOR THE DIVISION ENGINEER

1 Incl
As stated

J. E. WALTHER
Chief, Real Estate Division

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS PACIFIC AIR FORCES
APO SAN FRANCISCO 96553

Reply to
Attn of: DCEPR

14 May 1968

Subject: Relocation of the Pacific GEEIA
Region Engineering

To: Division Engineer
US Army Engineer Div, Pacific Ocean
Bldg 98, Ft Armstrong
Honolulu, Hawaii 96813

1. The purpose of this letter is to request your assistance in acquiring suitable interim real property facilities in the vicinity of Wheeler Air Force Base.

2. A tenant USAF unit, the Pacific Region of the Ground Electronic Engineering Installation Agency, is presently located on Wheeler Air Force Base. Because of limited facilities at Wheeler, the Directorate of Engineering for this agency is being accommodated in Building T-31, Damon Tract, located adjacent to the entrance to Honolulu International Airport, some 18 miles from the parent unit.

3. A facility to accommodate this unit is programmed in the FY70 MCP; however, it will not be realized until the 1972 time frame should it survive congressional review. Surveys of facilities at Wheeler have been made in an attempt to accommodate this unit on an interim basis. Suitable facilities are nonexistent without extensive modification.

4. In the meantime, an untenable situation has developed in the management of this organization created by the distance involved in the location of the parent agency and the subordinate unit. Primarily involved are problems, which are readily apparent, in security, transportation and communication. Use of interim facilities located closer to the parent agency would alleviate this situation considerably.

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5. It would be greatly appreciated if you would advise this headquarters of the possibility of accommodating the Directorate of Engineering of GEEIA, consisting of approximately 275 personnel and requiring approximately 25,000 square feet, in the vicinity of Wheeler Air Force Base, perhaps Schofield Barracks.

FOR THE COMMANDER IN CHIEF

ARCHIE S. MAYES
Brigadier General, USAF
DCS Civil Engineering

cy to: 6488 AB Wg (C)
Hq GEEIA (GEL)

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HCEN-R (28 May 68) 1st Ind
SUBJECT; Request for Space at Schofield Barracks

HQ U.S. ARMY, HAWAII, APO San Francisco 96557 - 10 Jun 68

TO: Division Engineer, Pacific Ocean Division, Bldg 96,
Fort Armstrong, Honolulu, Hawaii 96813

1. Due to the present programmed utilization of administrative space in this command, there is no building space available either at Schofield Barracks reservation or at other outlying Army reservations.

2. The foregoing information was also provided to the GEEIA representative at Wheeler during an earlier telephone inquiry on this matter.

FOR THE COMMANDER

1 Incl
nc

JOHN D. GHEE
1LT, AGC
Asst AG

PODRM (28 May 68) 2nd Ind

DA, Pacific Ocean Division, Corps of Engineers, Honolulu, HI 96813, 19 Jun 68

TO: Deputy Chief of Staff for Civil Engineering, Headquarters, PACAF
ATTN: DCEPE, APO 96553

For your information.

FOR THE DIVISION ENGINEER

1 Incl
nc

H. H. de VIS-NORTON
Acting Chief, Real Estate Division

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GEK

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

11 Jul 1968

SUBJECT: Separate Investigations Related to Accidents/Incidents

TO: All GEEIA Regions and 2856th AB Gp

1. The attached letter from the Vice Commander, HQ AFLC, subject as above, 21 June 1968, is forwarded for your information and guidance.

2. In appropriate cases, commanders may conduct investigations of the type referred to by General Mundell in accordance with AFR 110-14, Subject: Collateral Investigations of Aircraft and Missile Accidents, 7 July 1967; AFM 120-3, Subject: Manual for Administrative Inquiries and Investigations, 18 August 1965; or AFR 11-1, Subject: Boards of Officers for Conducting Investigations, 29 December 1953, as amended. While these specific regulations are available for a commander's use, all commanders have inherent authority to investigate any matter within his area of responsibility and jurisdiction.

3. With the exception of the Commander, 2856th Air Base Group, GEEIA Commanders will generally refer investigative problems of this nature to their host installation commander. It is suggested, however, that GEEIA commanders discuss such problems with their local base Staff Judge Advocate for advice and guidance prior to referring them to the installation commander for action.

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

1 Atch
Ltr HQ AFLC (MCG) dtd 21 Jun 68

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCG

21 June 1968

SUBJECT: Separate Investigations Related to Accidents/Incidents

TO: MOAMA WRAMA CFBLA 2750 AB Wg
OCAMA SAAMA APRFE Mil Acft Stor Dspn Cen
OOAMA SMAMA APRE

(Commander)

1. The scope of corrective actions taken as a result of some accidents/incidents that have occurred, in Air Force Logistics Command facilities or in contract facilities where the Air Force Logistics Command has some management responsibilities, has been limited. While actions taken to eliminate technical accident/incident cause factors have generally been satisfactory, other actions to correct deficiencies such as improper supervision, organizational inefficiencies and failure to follow regulations and prescribed procedures have not always been timely and appropriate.

2. The importance of a separate investigation of questionable circumstances surrounding an accident/incident is emphasized because testimony or statements given during the accident investigation (AFR 127-4) by witnesses or persons involved in the accident, except Ground accidents, cannot be used for any purpose other than accident prevention.

3. When the circumstances warrant, commanders should exercise their authority and direct a separate investigation to establish and preserve the factual information on which to determine the need for disciplinary action and adverse administrative proceedings.

Lewis P. Mundell

LEWIS L. MUNDELL
Lieutenant General, USAF
Vice Commander

Copy to:
USAF Hosp WPAFB
2802 Inertial Guidance
& Calbr Gp

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PROPOSAL BASED ON TWO PREMISES
(Rome Daily Sentinel, 12 Jul 68)

The proposed extension of the corporation tax line is based on two premises, according to a report of the Common Council's Municipal Services Extension Committee.

These are:

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.

The areas designated for annexation are broken down into three specific blocks as follows:

Area A - The areas immediately adjacent to the present corporation line. Generally, it includes lower E. Dominick St. between the Air Base and Canal easterly to the Griffiss entrance, S. Jay, S. Madison and S. George Streets and a portion of Muck Road south to the Canal; Erie Blvd. W. southerly to the old Erie Canal and westerly to a point west of the New London Road ; all that area to the west and north of the present line to the west side of Gifford Road and the north side of Potter Road, easterly to the Mohawk River and the area east of the present line to Griffiss AFB between Chestnut Street and the Woodhaving Housing Project.

Area B-1 - From the west side of properties of Turin Road easterly to the Mohawk River, between Potter and Williams Roads. This includes Glendale Manor and Valley View Manor housing subdivisions.

Area B-2 - Between Williams Road and the town line, from the Mohawak River westerly to a point west of Turin Road to include Lorena Heights and the Kolton Tract.

Area C - The entire area of Griffiss AFB. This has no effect on city expenditures as the city will provide no services.

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VISIT OF MRS. JACK G. MERRELL

18 - 19 July 1968

AGENDA ITEMS

18 July	
1525 - 1600	Tour of Base
1600 - 1615	Visit Commissary
1615 - 1630	Visit Service Club
1630 - 1700	Mrs. Nichols' Quarters to Meet with NCO Wives
1700 - 1745	Quarters
1800 -	Reception
2000 -	Dinner
19 July	
0800 -	Depart Quarters
0810 - 0845	Breakfast at Hospital
0845 - 0930	Tour of Hospital
0930 - 0945	Visit Base Nursery
0945 - 1000	Visit Teen Club
1000 - 1015	Visit Thrift Shop
1015 - 1100	Briefing on Family Services and CHAP Programs; Coffee
1100 - 1130	Officers Club to Meet with OWC Board Members, Wives of Colonels and Wives of Key Civilian Personnel
1130 - 1145	Quarters
1145 -	Depart for Aircraft

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TOUR

General Merrell

0730 - 0930, Friday, 19 July 1968

Leave Officers Open Mess - 0730

Quick swing through Skyline Housing Area - 0740

To Gymnasium via Hospital, Veterinarian, Service Club (STOP) - 0747

To Theater (STOP) - 0756

To Base Exchange (STOP) - 0807

To Building 444 See VAQ on first floor; normal barracks rooms on second floor - 0818

To Dining Hall - 0825

Quick swing through Woodhaven Housing Area (Point out Guard Strike II encampment) - 0837

Tour 900 Area - 0845

See BNCOQ Building 934 (STOP) - 0847

To Base Civilian Cafeteria (The Contrails) - 0858

To Fire Crash Station on Flight Line Building 100 (STOP) Make awards to 11 firemen) - 0915

Drive through 40th and 410th Areas to Perimeter Road

Drive around Perimeter Road via Observation Point and Picnic Area to NCO Open Mess arriving - 0930

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COMMITTEE CALLS FOR LINE EXTENSION TO INCLUDE AREA A AND GRIFFISS BASE
(Rome Daily Sentinel, 19 July 1968)

The Common Council committee which has recommended extension of the corporation line and which came under fire of upset and concerned citizens at a public hearing Wednesday night, today issued a unanimous statement calling for "the extension at this time to include Area B and Griffiss AFB."

They also asked that the Council consider expansion of the committee to include representatives of Areas B-1 and B-2 and Stanwix so that further study can be given "these problem areas."

For August Action - The committee, headed by Alderman Don C. McLoughlin, R-6, met Thursday night in the Justice Building and adopted unanimously a statement to be presented to the Common Council for legislative action at the August meeting.

Area A extends to the north only to properties on the north side of Potter Road, between the Mohawk River and Turin Road. The proposed line runs across open land from Potter to Gifford Road, then along the north side of Gifford, taking in the Murray's Corners area and the section of Erie Blvd. west of the present line.

Also included are the Lower S. Madison-S. George-S. Jay section, Lower E. Dominick St. to the Griffiss gate and the Upper Floyd Ave. section between the present line and the base.

The alternatives were Areas B-1, extending north to Williams Road, and B-2, extending to the Lee line.

Alternatives Studied - "Since we completed our study and issued the report," the committee statement pointed out, "we have continued to investigate alternatives - frankly admitting that there were areas where our planning was not 100 per cent complete. We intentionally proposed those areas that conceivably desired urban services - knowing that once the proposal was made public, we would get an accurate guage of the feelings of those involved."

Although committee members said they felt much of the opinion received was "erroneous and misdirected," they praised other comments as being "constructive and beneficial to the committee."

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"Proposal Sound" - "It is apparent," the statement goes on, "that a timetable for extension of the sanitary sewer system is of greatest concern. Our study was the first to cope with this problem and our proposal on sanitary sewers is sound."

While a timetable for construction of sewers cannot be set up at this time, the committee said other municipal services "can and will be provided on the effective date of the line extension."

In recommending an enlargement of the committee, the three-man group said a study of the problem areas and a "report on future orderly extension of the corporation tax district" would be its responsibility.

"It is our hope that this additional study and report be completed by Jan 1, 1970," they declared.

The tax rate on the extension recommended at this time (Area A and GAFB) is as stated in the group's report - "there is no change in the combined total" of the general city rate and the inside district rate. "The combined outside rate also will not change from the present total of $15.61," the statement added.

Funds for Resurfacing - "We are adding to the outside budget funds for the necessary street resurfacing in the many subdivisions involved," the statement goes on.

"The incorporation now of Area A and the air base will go a long way toward overcoming the taxation inequities now present. We urge unanimous Council support for this plan."

The committee concluded by expressing appreciation to all who assisted them in "reaching our present position on this complex city problem." The statement was signed by McLoughlin and Aldermen Patsy Spado, D-1 and Arthur E. Golden Jr., R-5.

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AREA A, AFB
COUNCIL UNIT EXTENDS LINE
(Rome Daily Sentinel, 20 Jul 68)

ROME - The Common Council three-man committee that recommended the corporation line be extended has announced that the change should include Area A and Griffiss AFB.

The unanimous decision followed recent informal meetings and a public hearing Wednesday night.

The trio of Chairman Don C. McLoughlin, 6th Ward Republican Patsy Spado, 1st Ward Democrat, and Arthur E. Golden Jr., 5th Ward Republican has also asked that the council consider expansion of the committee to include representatives of areas B-1 amd B-2 and Stanwix so that further study can be made of those areas.

Area A extends to the north only to properties on the north side of Potter Road between the Mohawk River and Turin Road. The proposed line extends across open land from Potter to Gifford Road then along the north side of Gifford, taking in the Murray's Corners area and the section of Erie Boulevard west of the present line.

Also included are the lower S. Madison Street-George Street Jay section, lower E. Dominick Street, upper Floyd Avenue section between the present line and the base.

The committeemen noted, "Since we completed our study and issued the report we have continued to investigate alternatives - frankly admitting that there were areas where our planning was not 100 per cent complete. We intentionally proposed those areas that conceivably desired urban services - knowing that once the proposal was made public, we would ge an accurate gauge of the feelings of those involved.

The committee also remarked, "There is no change in the combined total" tax rate of the general city rate and the inside district rate. They estimated that the combined outside rate also will not change from the present total of $15.61.

They concluded, "The incorporation now of Area A and the air base will go a long way toward overcoming the taxation inequities now present. We urge unanimous council support for this plan."

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GEO (Mr C. S. Dayhoff/3505) 24 Jul 1968

Manning GEEIA Field Offices

GEA

Your attention is invited to the attached copy of a letter received from USAFSS. Request that every effort be made to fill the officer's position at our Security Service field office as soon as possible and the officer vacancy at the ESD field office be given second consideration. In view of our customers' interest in the utilization of these offices, every effort should be made to man them as soon as possible.

1 Atch
USAFSS (TTD) Letter, 15 Jul 1968

Cy to: GFG

CECIL O. [illegible], Colonel, USAF
Director of Operations

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE SECURITY SERVICE
SAN ANTONIO, TEXAS 78241

REPLY TO ATTN OF: TTD

15 JUL 1968

SUBJECT: GEEIA Field Office (GEOFO)

TO: HQ GEEIA (GEO)

1. We have completed a study of the GEEIA/USAFSS Command working relationships and have identified an area which could be greatly expanded for mutual benefit. We highly recommend increased utilization by USAFSS and GEEIA of the GEEIA Field Office. This office has consistently rendered valuable liaison support to our Command C-E programs, the TACAMO and COMMEC engineering areas and the GEEIA SSIR program.

2. To further increase utilization of the office, the liaison officer has been appointed as a member of the Command CEMB. All staff offices have been requested to utilize the field office wherever possible which should reduce formal communications between our headquarters. We expect to issue a command directive further defining the capabilities and other services available from the office. The functional responsibilities of the office as defined in GEEIAM 23-1 have been reviewed and are considered adequate.

3. We believe that for mutual realization of maximum benefit from the office, it must be fully manned in order to function in an effective and responsible manner. Continuity of office functions cannot be maintained during periods of annual or sick leave and TDY with only one man assigned full time.

4. If the billet for the GEEIA Field Office at this Headquarters has not been filled due to shortages in field grade officers with 3016 career field experience, we would not object if the UMD authorization were filled by a company grade officer (Captain) in the 3034 career field. We consider filling of this position to be of utmost importance to the Communication's staff.

5. Your comments are requested regarding these objectives.

FOR THE COMMANDER

Leo J. Kaufman

LEO J. KAUFMAN, Colonel, USAF
Director of Telecommunications
DCS/Systems and Technology

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEA

24 JUL 1968

SUBJECT: Civilian Personnel Strength Ceilings

TO: GEG GEK GEV GES SGOMG
GEI GEL - GEE GEO

1. The attached message is forwarded for your review. Because of the restrictive hiring limitations and decreasing strength ceilings it becomes necessary to review requests for hire in an even more critical manner.

2. This office will periodically brief on the numbers of people involved. It will be the responsibility of each directorate to analyze our figures in order to determine impact upon your mission accomplishment.

PASQUALE A. LERRO, Capt, USAF
Asst Chief, Personnel

1 Atch
GEG Message

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PRIORITY

Hq GEEIA GRIFFISS AFB NY

PACIFIC GEEIA RGN/GEF/WHEELER AFB HI

EUROPEAN GEEIA RGN/GER/WIESBADEN AB GERMANY

EASTERN GEEIA RGN/GEM/BROOKLEY AFB AL

CENTRAL GEEIA RGN/GEC/TINKER AFB OK

WESTERN GEEIA RGN/GEN/MCCLELLAN AFB CA

INFO: PACGEEIAMETFLDOFC/SCOMG-1/WHEELER AFB HI

EURGEEIAMETFLDOFC/SCOMG-2/WIESBADEN AB GERMANY

EASTERN GEEIA RGN MET FLD OFC/SCOMG-3/
BROOKLEY AFB AL

AFLC MET/SCOMH/MCCLELLAN AFB CA

AFLC MET/SCOMH/TINKER AFB OK

UNCLAS GEG 231/50 / Jul 68

The following info is quoted from a msg received from AFLC (MCG), 1620JZ Jul 68. QUOTE: SUBJ: Supplementation of the Revenue and Expenditure Control Act of 1968. This msg in Four Parts.

Part I. ALMAJCOM 1102/68 received in this Hq 8 Jul 68 establishes interim instructions for the implementation of the revised hiring procedures required by the revenue and expenditures control Act of

23 JUL 1040 1968 5

GILBERT HUNGERFORD 4436
Management Analyst
Special Projects-AFLC MET (SCOMH)

JB

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Original Signed By
DAVID H. KONIN, Colonel, USAF
Chief of Staff

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HQ GEMIA GRIFFISS AFB NY

1960. Basically, this act requires that (A) appointments to fill vacancies as a result of resignation, retirement, removal (for cause), or death will be limited to 75PCT of the total number of such vacancies which occur after 1 Jul 1960; (B) internal adjustments or realignment actions affecting positions through RIF procedures and positions vacated as a result of functional transfers, reassignments to other Air Force Commands, DOD and other Federal Agencies may be filled on a one for one basis; (C) The number of part time employees will not exceed the number assigned your Command for the corresponding month of calendar year 1961; (D) Presidential appointees, intermittent (WAE) personnel, and l ons servicing without compensation NOV) are exempt from the above limitations. Part time and intermittent employees are defined in chapter 315-22 FIM; (3) firm commitments made to persons employed prior to the receipt of this msg will be honored if withdrawal of such offer is not practical or would work hardship on the individual. These appointments will be charged to the 75PCT hiring limitation. Part II. Pending further guidance from this Hqs, the following actions will be taken: (A) Your July on-board strength ceilings will be your base line for the 75PCT hiring limitation; (B) If-921 and 922 are exempt from the provisions of Part I(A) of this msg; (C) present strength ceilings will remain in force unless the 75PCT limitation results in strength below repeat below these ceilings. To clarify this point, it appears that strength ceilings in O&M at most subordinate commands, will

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compensate for the 75PCT hiring limitation. In that the strength ceilings are required due to the man-year program, these will be the controlling factor as long as reductions from on-board strength caused by them exceed reductions caused by the 75PCT rule. In the event that a function has a level or rising strength ceiling program, the 75PCT rule will apply and strength ceilings will automatically decline based on the loss of one-fourth of spaces vacated in accordance with (A) above. These ceilings will be adjusted by means of the interim report shown below. To provide as much flexibility as possible, vacated spaces may be accumulated as a credit against the one-fourth attritional reductions. This will allow ing to be programmed more effectively. The accounting period (E.G., quarter, fiscal year) during which vacancies may be accumulated and imbalances may be allowed, has not yet been determined by USAF/DOD. Pending this decision, this command will audit monthly to assure adherence to strength ceilings. Part III. Special criteria is required for MMF (IF-925) so that workload forecasting may be adjusted; (A) Each AMA/MAFS is requested to identify forecasted vacancies by skill and organization for the remainder of the fiscal year, (B) In addition, vacancies by workload/product should be identified in the shops Division. Part IV. The following info will be reported by msg to this Hqs three working days after each pay period: (A) Total vacancies occurring during the pay period broken out by (1) resignation, (2) retirement, (3) death, (4) removal (for cause), (5) functional transfer, (6)

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HQ GENIA GRIFFISS AFB NY

Transfers to other Air Force commands, DOD or other federal agencies, (7) Transfers to other AFLC installation: activities; (B) Vacancies filled against (A)(1) through (7) above. (C) In the report of the pay period ending closest to the end of the calendar month, add the number of part-time employees assigned at the end of the corresponding month in CY-67 and the number of part-time personnel employed at the end of the current reporting pay period. Reports control symbol No. LOG-U136 is assigned to this report. UNQUOTE In order to comply with the requirements of this msg, it is requested that each Hqs contact all CCPO's servicing all, repeat all, assigned civilian personnel and request the following info be forwarded directly to AFLC MMI, Griffiss AFB (SCOTC), immediately following the end of each pay period, and NLT 2 work days following same: (A) Total vacancies occurring during the pay period broken out by; (1) Resignation (2) Retirement (3) Death (4) Removal (for cause) (5) Functional Transfers (6) Transfers to other Air Force Commands, DOD, or other Federal Agencies. (7) Transfers to other AFLC Installations or activities. (B) Vacancies filled against A(1) three (7) above. (C) In the report of the pay period ending closest to the end of the calendar month, add the number of part-time employees assigned at the end of the corresponding month in CY 67 and the number of part-time personnel employed at the end of the current reporting pay period. The first report should include all above

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HQ GEKIA GRIFFISS AFB NY

categorized actions that have occurred since 1 Jul 68. Negative reports will be required. Info copies of reports will be sent to GEA. ~~This is a joint SGOMG/GEA msg.~~

This is a joint GEA/SGOMG msg.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS EASTERN GEEIA REGION (AFLC)
BROOKLEY AIR FORCE BASE, ALABAMA 36615

REPLY TO ATTN OF: GEH

31 JUL 1968

SUBJECT: Eastern Region Newsletter

TO: Brig Gen Franklin A. Nichols
Commander
GEEIA
Griffiss AFB NY 13440

Dear General Nichols

I would first like to express my appreciation for your visit to the 2860th Squadron at Robins AFB on 12 July 68. The very challenging talk you presented to the Squadron has had a very good stimulating effect on all assigned personnel. We are looking forward to your planned visit to the Region on 12 and 13 August 68. We plan a comprehensive tour of our new home at Annex #3 to familiarize you with both the physical plant as well as the environmental aspects. I have talked with Colonel Brousseau, Vice Commander of the Keesler Training Center, and they would welcome an opportunity to brief you on the support they plan to give us. Since a portion of the Host Tenancy Agreement is still in dispute (the Agreement was forwarded by AFLC (ECOMR) to USAF (AFOMC) on 19 July for resolution), this might be a particularly timely subject for them to discuss with us during your visit. In addition to the tour of Annex #3, there are a number of other subjects which we would welcome the opportunity to brief you on here at Brookley.

To date, 331 of the Region Headquarters civilian employees have agreed to accept their functional transfers, ten have declined, and eight have not yet replied. Civilian Personnel has advised that we can expect some of the acceptances to be withdrawn prior to the move, which will result in additional hiring problems.

The civilians from the 2863rd Squadron have moved to the 2863rd Detachment #1 at Keesler AFB and are rapidly settling down. The move was made with only minor disruptions in the mission workload. Teams on TDY at Keesler returned to Brookley to clear the Base and lost only one day. Teams at other bases are returning to Keesler rather than Brookley upon job completion, and are losing no time. The Keesler Technical Training Center has provided excellent support during and subsequent to the move.

Relocation of the 2863rd Squadron is progressing without significant interruption of workload accomplishment. All property, except that

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required to support 2863rd personnel still at Brookley, has been transferred. Approximately 145,000 pounds of tools, equipment, and supplies have been moved on Squadron vehicles. According to initial estimates developed in coordination with the Wright-Patterson AFB freight traffic office, shipment via our vehicles as opposed to shipment by commercial means has saved at least $4,750.00. Savings will be submitted under the Cost Reduction Program as soon as all pertinent data are finalized and documented.

a. PCS transfer of 2863rd military personnel began 1 July, and within three weeks, 50 people had completed the move. The transfers combined with PCS arrivals from other sources bring our on board military strength at Wright-Patterson to 114.

b. Transfer of functions, including workload management, was also accelerated. Essentially all Squadron business was being conducted from Wright-Patterson by mid-July. Command of the 2863rd Squadron was passed from Major Michael Timm to Captain Finley P. Ledford, III, effective 22 July 68.

The Region's Squadron Performance System is currently undergoing major revision. The number of rated elements has been increased to 21, thus permitting a wider range view of performance. Scoring methods have been closely reviewed to insure a creditable rating system exists, which parallels the Hq CHEIA criteria, with a minimum of additional reporting.

Our Suggestion Program has shown a significant increase recently which is the result of the emphasis that we have been placing on this important program. During the third quarter, we had only 21 participants, while the fourth quarter had 139 participants. We are continuing to stress to the personnel and Squadron Commanders the many benefits to be derived from this program.

We continue to have transportation problems which detract from our effective mission accomplishment. For example, our monthly flight from Griffiss AFB to the North Country was set for 16 July 68. The flight was to have taken six men to Thule and 13 men to Rockville, Iceland. The flight was cancelled on 12 July because the Base could not find an available navigator and radio operator for the C-54. Alternate arrangements were made for both teams through the Base Travel Coordination Office on Category Z aircraft departing from McGuire. The Rockville team departed on 17 July and the Thule team departed on 22 July. Our estimate of the cost of the alternate travel arrangements is $4,000. In addition, all the material and scaffolding which was to have gone with the team on the C-54 was shipped by LOGAIR

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to be available at Rockville shortly after the team arrival. The basic problem in establishing regular monthly flights to the North Country is the availability of over-water qualified aircrews at Griffiss AFB.

My daily reviews of the material problems affecting completion of ILAMs and schemes continue to reflect a favorable trend. This is most gratifying and is an indication of results that can be obtained by the concerted effort on the part of all concerned. We are experiencing some problems in transportation which result in work stoppages. For example, shipments from Keesler AFB are shipped by LOGAIR to Columbus AFB, Mississippi, and transshipped by truck. Truck shipments frequently require six to ten days in transit time for this 200 mile distance. We are continuing to advise Colonel Burley of specific problems and are receiving excellent assistance from his transportation personnel as each instance occurs.

Progress is being made in each of our Squadrons on OJT. The 2860th Squadron had three five-level and one seven-level tested during the month with 100% passing rate. The 2861st Squadron is concentrating at present on excessive training by conducting remedial training, daily, from 1900 - 2100 hours. With this type approach, I'm sure we will be able to report continued improvement.

Several jobs of high interest are:

a. Emergency Job Order 8147X8B-JGZH-M-2278, installation of 20,157 feet of cable to GMC-10 and GMC-13 at Stewart AFB, is being accomplished by the 2861st Squadron. The team has experienced extreme difficulty trenching due to rocky soil conditions. The team was augmented by additional trencher and operating personnel from the 2860th Squadron on 2 July. On 8 July, both the 2860th Squadron trencher and the 2861st Squadron trencher broke down; the 2861st Squadron trencher was repaired on site and restored to operation on 9 July. The 2860th Squadron trencher was sent to Albany, New York, for repairs. Repairs are expected to be complete on 15 July. On 12 July, the 2862nd Squadron was tasked to provide a J-36 trencher and two construction personnel to augment the team on site. Transportation for the J-36 trencher was provided by the 2860th Squadron. Transportation departed the 2860th Squadron on 12 July, arrived at the 2862nd Squadron on 13 July, and arrived at Stewart AFB, NY, on 17 July 68. The arrival of the J-36 trencher should assure the timely and satisfactory completion of this emergency requirement. This triple augmentation has been possible due to the excellent cooperation of the 2860th, 2861st, and 2862nd Squadrons.

b. A cleanup scheme for the Langley AFB telephone central office has been engineered and published. The scheme provides the following:

-Combination of two outstanding schemes which provide replacement of the old power and ringing systems with a modern, up-to-date, transistorized system.

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-Multiple trunk access through rotary trunk switches for city and Autovon trunks.

-Upgrading of the equipment which was added on a crash basis during the past year, and was unavailable due to the use of existing assets.

After installation of this scheme, a traffic study will be made and a thorough engineering study will result. The traffic study, scheduled for 26 - 27 August 68, will point out any traffic deficiencies and these will be cleared immediately. The engineering study will outline future planning which will help maintain this office in good working condition.

c. Another significant milestone was achieved by GELIA this month with the completion of Scheme 0086A73 at Andrews AFB. The installation span of this scheme covered nearly 14 months, with a manhour expenditure of over 10,000 hours. The initial communication requirement to be satisfied by this scheme was to provide a pressure alarm system on the cable plant at Andrews. The original manhour estimate for this job was 300 hours. Installation instructions for this scheme specified that action would be taken to insure that cable plant pressure would be brought to a minimum level of six pounds per square inch at all contactor points. This minimum pressure provision required extensive rehabilitation of cable plant, resulting in gross underestimation of service to be provided under this scheme.

The 2862nd Squadron recently completed two jobs in their new geographical area of responsibility. C-F Scheme 0907B8B effected removal of communications equipment at Homestead AFB, Fla.; and a flight facility equipment team completed removal of an AN/CFD-6 and AN/CFD-11 at Tyndall AFB, Fla. Realignment of this Squadron's area of responsibility has greatly improved their manhour utilization which was an item on the last I. G. inspection report. We will have further improvement in this respect since we recently transferred the WECO 304 equipment to their maintenance shops for overhaul. This is the equipment that was shipped to MacDill from SEA and subsequently was not required for STRICOM.

I realize the various difficulties associated with the installation of the AN/FPS-77 are well known. The overall improved support posture reflects the concerted efforts which have already been applied to this system. However, in retrospect, I find that out of 14 unmodified RT-169A transformers, eight of these have failed. The latest just recently occurred at Plattsburgh AFB. As a matter of fact, after the original supplied transformer failed, another one was borrowed from the site at Otis AFB. After only three hours of operation, it also failed and another one was borrowed from Pease AFB. Frankly, I'm not too confident it will survive the test of time either. I understand there are still more than 50 of

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these unmodified transformers in the field throughout SEEIA. Based on the abnormally high ratio of failures experienced to date, it appears another factory quality control check prior to installation would actually make us money. In this regard, I recommend consideration be given to the award of a contract to service check and/or modify all of these transformers currently in the field.

In addition to the intensified management effort being applied to meet installations and maintenance schedules, additional attention is being focused on all quality aspects of mission performance. I have again stressed the importance of meticulous inspections by my Quality Assurance people and objective reporting of findings. Our management people are making increased use of their findings in order to improve systems and increase the quality of our services and products.

I am concerned with personnel replacements in our key positions that are scheduled to be vacated in the near future. I am particularly concerned with a replacement for Lt Colonel Clark, Chief of my Operations Division, who is scheduled to retire in October of this year; also, a replacement for Captain Walsh, our Administrative Officer. These will be two very sensitive positions during our move in November. I do feel very fortunate in being able to get Major Marsh on board a few days early to effect a short overlap with Major Harlow as Commander of the 7062nd Squadron. Major Marsh is now scheduled to arrive on 12 August, and Major Harlow will depart on 19 August 69.

Colonel Bradley is visiting our 7062nd Squadron and customers at Patrick AFB and Cape Kennedy AFS this week. He will also visit STRICOM and other customers at MacDill AFB, with a planned return to Brookley Saturday, 3 August 69.

Sincerely

THOMAS J. COUMBE, Colonel, USAF
Vice Commander

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DEPARTMENT OF THE AIR FORCE
EUROPEAN REGION
GROUND ELECTRONICS ENGINEERING-INSTALLATION AGENCY (AFLC)
OFFICE OF THE COMMANDER
APO NEW YORK 09332

SUBJECT: Monthly Newsletter

31 JUL 1968

TO: Brigadier General Franklin A. Nichols
Commander
GEEIA

Dear General Nichols

Col Moran has arrived and is set up to visit the Region as rapidly as possible. I have scheduled him in a C118 for a visit to Tehran and the 2879th. They departed Sunday, 28 Jul and will return on or about the 31st. In conjunction with this orientation, both Col Moran and myself will attend all GEEIA IG critiques with the possible exception of the 2879th.

I have just received positive confirmation that Major Hima will arrive on the 10th for a 4 day orientation and then on to Athens on the 15th. This will be very timely, as the IG critique is scheduled for the 16th. I have had Major Hudson in for personal talks, and I believe that we are due for some improvement in morale at the Athens Squadron.

In reference to your personal discussion with me concerning the OER's on two of my field grade officers and the probable control roster action. This has occurred. I am remiss in the fact that I concluded that any such correspondence would be directed to me and thence in turn to the individuals concerned. This did not occur. Consequently, I have placed a recommended change to the regulation as I feel that this is an extremely cold, impersonal method of notification and above all, the two individuals concerned, to my knowledge, have never been counseled to any degree to indicate that control roster action was necessary. The most significant point concerning these two individuals is that I personally believe the control roster action was not warranted. As a matter of fact, in the instance of the Major at my HQ, he was removed from his job early in an attempt to give him an opportunity to prove himself in a different environment because he has some personal psychological problems. I am not contesting the authority of higher headquarters, but I do think that my judgement and opinions should be considered prior to final action.

This latest accident of SSgt Patten from the 2860th has further proved the need for authority and proper supervision in the field. As I reported to Col Konin, as soon as I have the results of an investigating officer, I will advise you of any action required. I am again reviewing every

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aspect to improve our safety program and have initiated a person to person concept wherein each supervisor must devote 15 minutes per week into ascertaining how we can improve and prevent accidents within this Region.

We are beseeched with rumors concerning the future of forces in Europe and the Middle East. Several articles have been carried recently in the Stars and Stripes which indicate removal of four divisions, removal of dependents, etc. It has reached the proportions that both Midge and I have received calls concerning the future of GEEIA and when we are going to Mobile. As you are aware, this is not new in the newspaper because for the past year and a half there has been a great deal of speculation of the status of forces in Europe. However, I do want to point out that this has an impact, particularly on my civilians. We still continue to receive no inquiries as to replacements for vacancies or status of recruitment action on civilians.

I attended a meeting and personally briefed Admiral Kuntz and Col Pappas, the new chief of the DCA-Europe. It is quite apparent that DCA will assume an aggressive posture as well as a pretty good shake up. Col Pappas is an Air Force officer and had an opportunity to speak to me privately, and said that he is impressed with European GEEIA's "Can Do" spirit and really with our end product. In addition, I have been invited to call and this is the first time I have been invited. I intend to take Lt Col Winbigler and Col Moran with me and establish a working liaison with DCA-Europe.

In discussions with Col Konin and Kelly, concerning the Athens lease--it is a 5 year lease and has just been renewed.

Sincerely

JACK C. HUNTER, Colonel, USAF
Commander

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MCOMO

AFLCR 23-17 (Organization and Mission - GEEIA) (Your Ltr, 2 August 1968)

SGOMG

1. To preclude conflict between the organizational codes assigned to the Comptroller, HQ GEEIA, and those assigned to the Central GEEIA Region, the organizational symbol "Y" will be utilized to identify the Central GEEIA Region. This change is considered more appropriate than deleting the "G" identification from the comptroller organization which is standard throughout all AFLC comptroller activities.

2. The present title of the Management Engineering Division, HQ GEEIA, is now in process of being changed by an AFLC Publications and Forms Bulletin to read "Industrial Engineering Division."

3. It is noted that some Regions are showing branches under the Plans and Management Offices. The functions of Management Services and Financial Management will be placed in the Plans and Management Office as working groups at Regions. Reference HQ AFLC (MCOMO) letter, 26 June 1968, and Appendix 2, AFLCR 23-17, dated 26 June 1968.

4. The next revision to AFLCR 23-17 will contain the three branch breakout in Region Operations Division, authorized by MCOMO letter, 21 June 1968, Realignment of Functions. Subject letter is authority to restructure accordingly, pending publication of revision.

GEEIA (GEG) Cy

FREDERICK [illegible], JR., Colonel, USAF
Deputy Director, [illegible] Organization

Cy to: GEEIA (GEG)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CENTRAL GEEIA REGION (AFLC)
TINKER AIR FORCE BASE, OKLAHOMA 73145

Office of the Commander

2 August 1968

Brigadier General Franklin A. Nichols
Commander, GEEIA (GEG)
Griffiss AFB NY 13440

Dear General Nichols

I am hopeful that we will be able to finish the TPQ-11 at Minot during August and thereby get rid of this "ole dog."

Our Guard units have been active during July and August on several schemes - some they are able to finish and others we have to put in the regular "blue suits" to complete them.

The ADC 416L removal schedule should be much improved after a meeting with ADC this week. We had so many contradicting TWX directives from all concerned that it was all but impossible to know what we were supposed to do.

Lt Colonel Paty (Materiel) now has his orders for South Vietnam via language school. Lieutenant Curry arrived to replace Captain Jenkins (Materiel) who has departed for England.

Talked with Colonel Powers (AFCS) today, and he plans to send a message on the ILS at Offutt. The ILS passes flight check OK but the monitor rings momentarily when it rains. To date we do not have a solution. We have put up a counterpoise and wire under the counterpoise in an attempt to solve the problem. Colonel Powers wants a commercial contractor to come in and determine what is wrong. I advised him against this and told him I believed the only thing the contractor would tell him would be to put the ILS on another runway. In its present location it violates all known installation directives for ILS systems. This was known when it was installed, but this is where the customer wanted it. We are still working and trying to find a solution.

Another unsolved problem has been "holes" in the GCA unit at Holloman AFB. Here we were asked for a tech assist. Our engineers (and, I understand, a Gilfillan man) were there also and attempted to

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eliminate the "holes" which have been there for a long period of time. I understand that General Paulson (AFCS) directed the unit be returned to the SRA. Whether another unit will do better remains to be seen. Prior to the directive returning it to the SRA, General Stoney called and stated that he was sending a GCA survey team to Holloman. They completed their survey on or about 29 July. I don't know what the findings of the survey were or what they were supposed to accomplish. I have talked with people who know the Holloman GCA and, as far as I can determine, it has always had "holes" and they believe it is caused by the terrain. What the cause is or who is correct may be revealed with another unit.

The CPN-4 overhaul here in the CGR shop is complete and has passed flight check.

The 205th GEEIA Squadron (ANG) here at Will Rogers Airport will install another FPS-77 at Holloman AFB, starting this month. This will be their fourth one. In addition they have the job of installing the FPS-67 in Puerto Rico.

Sincerely

WILLIAM A. JONES, Colonel, USAF
Commander

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GEK

REPRODUCED HQ. GEEIA (GEBA) 9 AUG 68.
INFORMATION DISTRIBUTION: ALL HQ GEEIA STAFF
OFFICES & DIRECTORATES

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NR UUUUU
R 090359Z AUG 68
FM PACGEEIARGN WHEELER AFB HAWAII
TO RUADJEA/2875GEEIASQ IACHIKAWA AB JAPAN
RUMMVKA/2875GEEIASQ CLARK AB PHIL
RUHBAB/4835GEEIASQ KORAT AB THAILAND
RUMLJAA/4855GEEIASQ CAM RANH BAY AB VIETNAM
RUABAB/DET 2 2875GEEIASQ KADENA AB OKINAWA
ZEN/DET 4 PACGEEIARGN HICKAM AFB HAWAII
INFO RUEDHEA/GEEIA GRIFFISS AFB NY
BT
UNCLAS GEP.
EFFECTIVE 10 AUG 1968 ALL ACTIVITIES OF HEADQUARTERS PAC GEEIA RGN STAFF WILL BE OPERATING UNDER FOLLOWING SCHEDULE: MONDAY THRU FRIDAY, 0745 HOURS- 1630 HOURS; SATURDAY 0745 HOURS- 1145 HOURS: CLOSED FOR BUSINESS SUNDAYS AND ALL FEDERAL HOLIDAYS, WITH STAFF DUTY NCO AVAILABLE DURING ALL NON-BUSINESS HOURS. TO MEED THE ADDITIONAL DUTY HOURS, ONLY MILITARY PERSONNEL ARE BEING USED TO STAFF OFFICES.
BT

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GSG

12 Aug 1968

SUBJECT: AFLC Procurement Principles

TO: Directors and Chiefs of Staff Offices

1. Attached AFLC Commander's letter is forwarded for your information and action.

2. Guidance provided is directed primarily to procurement organizations and is not to be interpreted as authority for GEEIA personnel to deal with contractor's representatives in areas of procurement requiring contracting officer decisions. Principles defined are applicable to GEEIA personnel associating with contractors' representatives during conferences resulting from contracting officer direction. Compliance with intent and direction provided will insure continuance of a satisfactory contractor-GEEIA relationship.

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

1 Atch
AFLC letter dated
20 July 1968 w/atch

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GLG

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCG

20 July 1968

SUBJECT: AFLC Procurement Principles

TO: OCAMA, OOAMA, SAAMA, SMAMA, WRAMA, MOAMA, CPRIA, APRR, APRRE, 2750 AB Wg, 2802 Inertial Guidance & Calbr. Gp

(Commander)

1. The procurement transactions of this Command are at a record high. The dollar volume of such procurements amounts to approximately $2.3 Billion a year. Our major objective has been and continues to be "provide timely support of our operational requirements without sacrificing sound procurement practices and goals".

2. In furtherance of our objective, continued effective management, both on our part and that of our contractors is a must. In a Secretary of Defense Memorandum for the Secretaries of the Military Departments dated 24 February 1968, subject: DOD Relationships with Defense Contractors, the closing paragraph states "The Defense Industrial Base is a vital and indispensable asset to our Nation. While concern for the public interest must always be our basic and primary concern, nevertheless we must assure that fair and equitable practices govern the buyer seller relationship".

3. I support the Secretary of Defense's philosophy and strongly believe that mutual responsibility and integrity in this relationship are fundamental if we are to accomplish our tasks in the most effective manner.

4. Attached for your guidance are our updated AFLC Procurement Principles. The philosophy set forth in the Procurement Principles basically states that while concern for the public interest must always be our primary concern, nevertheless, we must assure that fair and equitable practices govern the buyer seller relationship. Instill your people with these principles. Your personal interest and action in this area will set the example to assure the results we seek.

JACK G. MERRELL
General, USAF
Commander

1 Atch
AFLC Procurement
Principles

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PROCUREMENT PRINCIPLES

AIR FORCE LOGISTICS COMMAND

Be responsive

Air Force Logistics Command procurement organizations exist for just one purpose -- to buy what is needed, when needed, to support the Air Force. The more critical the need the more responsive the action must be.

Deal fairly

We must at all times display high principles and absolute integrity, scrupulously avoiding what might be construed as sharp practices. Contractors' legitimate proprietary rights must be fully respected. Contractors should not be made to assume undue financial risks.

Profit motivation

Profit is the motivating force in our free enterprise system. An attractive return to industry is as important to Air Force Logistics Command as it is to industry. If we do not allow adequate profit, we will not have responsible contractors. Negotiations aimed at reducing prices without consideration of the function of profit cannot be condoned.

Compete when it makes sense

Competition is the American way of doing business. Deviation from this principle requires sound and professional judgment.

Buy from responsible contractors

The Defense Industrial Base is a vital and indispensable asset to our Nation. We must deal only with responsible prospective contractors -- those with integrity who are fully capable of performing.

Buy quality products

Procurement interest does not end with the issuance of a contract. We are vitally concerned with the proper performance of the items delivered. They must perform the way they should. Anything less is unacceptable. Contract provisions to assure quality must be used and enforced.

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Deal at arm's length

We have a duty to protect the government's interests at all times. In our dealings with contractors we must comply with all aspects of procurement law. We must avoid gratuities and improper relationships. We must refrain from any action which could be interpreted as indicating a preferential attitude for one contractor over another.

Be professional

In all buying actions, our performance is only as good as our professional judgment. We must continually seek to improve the quality of that judgment at all levels. We must increase our individual and collective skills in order that Air Force Logistics Command procurement organizations may continue to improve and be prepared to meet the challenges of the future.

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AIR FORCE SECTION
MILITARY ASSISTANCE ADVISORY GROUP, REPUBLIC OF CHINA
APO SAN FRANCISCO, 96263

REPLY TO ATTN OF: Director of Materiel (C&E Branch) 22AUG 1968

SUBJECT: Information requested by your letter, SUBJECT: Training of the Chinese Air Force, dated 6 Aug 68.

TO: Chief, Systems Management Division (CSOS)
Directorate of Operations
Hq Ground Electronics Engineering-Installation Agency (AFLC)
Griffiss Air Force Base, New York 13440

1. The Ministry of National Defense approved the GEEIA Activity on 1 July 68. The Activity is located at Pingtung under the command of Colonel Wong, GEEIA commander under 1st AMA, with Colonel Hu as the commander of the GEEIA Sq. Fifteen (15) of the original twenty three (23) officers are assigned to GEEIA and related units. GEEIA is broken down into five (5) sections: Inside and Outside Plant, AC&W Radar, Communications (radio), ADA Radar, and Navigational Aids. The GEEIA complex will have about 320 personnel assigned when at full strength. The GEEIA organization falls under the Programs and Engineering section of the C&E Branch of CAF which is under Maj Gen Chen, Kuang Dou. In a recent discussion with Col Yeh, CAF Liaison, he said, "Tell Mr. Bunting that the organization is about the way he suggested it to be."

2. In reference to paragraph 3 of your letter, the "1st communication element" refers to the base communications elements at Kangshan and Heinchu and is not a part of the GEEIA organization. The GEEIA organization is still in the embryonic stage of developments.

3. The view graph slides are being forwarded by separate shipment with a copy of this letter enclosed in the container.

4. The addresses of Lt Col Apgar and Major Mills are as follows:

Lt Col Charles F. Apgar
5332 Stewart Ave
Richards Gebaur AFB, Missouri 64030

Major Harold Mills
9 Air Force
Shaw AFB, South Carolina 29152

FOR THE CHIEF:

[redacted]
Colonel USAF
Director of Materiel

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JOINT OCAMA/GEEIA CONFERENCE
27 August 1968

AGENDA ITEMS

TIME	SUBJECT	OPR	SPEAKER
1000-1005	Welcoming Remarks	GEG	General Nichols
1005-1020	GEEIA Plans for Maintenance in the Overseas Regions	GEO	Mr. Miceli
1020-1045	Director of Materiel Management C-E-M Mission	OCAMA	Mr. Weidenmaier
1045-1055	AN/FPN 16 Shelter Sides	OCAMA	Colonel Carraway
1055-1100	Testing of Commercial CEM Equipment	OCAMA	Major McElroy
1100-1110	Industrial Funding of Maintenance	OCAMA	
1110-1130	GEEIA Materiel Discussion Items		
	A. OCAMA Cataloging Actions	GES	
	B. Prime 69 Impact on GEEIA Requirements	GES	
	C. Problems in Scheme Aggregation	GES	
1130-1200	Command Control Room Briefing	GEO	Capt Bessette
1200-1245	Luncheon - Officers' Club		
1300	Departure for Base Operations		

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28 August 1968

Brig Gen Franklin A. Nichols
Commander, GSEIA (AFLC)
Griffiss AFB, New York 13440

Dear Nick

Just wanted to drop you a note to tell you how pleased I was with the participation of O.K. Reilley on my recent swing through the Pacific. Many questions came up regarding GSEIA work. In each case O.K. had the answers at his fingertips. He also was very helpful when discussions moved toward new problems and projects. I came away from this trip with a good feeling about GSEIA in the Pacific.

O.K. also took Gen Gould and me through your repair facility at Tachikawa. That shop is truly doing a remarkable job and represents a capability we must fully exploit. If anyone starts to think of closing down that activity again, as Gen Hobson did last year, just let us know. We will lead the fight in your defense.

Thanks again for letting Col Reilley go with us. He was a great help.

Sincerely

PAUL R. STONEY, Brig Gen, USAF
Vice Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS PACIFIC GEEIA REGION (AFLC)
APO SAN FRANCISCO 96515

REPLY TO ATTN OF: GEP

SUBJECT: Commander's Monthly Newsletter

TO: Brig Gen Franklin A. Nichols
Commander, GEEIA
Griffiss AFB NY 13440

Dear General Nichols

Our GEMS conversion got off to a rocky start due to some unanticipated program difficulties with the Honeywell 800. Mr. Coote of the 2856 AB Gp Data Automation Shop eventually succeeded in getting the system to play on 8 August. At the present time, the system is beginning to shape up; however, the delays in accomplishing the conversion have put us somewhat behind in our processing. We are putting in overtime work and should be out of the woods before 13 September. Each successive batch of reports from PACAF show an improvement in quality and quantity. In general, I believe the new system should help significantly in our management efforts. Some minor changes will be required and we are submitting these to your headquarters as they come up.

Mr. Jamieson brought some welcome news during his visit on 22 and 23 August; we can certainly use the additional 174 spaces. I realize that all the spaces that I require could not be made available. Any increase, however, is certainly welcomed and should help in our attempts to meet PACAF's requirements.

The continued good relationships between Pac GEEIA and Pac Comm Area are proving to be most beneficial to our mission. Just recently, Colonel Barr briefed General Johnson on our overall capability, workload and mutual problem areas. This briefing was well accepted by General Johnson. The mutual problem areas discussed in that briefing were: (1) delays in receipt of the SCL indorsements, (2) delays in completion of allied support, (3) late and inaccurate allied support status reports, and (4) failure on the part of the base communications officers to return the as-installed drawings promptly, thus, preventing rapid completion of the plant-in-place records. At General Johnson's request, we prepared

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a letter for him to his subordinate units putting pressure on them to improve their performance in these four areas. We are scheduled to brief General Johnson again in October so that he can check on whether there has been any improvement. It is most gratifying to me that at long last we are building a viable and professional relationship among the C&M activities in this theater. I intend to continue to cooperate fully with General Johnson in this regard.

The month of July marked another milestone in the progress of completing the Rock Top/Top Level Program. The dualization of the GES-4s at Cheju-Do was completed on 15 July with two minor material exceptions. The parts are on order and the exceptions will be cleared upon receipt. The completion of the second FPS-89 at Irwol San was delayed somewhat by the nonavailability of a waveguide which was erroneously shipped to Detachment 6. We were able to locate it however, through the quick action of our team chief who "captured" it from base supply at Osan. We are still forecasting completion on the FPS-89 by 31 August 1968.

The 2875 GEEIA Squadron is currently in the process of ordering basic materials for the FPN-16 panel fabrication. I think this is a real tribute to the GEEIA "Can Do" attitude. I will be providing a feature story on this for inclusion in the GEEIA News since it does represent a significant departure from our normal mission workload. We are also exploring all avenues for submission of this item under the Cost Reduction Program.

The "Old Dog" schemes continue to receive my closest scrutiny. I am attempting in every possible way to get these old jobs completed and out of the system. Unless we can get a fix on equipment design problems, however, the VHF modernization program and that other ancient symbol of wretched component engineering, the AN/GRD-11, are going to continue to hound all of us. On these two tired programs it might be well for AFCS to re-examine their requirements for the distribution of these assets since it is quite possible conditions may have changed enough to alter the original requirements.

We have continued to explore every possibility for obtaining space at Wheeler for our Engineering Division but to no avail. The Base Commander even offered me the use of the

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old chapel buildings which have recently been vacated here at Wheeler. Those were completely unsuitable, both in terms of space and building condition. One of the buildings is on the condemnation list and the others are either on the list or very close to it. Colonel Barr is personally exploring use of other service facilities in the general area. To date, however, we have come up empty-handed. Until we can put this Region together physically, I am going to continue to have to live with irritating management problems which do nothing but complicate an already difficult management situation.

The new 13th Air Force Commander, Lt Gen Gideon, has conveyed to my squadron commander in Thailand that he continues to receive reports of greatly improved GEEIA response and overall customer satisfaction.

It looks like we have finally gotten a handle on the plant-in-place records; at least the trend in late receipt of drawings from the bases is decreasing. With the approval of IQ contract funds for drafting services and the timely return of the drawings, I hope to be out of the woods and on the way to recovery on the drawing records system by the end of the year. Approval and implementation of the data automation system for keeping track of the plant-in-place records would certainly be a welcome addition to our management tools in this area. I have not had a report recently from GEV on the status of this system; however, implementation is required at the earliest possible date.

Sincerely,

ORVILLE K. REILLEY, Colonel, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C.

29 August 1968

Brig General Franklin A. Nichols
Commander
GEEIA
Griffiss AFB NY 13400

Dear Frank

I have just returned from a three-week trip to the Pacific Area which included stops at almost every base and operating location including Southeast Asia. Colonel O. K. Reilley joined the flight at Hickam and was aboard throughout the trip.

Much has been accomplished in the CEM area during the past few years, but perhaps the biggest single improvement I noted was with regard to GEEIA's capability, posture and attitude. A real spirit of responsiveness and team work exists today, whereas there were many complaints in the past.

I am most pleased to note GEEIA's improved situation in the Pacific and am impressed with Col Reilley's grasp of his mission and his approach to providing service to his customers.

Sincerely

GORDON T. GOULD, JR.
Major General, USAF
Director of Command Control
and Communications

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS EASTERN CIVIL REGION (AFLC)
BROOKLEY AIR FORCE BASE, ALABAMA 36615

CER

30 AUG 1968

Eastern Region Newsletter

Brig Gen Franklin A. Nichols
Commander
GEEIA
Griffiss AFB NY 13440

Dear General Nichols

I speak for the entire Region Headquarters when I express my thanks for your recent visit and the opportunity to demonstrate some of our management practices and discuss some of our most pressing problems.

Progress within the Region to eliminate all delinquent ESDs continues. The marked downward trend, while more pronounced in maintenance than in the installation area, is very encouraging. The predictable areas of difficulty are our dire shortage of "B" skills and customer commands who fail to provide their portion of the allied support and also fail to reprogram in accordance with the new AFM 100-18 procedures. We will, of course, follow this closely, looking for all feasible solutions to the "B" skill problem, and attempt to persuade customer commands to fulfill their obligations.

Of the problems discussed with you during your visit I am most concerned over our very serious personnel problem. Unless personnel actions are taken immediately I will be in the following posture by 1 October:

-Of eight Lt Colonels authorized I will have three;

-Of 15 Majors authorized I will have three, of which only one will be in the Region Headquarters;

-Of 29 Captains authorized I will have 11, of which only three will be in the Region Headquarters.

I am now without a single commissioned officer to manage my Administration and Personnel matters in the Region. The Lt Colonel position as Chief of the Operations Division which will be vacated by Lt Colonel Clark's retirement in September, very badly needs to be filled.

Reference is made to your letter of 27 May 68, titled "Overdue Installable Schemes," and our discussion of all schemes in the field which are supply complete but not in work, during your recent visit to this Region. In

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June 68, the Material and Operations Directorates conducted a manual reconciliation of records reflecting the status of these schemes. The special emphasis placed on schemes supplied complete for over 90 days has already resulted in decisive action being taken to install or release the majority of this equipment. In some instances, re-engineering and/or reprogramming actions to meet customer requirements are required. The receipt of our Initial "Schemes in the Field" listing on 19 August is assisting us in applying the same emphasis to schemes which have been in the field for two months or more. This listing will be used in conjunction with continued manual reconciliation and detailed analysis to determine the specific reasons for delay. Inclusion of this subject in our monthly "How Goes It" presentation and portrayal of these schemes on our new control board by category of delay encountered will provide us an effective means of managing these assets.

A considerable workload is developing for the installation of Government owned autodin terminals. These terminals known as Digital Subscriber Terminal Equipment (DSTE) will replace the existing leased terminals. We have received initial tasking for accomplishing site surveys for MAC, TAC and OSI subscribers. Eastern's area of responsibility entails surveys for 34 terminals at 23 sites. An estimated date of 31 October 68 has been established for the completion of subject surveys. In view of the volume of work ahead and the newness of the equipment I now intend to develop special teams similar to our BUIC III approach.

I am developing a program for orientating our Team Chiefs at this Headquarters. As a beginner, I have a Team Chief in from the 2860th Squadron on 30 days TDY to be used as a guinea pig to develop procedures to brief and train these personnel. I intend, after this month, to have four Team Chiefs in each month (for 30 days) until all have been properly orientated.

The Engineering Division produced 167 products in July as compared to 140 in June. This increase in production is attributed to the Division effort to expedite as much November and December workload as possible to allow a slack period for the Region move to Keesler AFB. Progress in this effort has been good and we anticipate our move will be accomplished with minimum interruption in our production schedule.

The rehabilitation of the Annex continues to move forward, although rather slowly at times. Final inspection and acceptance of the telephone equipment room was completed by the Civil Engineers on 21 August. Southern Bell Telephone has been authorized to start installation of the central exchange equipment. ATC has agreed to furnish funds to complete the interior painting of all buildings not scheduled under the existing contract and negotiations are under way for a contract change. However, with the tightness of funds, we will undoubtedly have to live with the unmatched tile floors for a while. USAF notified AFLC on 26 August that a resolution to the AFR 11-4 disagreement could be expected no later than 1 September.

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The establishment of our Data Services function in support of the CEEIA Management System (CEMS) originally scheduled to begin test operations 15 August, has been slipped until 5 September. This delay was caused by the late delivery of the UNIVAC 1004 card processor and DLT-3 equipment. Although this slippage will cut our planned 30 day testing period on the equipment to less than 15 days, we will be ready to go on line when the ROAMA computer phases out.

This Headquarters' initial "How Goes It" briefing covered eleven mission areas in addition to an overall Region performance standing and summary chart. Our September briefings will be expanded to encompass as a minimum, data in the Management Analysis Digest, CEEIA Management Performance System and special interest topics. As you can see, a rapid expansion of the "How Goes It" briefing is under way, with future briefings planned to cover all major phases and aspects of the Region's mission and administrative tasks.

The TACAN antenna repair program has come to almost a complete halt. We have six reparable assets held for either spinning cylinders or pulser plates. The Inventory Manager has released one each of the above items to us. The one spinning cylinder which she has shipped to us is the last of the old models in her inventory. As an additional problem we have encountered a series of failures with the lower central array bearings. We had a similar problem last winter with this bearing. That problem developed when we were using a bearing manufactured by the SKF Corp. At that time OCAMA followed up on our UR action and told us to delete the SKF bearing and to use only bearings manufactured by the New Departure Division of General Motors Corporation, or bearings manufactured by Marlin Rockwell Corporation, as a suitable substitute. Research of the recent failures indicated that the MRC bearings were failing at approximately the same rate as the SKF bearing. We researched the specifications for the MRC bearing and prepared UR action to have these deleted as suitable substitutes because the specifications are almost identical to the SKF bearings. Our work specifications and procurement records have been amended to preclude use of MRC bearings. Unfortunately, there are no new departure bearings available at this time. The earliest delivery date for new departure bearings with Mil C-23827 lubricant is 30 September 68. The procurement office at Griffiss has contacted all bearing distributors in this area and our team is also making inquiries at other locations, but to date we have not found a source for the new departure bearing which can provide a delivery date prior to the 30 September date.

The most critical stages of the 2863rd Squadron relocation are now behind us:

a. All Squadron property has been transferred, bringing the massive logistics effort to a close. Approximately 155,000 pounds of Squadron

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property, including more than 1,700 LAID items and many hundreds of non-LAID items were moved on Squadron vehicles. The shipments were accomplished through detailed planning and scheduling which permitted tools, equipment, and supplies to be moved without loss or damage and with practically no deterioration in the efficiency and effectiveness of mission performance.

b. With only a few exceptions, personnel relocations from Brookley to Wright-Patterson are also complete. Our military strength on board at Wright-Patterson has grown to 105. Of these, 97 transferred from Brookley and the remainder were assigned through the pipeline. Projected manning via the pipeline is expected to bring assigned military strength to approximately 210 before the end of November.

The 2863rd Squadron relocation, including the transfer of property and civilians to Detachment 1 at Keesler, has been accomplished in a remarkably smooth and successful manner. It is a significant achievement and a source of pride that a full installation/maintenance workload has been carried out on a timely and quality basis throughout the moves. The accomplishment becomes even more impressive with the realization that 92 civilians and a substantial amount of property were transferred to Keesler; that 97 military people and a tremendous amount of property were moved more than 800 miles to Wright-Patterson; that the Squadron experienced a loss of over 100 military personnel at Brookley and received nearly 100 new people at Wright-Patterson, resulting in an overall turnover of approximately 60% and a command and staff turnover of 100%; and that essentially all of this occurred within a three-month period with negligible disruption in operations. As can be expected, the 2863rd Squadron and Detachment 1 both have some kinks to iron out, but I'm very pleased with the progress to date.

The 2863rd Squadron has instituted a management technique which I believe will enhance effectiveness of the OJT program. Target dates and redline dates are established for each milestone (such as completion of a CDC volume) in the training program. The target dates are set up to guide the trainee to SKT completion after a training period of approximately 90 days. The redline dates are based on a six-month training period. The information, displayed on charts in the Training Office, will give the trainee, trainer, supervisor and Commander a more comprehensive picture of where each trainee stands in respect to progress. The techniques will allow early identification of abnormal progress and initiation of "get well" action. Under the program, anyone missing a target date is to receive intensified training attention; if a redline date is missed, the "get well" attention will include a minimum of two hours remedial training at least one evening per week. The degree of "get well" attention is escalated, as necessary, up to the point that the trainee, trainer and supervisor would be working together for two hours each evening five days a week. This technique appears to have sufficient merit to warrant application across-the-board with all Squadrons.

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I am making initial plans for a Region Commanders' Conference in mid-October. A comprehensive schedule of management topics is under development to give the Conference a good backbone.

Sincerely

Signed

LEWIS L. BRADLEY, JR., Colonel, USAF
Commander

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DEPARTMENT OF THE AIR FORCE

GEW 30 August 1968

SUBJECT Monthly Newsletter (Western GEEIA Region - August 1968)

TO Brigadier General Franklin A. Nichols
Commander
GEEIA (GEG)
Griffiss AFB, N. Y. 13440

Dear General Nichols

My recent trip to Elmendorf further confirmed my belief that we have a real fine officer and a first class commander in one Lt Colonel Paul Johnston. I am convinced that he is running a real tight organization and is completely customer oriented. Our discussions in Alaska with the Alaskan Comm Region personnel could not have been more cordial. The new Vice Commander of ACR, a Colonel Herman Hicks, is a welcome addition re the GEEIA side of the house. He is most knowledgeable and should be helpful to Colonel Johnson, the new ACR Commander. You will recall that Johnson was Elmo Elliott's Vice Commander at the time of your last visit to Elmendorf. The ACR stated they had no problems in the GEEIA engineering, installation or maintenance area and that response from GEEIA was excellent.

I brought up one problem to ACR and requested their help. It develops that, when our installation team did a PIS in support of the SCOPE CONTROL Project, we discovered that there were many deficiencies with antenna pier foundations and guy anchor piers for Scheme 0008A8G-FXSB-3419-S. This project has a long and rather old and dirty history. It was an ESD installation done by the AAC civil engineers back in 1965. The engineered drawings were developed by GEEIA (GEE) for ESD. ESD passed the drawings to AAC who performed the work through the Corps of Engineers. Although the engineered drawings were reproduced by all participants, they are to this day exact replicas of the original GEEIA engineered drawings. However, the installations were not made in accordance with the drawings and now have to be reworked. GEEIA had no part in monitoring this job. It was done under the guidance and direction of AAC civil engineers. The end of this sad tale is that the installation was signed off by AAC (no GEEIA assistance) in 1965 and then, because of the 495-L PRISCILLA ELLEN political fiasco, the whole project was HIA. When we discovered the discrepancies on the

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PIS, we immediately notified ACR who had accepted the installation from AAC and this resulted in two separate meetings (our engineers with ACR civil engineers) to determine a fix. ACR assured our folks at these meetings that they would take the necessary action with AAC civil engineers. Well, to date, there has been no correction of these deficiencies. Our problem becomes one of insisting upon a correction of the deficiencies by 25 Sep 1968 because we then do our portion so we can interface with the Collins contractor by 15 Nov. I sent a message to your Headquarters (my GEW 2900122 Aug 68) once again pointing out the critical dates to both AAC and ACR. We will stay on top of the project and advise on the status.

Six of our ten FPS-77 installations are now complete. One (Fairchild) currently in progress and three yet to begin. We still do not have a firm date for the Vandenberg installation and the AWS has not yet determined where the proposed weather station is to be located at McChord. The remaining installation at Eniwetok asked for a September start date, but it is not completely supplied at this time and, at the present time, firm support structures from the customer (modified CPS-9 tower) are not available.

Our sixth CCTV weather briefing system for Fairchild AFB was accomplished on 5 Aug 1968 with the signing of the AFTO Forms 88. Similar systems in WGR are Beale, Davis-Monthan, Luke, Nellis, and Mt. Home.

We are still concerned about a Phase VI JCSAN scheme at Wildwood AFS, Alaska. WGR's responsibility was limited to AFTO 88's and updating PIP. On 29 Mar 1968 I sent a message request for an FSD change which was shelved. Your reply message indicated "Action on the requested FSD change is being delayed until all information is available and a firm completion date for all actions required can be established". We then entered a five month "Limbo period". The scheme still nestles in its "Cloak of Delinquency" and we are apparently no closer to resolution now than we were in March. I'm wondering if, in this case, we are dealing with a dissatisfied customer or a customer who just won't be satisfied. I would request that you ask your staff to brief you on this one so we can get it off the WGR books and further prevent HQ GEEIA from being presented with the "ole dawg" plaque.

The first of our OA-3424/AT-914 modification/installations released by your HQ is underway at Ft. Yukon, Alaska. We are hoping to

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complete 15 September. We were advised initially that both Indian Mt. and Murphy Dome were to be performed concurrently; however, AAC will not permit this nor did WGR have sufficient skills to do the job and we were advised that no augmentation from GEEIA was available. Rescheduling will be submitted when AAC determines which site is next. We may be able to accomplish the one chosen by AAC before being blocked by winter weather. You will recall this project involved 15 sites which were romanced by AAC, NORAD and USAF for over 3 years and then they made the decision to go late in the installation season and after a heavy loss in this kind of personnel.

We just this minute finished showing a very bloody film, "Red Asphalt", to all of our personnel, military and civilians, to put them in a proper attitude for the upcoming Labor Day week-end. I am hopeful that it pays off because for the past two weeks we haven't even had a "band aid" penalty.

I am hopeful that your 26 Aug 1968 letter, Intra Command PCS Moves, will not have an adverse effect on GEEIA Programming Plan 68-2.

I attach several letters from satisfied customers and a copy of our August Information Newsletter.

Sincerely

Robert D. Gibson

ROBERT D. GIBSON, Colonel, USAF
Commander

5 Atch
1. Cy 2049 Comm Gp Ltr, 30 Jul 1968
2. Cy 689 Radar Sq Ltr, 31 Jul 1968
3. Cy PacGEEIARgn Ltr, 1 Aug 1968
4. Cy 2852 AB Gp Ltr, 22 Aug 1968
5. Cy WGR Info Newsletter, 1 Aug 1968

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CENTRAL GEEIA REGION (AFLC)
TINKER AIR FORCE BASE OKLAHOMA 73145

Office of the Commander

30 Aug 1968

Brigadier General Franklin A. Nichols
Commander, GEEIA (GEG)
Griffiss AFB NY 13440

Dear General Nichols

Reference our meeting with ADC, General Ford and his people, and his numerous references to the FPS-35 at Fortuna. We have been doing exactly the things that General Ford desired, i.e., doing everything possible to reduce the downtime of the prime radars. In the case of Fortuna, we had coordinated with Sacramento and were successful in getting the T.O. schedule for the Spray Mist modification combined with the IRAN.

We are taking another look at all of our maintenance to see if downtime can be reduced further. It is impossible to make the Spray Mist modification without taking the radar completely off the air. Normally, we work on one channel at a time and thereby preclude any downtime. General Ford inferred that one of the 100 horsepower motors could be removed without any downtime. This is impossible without stopping the rotation of the antenna. The antenna can turn with two missing motors once they have been removed. The impression General Ford received – that no downtime was required to remove a motor – was gained by ADC reporting prbcedures in that if they are off the air for less than eight hours they do not report it as such. A maintenance meeting has been called at your headquarters to further look into all aspects of reducing downtime and Central GEEIA personnel will attend.

The TPQ-11 at Minot AFB was signed off on the 27th of August without exceptions. This completes the TPQ-11 installations within Central Region. If you will recall, this is the same weather radar equipment that CGR received the "Old Dog" for at Perrin AFB and terminates a clean-up of this series of installations for Central Region.

Another series of schemes will be completed early in September and that is the contract weather closed circuit television (CCTV) installations, of which there are sixteen in Central Region. The contractor is on the last of the sixteenth installation for CGR at Bergstrom AFB, and I anticipate that he will complete this one the first part of September.

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Our seven ANG Squadrons have been actively engaged in installing various schemes throughout Central Region. Unfortunately, in many cases, because of high winds and other factors, they are unable to complete the scheme in their two weeks of active duty. Consequently, we have to send in a regular team to pick up where they leave off. The 205th GEEIA Squadron (ANG) is installing an FPS-77 at Holloman AFB despite a six-day delay because a crane was not available. They are doing a very commendable job and should finish this installation. Another FPS-77 which we had originally intended the Guard to do is at Blytheville AFB. However, due to many factors they cannot, so we have formed a conglomerate team from this headquarters to get this job done. The Guard may have people available near the end of this installation. If so, they will become a part of the team.

Sincerely

WILLIAM A. JONES, Colonel, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
EUROPEAN REGION
GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
OFFICE OF THE COMMANDER
APO NEW YORK 09332

SUBJECT: Monthly Newsletter

TO: Brigadier General Franklin A. Nichols
Commander
GEEIA

Dear General Nichols

We are just about to complete our third IG visit in the past 270 days. This particular visit by the IG Team has been a thorough and revealing inspection and at this writing, of course, I have not been critiqued on the status of the headquarters but have had some indications as to how we are progressing.

For the past two consecutive months I have written to General Shiely a personal letter asking him to assist on delinquency site concurrence letters. His reaction has been cautious and extremely slow, however, yesterday at his programming meeting the point finally sunk home in reviewing some critical projects that enjoy his personal interest. I still do not consider ourselves successful as I am convinced that problems will never be solved until the Tactical and Base Commanders are aware of their responsibilities. Above all, the complete failure of C & E Boards to comply with AFM 300-1 within this theatre continues to impact on the proper management of C & E programs. I continue to pointedly needle General Shiely but results remain to be forthcoming.

In conjunction with the management of C & E programs, I continue to be absolutely unsuccessful in achieving [illegible] priorities due to the fact that no one will accept fiscal year priorities required as a point of departure. This makes scheduling a near impossibility. In conjunction with this, we have recently hosted two of the new Comm Region Commanders, Colonel McCabe of the Central Air Region, and Colonel Tannacito of the UK Region, and will have Colonel Jarman from USELOG in tomorrow. We are preaching the need for priorities as well as cleaning up the GEMS and showing some of the gross mismanagement and the failure of the Plans and Programs shops to recognize glaring errors, etc. I think this will be productive in the near future.

Colonel Moran is taking a deep look at GEMS and scheduling and has confirmed my suspicions that we really don't possess a schedule but that the GEMS schedule consists of 1400 individual actions without correlation to AGE or capability. As a result of this, I am convening a meeting of all my operations personnel together with the scheduling people on 1 September and every month thereafter until we have a detailed, accurate schedule. Although I am aware that we can solve this problem, frankly,

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it shakes me up to find I have not progressed as far down the road as I hoped. I am sure this stand down will affect our ratings in the Performance System, however there is no question or hesitation on my part as to which is the proper course of action.

I seriously suggest to you that a re-write and a new Performance System pamphlet be accomplished. I would suggest to you that this might be an agenda item for the forthcoming Commanders Conference and be accomplished by your Region Commanders. My main concern is that the present one is not realistic and is not a true measure of mission accomplishment that you need and want. The basic premise is that the Directorates of Engineering are charged with delinquencies that are completely beyond their control except as processing of site concurrence letters. The response time to have chances to forecast support dates approved are such length of time that when approval is granted, the Region can still have delinquencies that are beyond their control. I am having my staff work up some type of alternative suggestion so that the Performance System can be revised and out of courtesy to those that have designed it, I realize that it is an extremely difficult task.

In conjunction with this, I wish to advise that for the first time I expect to win the CJT trophy for this quarter, or at least tie with another Region. So this gives me an entree to my complaint. I have had the best passing rate of any of the five Regions for the past six months. As to extenders, I have had difficulty with Boards in Europe getting people reclassified, however I would expect this complaint is true in other Regions as well. The last factor that is a point of contention is the percentile of passing by quantity. This I have no control over because I do not have a large enough base line. I think this is great if you command an AMA or GEEIA because you can expect that the law of averages will give you the 10% per quarter passing but not with a small base line such as in Europe or Central. I know what you want and I am accomplishing it and I think I should compete along these rules.

I am extremely pleased to have Major Rima at Athens and already have had indications that morale is improving. Maybe we can look for reenlistments occasionally out there.

I will be looking forward to General McCoy's visit on 6 September and will advise you of anything extraordinary.

We have just finished the comparison of TDY costs and mandays for FY 67 and 68. We found that in FY 67 we had 70,448 TDY mandays, however our FY 68 computes out to a total of 75,932, which is an increase of 5,484 mandays. The results are as follows:

	FY 1967	FY 1968	Savings
Total Cost	$1,105,792	$711,800	$393,992
Avg Cost per Manday	$15.71	$9.37	$6.34

Sincerely

JACK C. HUNTER, Colonel, USAF
Commander

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Utica Daily Press - 5 Sep 68

Extension of Rome Hearing Draws 4

ROME — A public hearing on the city charter amendment extending the corporation line drew four persons to the conference room in City Hall yesterday.

The hearing lasted approximately 10 minutes.

The hearing was required by law. Mayor William A. Valentine is already on record as supporting the change.

The extension, which made its way through Common Council on a 6-1 affirmative vote, is scheduled to become effective Jan. 1.

RAYMOND FRITCHARD, Rome RD 5, agreed with enlarging the city but said "when" is a more complex question. He said the city should have expended all efforts "to solve its interior problems first."

He said many questions asked at the Council's public hearing on the matter got "superficial, ambiguous answers."

Robert J. Griffin, 6692 Potter Road, saw discrimination in the amendment in two ways: annexing of only Area A, and discrimination within the area.

He cited opposition from all areas, including Area A, at Council's public hearing. He added that the plan "does not consider the length of time involved" on the sewage question.

ALSO PRESENT was Councilman Don C. McLoughlin, R-6th Ward, chairman of the Council committee recommending the extension.

Area A, as recorded, extends to the north to properties on the north side of Potter Road, between Turin Road and the Mohawk River.

The proposed line runs across open land from Potter to Gifford Road, along the north side of Gifford, taking in the Murray's Corners area and the section of Erie Boulevard west of the present line.

Also included are the Upper Floyd Ave. section between the present line and Griffiss AFB; Lower East Dominick Street to the Griffiss gate and the Lower South Madison, South George and South Jay sections.

Griffiss AFB is included in the extension.

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Dear Tom M.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS WESTERN GEEIA REGION (AFLC)
McCLELLAN AIR FORCE BASE CALIFORNIA 95652

REPLY TO ATTN OF GEW

1 October 1968

SUBJECT Monthly Newsletter (Western GEEIA Region - September 1968)

TO Brigadier General Franklin A. Nichols
Commander
GEEIA (GEG)
Griffiss AFB, N. Y. 13440

Dear General Nichols

Another month "flies" by in typical Air Force fashion. It seems there is hardly enough time to get the things done that must be done.

The Region's first Management Training Class concluded on the 12th of September. The comments and the critiques are now being reviewed to improve and change the course where necessary for the next class. An Air Force Certificate of Training will be furnished to all participants who completed 90% of the presentations.

The "101 Critical Days" Safety Campaign was concluded and Western Region's personnel sustained no lost time off duty injuries. Each unit assigned to this Region conducted active and special programs in support of this campaign. Special emphasis was placed on safety precautions in water sports, athletics, vehicle operation, hobbies and home.

We welcomed the opportunity to participate in the 23-27 September Quality Assurance Conference. There is a great deal of work needed in this area. The present fragmentation of responsibility and confused channels of reporting does not provide us with the tools we need to insure a quality product. Western's position on this matter and one we hoped would be adopted GEEIA wide would be the consolidation of the Quality functions. Specifically, the functions of the QC and Contract Surveillance in Operations and the Scheme Review in Engineering would be consolidated within the QA Office. This would result in a force of sufficient size and talent to cover the complete spectrum of our work. It would also put quality people under the supervision of an officer whose primary concern is quality and who reports directly to me. My recent briefing on the results of the conference indicated that we did not, in fact, achieve our Region objective. I will await with interest the official findings and conclusions of the conference.

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Two of the three OA-3424 modifications scheduled for this Fiscal Year are complete. Ft. Yukon, which completed 31 Aug 1968, required 2,218 GEEIA manhours and 15 days to complete. The second modification at Murphy Dome was completed on 15 Sep 1968, requiring only 1,040 manhours and 7 days to finish. A team departed 27 Sep 1968 for Indian Mt. to accomplish the third and final modification for this year and, barring weather interference, will finish the work in October. The 12 remaining OA-3424 modifications in Alaska will depend upon AAC's evaluation of the installed systems. Priority of remaining locations requiring modification is dependent upon operational acceptability of the installed systems plus command requirements within AAC. Present planning calls for six modifications to be done during FY70 and the remaining six in FY71.

Two additional Height Finders (Red Bluff AFS, Calif) have been dropped from the Det 36 workload schedule due to no IRAN required. This leaves Det 36 with only ten Height Finder IRANs remaining for FY69. This reduced amount of work will not allow maximum personnel utilization for the remainder of FY69 and could become a problem unless additional workload is secured or training spaces provided.

I am quite concerned about our inability to cope properly with the refurbishing of the vans on the GCA overhaul program. The electronics portion of this job can be accomplished quite readily, but this van situation has really plagued us. First, we are not equipped to do the job organically and the contractor we have had on this van here at McClellan is really giving us the idiot treatment. The van was due to be delivered to us on 6 Sep. The latest word now (after I talked with the President of the company) is delivery to McClellan on 9 Oct; then, he must checkerboard paint the thing and we can begin installing equipment. The due date for total completion is 25 Oct and, quite frankly, unless I can go overtime, I won't have a prayer of meeting it and all this with the Valley fog which will normally begin during that period. Quite frankly, somewhere along the line, I think we are being "had" on this van work. The bases just can't do the job. We think a contractor can do the job, but it becomes obvious to me that, unless a contractor has experience and standards and most importantly, a reliable source for this out-of-production materiel, he is just not going to cut it under 4 1/2 months. I would strongly recommend that, unless GEEIA is out soliciting some very black eyes, we seriously consider (from HQ GEEIA level) an attempt to get one reliable contractor to refurbish the vans.

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Our Western GEEIA Region Combined Federal Campaign is still rolling along. We now stand at 165% of our goal.

The 2868th GEEIA Squadron was chosen as the first military unit in Alaska to receive the coveted GOLD PAN AWARD. It was accepted by Lt Colonel Seth A. Armstead, Jr., former Commander, and Lt Colonel Paul J. Johnston, the present Commander. The award is given by the Greater Anchorage Chamber of Commerce. Appropriate news coverage has been carried in all Alaskan papers. We are submitting appropriate coverage for the GEEIA NEWS and the Air Force Times.

I inclose a copy of our September Information Newsletter as well as two letters of appreciation for your information.

Sincerely

Robert D. Gibson

ROBERT D. GIBSON, Colonel, USAF
Commander

3 Atch
1. Cy WGR Info Newsletter, 1 Sep 1968
2. Cy Reynolds Electrical & Engineering Co. Ltr, 12 Sep 1968
3. Cy Sacramento Appellate Review Office Ltr, 20 Sep 1968

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CENTRAL GEEIA REGION (AFLC)
TINKER AIR FORCE BASE OKLAHOMA 73145

ffice of the Commander

1 Oct 1968

Brigadier General Franklin A. Nichols
Commander, GEEIA (GEG)
Griffiss AFB NY 13440

Dear General Nichols

The CGR Headquarters Team, headed by MSgt Branham of our Quality Office, completed the outside plant part of the FPS-77 located at Blytheville AFB. They did an outstanding job. We are short of outside plant people so I decided it was an opportunity to get first-hand knowledge for the staff. The Guard was scheduled to make this installation but could not. However, the 205th GEEIA Squadron (ANG) at Will Rogers will start the electronic installation on the 5th of October. Unless problems develop, it should be completed this month (Oct 1968). The power was turned on the FPS-77 at Richards-Gebaur 30 Sep 1968 starting the shakedown phase. This should complete this month (Oct 1968). If these two complete this month, it will leave eight remaining 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 was held here in September and went quite well. Major Baker, Operations Officer from the 138th ANG at Greeley, Colorado, came and met the people from the other guard units and gave all of us a chance to talk with him. I haven't seen anything official on their assignment.

September marked the 16th and last CCTV weather installation complete for CGR under Western's contract at Bergstrom AFB. Apparently other Regions had some problems with the Canoga contractor. For our part, it went very smoothly.

I believe in bygone days someone has brought up the idea of a "Team Chief" badge. If not, I recommend that a suitable badge (metal) be designed and awarded to each airman/NCO/civilian

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who completes a given number of schemes without exceptions. This should be a very distinguished badge, well designed and appropriate to wear on a uniform or civilian clothes. This badge should be for award to either civilian or military personnel. If handled properly, it could become a badge of excellence and when a customer sighted a badge he would know he had the best.

We have a problem in all Autovon installations. Your people are aware of this as it exists at Griffiss AFB (GEETW). The problem is one of design deficiency in that the feature of pre-empting a precedence call in progress does not function properly, i.e., an incoming call of higher precedence will disconnect the original call but will not indicate this to the operator; thus, the second call will not be completed. This may cause us an exception on the 88's at Scott on scheme 033A6D0.

I will just miss you at La Porte and Nederland, Texas, as I will be there on the 6th and 13th of October for the inspection review. I have asked Lt Col Mullen to be at both units when you are.

Lt Col Paty (Materiel) will leave CGR on 8 November for school enroute to a SEA assignment. This leaves a nice size hole in the materiel slot and I know of no replacement.

We continue to run short of inside and outside plant people as everyone else is. I am trying to get the jobs done insofar as possible by contract. In addition, the 2853th is converting one civilian space to an inside plant specialist. We have a man on board there who qualifies from past experience. He will become the key man on the Kelly Central Office installation to train new personnel and give more continuity. The December 1969 completion date for Kelly is closer than it seems with the mountains of work to be done. By combining GS civilians/blue suit/and contractor personnel we may make it.

Sincerely

WILLIAM A. JONES, Colonel, USAF
Commander

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MCOMO 8 October 1968

Revised AFLCR 23-17, Organization and Mission - GEEIA

SGOMG

1. AFLCR 23-17 has been revised to reflect the current organization and functional responsibilities of all GEEIA elements. Publication date is estimated to be on or about 1 July 1968. The major organizational changes that were made are listed below.

a. HQ GEEIA

(1) The 2856th Air Base Group Comptroller functions will be placed on the HQ GEEIA staff. DAF letter (AFOMO) C-012, 20 June 1968, which approved this action is shown in attachment 1.

(2) The Financial Management Division GEVF will be eliminated and the necessary functions will be absorbed into the Comptroller activity.

(3) The Quality Assurance Division (GEIQ) will be removed from the Office of the Inspector General and placed on the HQ GEEIA staff as Quality Assurance Office (GEQ).

(4) The Safety Division (GEIS) will be removed from the Office of the Inspector General and placed on the HQ GEEIA staff as Safety Office (GEF)

b. GEEIA Regions

(1) Organization elements titled "Directorates" will be retitled "Divisions."

(2) Organization elements titled "Divisions" will be retitled "Branches."

(3) The Programs Management Division (GEXVP) functions, located in the Region Plans and Management Office, will be transferred to the Operations Division.

(4) The functions of the Management Services Division (GEXVM) and the Financial Management Division (GEXVF) will be placed in the Plans and Management Office (GEXV) as Working Groups.

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(5) The Operations Division (GEXO) will contain three branches (Operations Support-GEXOS, Maintenance Control-GEXOM, and Installations Control-GEXOI) It will be noted that the revised AFLCR 23-17 reflects only two branches (Operations Support and Operations Control); however, MCOMO letter, 21 June 1968, Realignment of Functions, approved the three branch structure within the Operations Division and the next revision to AFLCR 23-17 will reflect this change. A copy of referenced letter is attached.

c. GEEIA Squadron

(1) Those elements now titled "Divisions" will be retitled "Branches."

(2) "Office of Administration" will be retitled "Unit of Administration."

2. Action should be taken to implement the necessary organizational changes as soon as possible after the actual publication date or receipt of the revised AFLCR 23-17.

FREDERICK BOCKELMAN, JR., Colonel, USAF
Deputy Director, Manpower & Organization
Deputy Chief of Staff, Programs

2 Atch
1. AFOMO C-012, Ltr, 20 Jun 68
2. MCOMO Ltr, 21 Jun 68

Cy w/atch to: GEEIA (GEG)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D. C. 20330

AFOMO C-012 20 June 1968

SUBJECT: Organization Configuration of Headquarters, Ground Electronics Engineering-Installation Agency (GEEIA)

TO: HQ AFLC (MCO)

1. By order of the Secretary of the Air Force.

a. The following changes to the standard organization for HQ GEEIA, outlined in AFOMO I-038, 18 October 1968 (SIC), are recognized:

(1) Eliminate the Financial Management Division of the Plans and Management Office.

(2) Establish a consolidated Comptroller organization directly under Commander, GEEIA, to serve as both the Comptroller for this intermediate headquarters and the 2856th Air Base Group.

b. Details of changes to, or deviations from, the standard organization will be submitted to HQ USAF (AFOMOBB) in accordance with AFM 26-2, ORGANIZATION POLICY AND GUIDANCE.

c. Waiver requirements for deviations from organization confirgurations prescribed by AFM 26-2 remain in effect.

2. HQ USAF actions involving organization configuration of HQ GEEIA will use AFLC Regulation No. 23-17 and related W/I/C series letters as the authoritative sources of information.

3. Implementation of this change will be accomplished within existing resources.

4. Reference: HQ AFLC (MCO) letter, 7 May 1968, Request for Organizational Deviation - HQ Ground Electronics Engineering-Installation Agency (GEEIA)

FOR THE CHIEF OF STAFF

Signature illegible.

Atch 1

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MCOMO/Lyle Hooper/72630/21 Jun 68 21 June 1968

Realignment of Functions

SGOMG

1. References:

a. AFLC MET (SGOMG) letter, 12 December 1967, subject as above.

b. HQ AFLC (MCOMO) letter, 21 December 1967, same subject.

c. AFLC MET (SGOMG) message 182104A Jan 68, same subject.

d. HQ AFLC (MCOMO) letter, 26 January 1968, same subject.

e. AFLC MET (SGOMG) message 272045Z Mar 68, same subject.

f. HQ AFLC (MCOMO) letter, 3 April 1968, same subject.

g. AFLC MET (SGOMG) letter, 20 June 1968, same subject.

2. Your proposal to transfer the programming functions from the Plans and Management Office (GEXVP) at GEEIA Regions to the Operations Division is approved. Additionally, the proposed restructuring of the Region Operations Division (formerly Directorate) is approved as shown in letter referenced in paragraph 1g above. These changes will be reflected in the next revision to AFLCR 23-17, Organization and Mission of GEEIA.

3. Manning will be accomplished from within existing resources and must be done with no increase in current grades.

FREDERICK BOCKELMAN, JR., Colonel, USAF
Deputy Director, Manpower & Organization
Deputy Chief of Staff, Programs

Cy to: GEEIA (GEG)

MEMO FOR RECORD:

Background: SGOMG proposed on 12 Dec 1967 to transfer the programming functions from the Plans and Management Office (GEXVP) to the Operations Division at GEEIA Regions.

(continued)

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MEMO FOR RECORD: (continued)

Significant Information: This was approved in concept on 21 Dec 67. SGOMG proposed restructuring the Operations Division at branch level to more effectively focus attention on the mobile depot maintenance functions as well as the installations functions. At meeting with Col Cordell and Mr. Clark (GEEIA) and Colonels Bockelman and Walters, Mr. Shumard, Dickey, Lytle and Hooper (AFLC) 20 Jun 68, it was agreed this would be in the best interest of GEEIA. There will be no personnel impact and GEEIA personnel state it will improve the supervisory ratio and some positions can be cancelled through attrition.

Recommendation: Recommend MCOM signature.

Lyle Hooper/72630

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JOINT ESD/GEEIA CONFERENCE

10 OCTOBER 1968

AGENDA ITEMS

TIME	SUBJECT	OPR	SPEAKER
0900 - 0905	Welcoming Remarks	GEG	General Nichols
0905 - 0935	GEEIA Standard Briefing	GEV	Col Kelly
0935 - 0940	Early Knowledge of New Programs	GEO	Col Miller
0940 - 1000	The Common Digitizer Program 416M Program 441A System	GEO	Capt Brook
1000 - 1007	487L LF Survivable Comm System	GEO	CWO Wyatt
1007 - 1015	RIMP Remote Input Message Processor	GEO	Mr. Rado
1015 - 1030	Coffee Break		
1030 - 1035	469L CORTS	GEO	Lt Wilson
1035 - 1040	Project Dart	GEO	Mr. Delaney
1040 - 1050	474N	GEO	Mr. Hancock
1050 - 1100	Logistics	GES	Col Purkey
1100 - 1115	Reorganization of Deputy for Communications	ESD	Mr. Kelly
1115 - 1125	441A Overview	ESD	Mr. Byran
1125 - 1135	Seek Dawn Addition	ESD	Lt Col Hunt
1135 - 1150	AN/FPS-77 Program Status and Weather Plotter Equipment	ESD	Mr. Horrigan
1200 - 1250	Luncheon - Officers' Club		
1250 -	Departure for RADC		

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

11 October 1968

To Mr M

SUBJECT: Security Guidelines

TO: All GEEIA Regions/2856th AB Gp

(Commander)

1. The execution of the GEEIA mission revolves around a great number of projects and programs that are of a classified nature. The urgency of some of these projects and programs has precluded the normal planning and programming so vitally essential to effective management control. The one area most often neglected as a result of this sense of urgency to get the job done is SECURITY.

2. Security violations often occur from sheer carelessness coupled with only a vague understanding of what information is or is not classified. The major contributing factors for these occurences are:

a. Non-receipt of security guidelines pertaining to classified projects or programs.

b. Classified information contained in unclassified correspondence.

c. Discussion of classified information over the telephone (talking around the subject).

3. Each time we permit a security violation or compromise we degrade the effectiveness of GEEIA's accomplishments. To achieve the high degree of security required, we must take positive action to insure that we actually have a security program that will withstand any test. As members of the GEEIA team we are the only ones who can make security work for us instead of against us. Some of the things we can do to achieve this high degree of security are:

a. Educate our people thoroughly in good security procedures, "make them security conscious".

b. Familiarize ourselves with the security guidelines established for the various programs and projects we are engaged in.

c. Make certain that individuals who are responsible for preparing correspondence and for drafting messages related to classified programing determine and apply the proper security classification.

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d. Insure that each security violation or compromise is reported immediately in accordance with AFR 205-1.

4. It is of continuing importance that each of us strive to become aware of the impact of problems involving security on GEEIA's mission effectiveness.

5. Request that this letter be afforded the widest possible dissemination.

DAVID H. KONIN, Colonel, USAF
Vice Commander

Copies to: Directors/Chiefs of Staff, Security Officer

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DEPARTMENT OF THE AIR FORCE GEEIAL 500-18
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

GEEIA LETTER
NO. 500-18

14 October 1968

SUBJECT: Communication With Major Commands

TO: All Directorates and Staff Offices; Regions, Squadrons and Detachments

Expires 31 December 1969 unless sooner superseded or rescinded.

1. AFLC's job as well as GEEIA's is to support the rest of the Air Force. To do this job effectively, General Merrell has stated that it is essential that we communicate with the Major Commands on matters of Inter-Command policy. Staying in touch on a continuing basis, through periodic meetings with these Commanders, can prove to be most useful. Additionally, on day-to-day practical matters, we should insure that all our people keep in touch with their counterparts at all levels of command.

2. It is important that we show our customers that our prime concern is conscientiously serving them. In seeking their advice and exchanging ideas, we solve many problems before they become areas of acrimonious disagreement. In such relations we establish an image as a command that is concerned with the customer's problem and seeking ways to help him; thereby letting him know that "AFLC Cares" and emphasizing the "CAN DO" attitude of GEEIA.

FRANKLIN A. NICHOLS, Brigadier General, USAF
Commander

OPR: GEG (C/S)

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FM AFLC
14 OCT 68

UNCLAS MCG

SUBJECT: INTRA-COMMAND PCS MOVES. REFERENCE IS MADE TO HQ AFLC (MCG) LETTER, 14 AUG 68, SAME SUBJECT. ADDITIONAL CHIEF OF STAFF EMPHASIS TO REDUCE OPERATING COSTS NECESSITATES ELEVATING INTRA-COMMAND PCS APPROVAL ACTION TO MCG LEVEL. IN THIS REGARD, REQUEST FOR PCS MOVES WILL BE SUBMITTED OVER THE SIGNATURE OF THE COMMANDER OR VICE COMMANDER. FURTHER ONLY MISSION ESSENTIAL MOVES WILL BE CONSIDERED. UNTIL FURTHER NOTICE, INCOMING PERSONNEL WILL BE USED TO FILL VACANCIES AND SURPLUS PERSONNEL WILL NORMALLY BE OFFERED TO ON-BASE TENANT UNITS PRIOR TO CONSIDERING A PCS MOVEMENT. ADDITIONALLY, AFLC OFFICER AND CATEGORY G AIRMEN OVERSEAS REQUIREMENTS WILL REQUIRE MISSION ESSENTIALITY CONSIDERATION BEFORE FILL ACTION IS INITIATED.

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Mr. M- Hist

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEBAM (M. Fiorentino/2816) 15 October 1968

SUBJECT: Movement of Eastern GEEIA Region

TO: Directorates, Staff Offices, Hq GEEIA; Divisions, 2856 AB Gp; Tenant Organizations

1. Eastern GEEIA Region is scheduled to move to Keesler AFB, Mississippi, Annex 3, during the period 4 - 12 November 1968.

2. Effective 4 November 1968, all mail and messages will be addressed to:

Mail: Eastern GEEIA Rgn
Keesler AFB MS 39534

Message: EASTERN GEEIA RGN KEESLER AFB MISS

3. The attached list of office symbols, buildings, sections and duty phones is furnished for your guidance.

Ivan T. Yost

IVAN T. YOST
Director of Administrative Services

1 Atch
Listing

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ALL NUMBERS EFFECTIVE 4 NOVEMBER 1968, EXCEPTION GEME - EFFECTIVE 12 NOVEMBER.

HEADQUARTERS EASTERN GEEIA REGION ORGANIZATION CODE ROSTER
LOCAL IN-DIAL 865-XXXX

AUTOVON IN-DIAL 696-XXXX
KEESLER AFB, MISSISSIPPI

SYMBOL	BLDG	SECTION	DUTY PHONE
GEM	1	Commander	2321
GEM	1	Vice Commander	2321
GEM	1	Command Secretary	2321
GEM	1	Information Office	2321
GEMQ	1	Quality Assurance Office	2327
GEMQ	1	Ground Safety	2327
GEMA	1	Administration/Hq Squadron Sec	2341
GEMA	1	Sergeant Major	2341
GEMA	1	First Sergeant/Mail & Records	2341
GEMA	1	Security	2341
GEMA	1	Publishing	2341
GEMA	1	Military Personnel	2341
GEMA	1	Training	2341
GEMA	1	Travel Coordinating Office	2344
GEMA	1	Message Center	2439
GEMV	1	Plans and Management Office	2328
GEMVF	1	Financial Management Branch	2331
GEMVM	1	Management Services Branch	2333
GEMVMM	1	Management Analysis Section	2338
GEMVMO	1	Management Engineering Section	2335
GEMVMP	1	Plans Section	2333
GEMO	1	Operations Division	2436
GEMO	1	Deputy Director	2436
GEMOI	6	Installations Control Branch	2468
GEMOIE	6	Electronics Section	2384
GEMOIR	6	Radio Section	2481
GEMOIW	6	Wire Section	2387
GEMOM	6	Maintenance Control Branch	2474
GEMOME	6	Electronics Section	2471
GEMOMR	6	Radio Section	2381
GEMOS	1	Operations Support Branch	2434
GEMOSC	1	Contract Services Section	2431
GEMOSF	1	Field Support Section	2421
GEMOSR	1	Resources Section	2427
GEMOST	1	Technical Training Section	2425
GEMS	7	Materiel Division	2484
GEMS	7	Deputy Director	2484
GEMSL	7	Logistics Support Branch	2301
GEMSS	7	Scheme Management Branch	2486
GEMSSM	2	Scheme Monitoring Section	2451
GEMSSS	2	Scheme Services Section	2447

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SYMBOL	BLDG	SECTION	DUTY PHONE
GEME	3	Engineering Division	2454
GEME	3	Deputy Director	2454
GEMEC	3	Engineering Control Office	2348
GEMECD	3	Documents & File Br (To Library)	2346
GEMECP	3	Production Workload Section	2351
GEMECS	3	Standards Review Section	2354
GEMEE	9	Electronics Branch	2418
GEMEEC	9	Computer Section	2491
GEMEEF	9	Flight Facilities Section	2304
GEMEEM	9	Meterological Section	2391
GEMEER	9	Radar Section	2317
GEMER	5	Radio Communications Branch	2368
GEMERC	5	Comm Center/Crypto Section	2476
GEMERH	5	HF Systems Section	2461
GEMERM	5	Microwave Tropo TV Systems Section	2464
GEMES	2	Engineering Services Branch	2441
GEMESG	5	General Engineering Section	2357
GEMESM	2	EMC/Measurements Section	2443
GEMESS	8	Drafting Services Section	2401
GEMEW	4	Wire Communications Branch	2363
GEMEWB	4	BWTSDS Section	2374
GEMEWI	4	Inside Plant Section	2371
GEMEWO	4	Outside Plant Section	2377
GEMEWS	4	Commercial Leased Systems Sec	2365
SGOMG-3	4	EGEEIAR MET Field Office	2361
AWSGEM	6	AWS GEEIA Liaison Office	2481

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STATE OF COLORADO
DEPARTMENT OF MILITARY AFFAIRS
300 LOGAN STREET
DENVER, COLORADO 80203

GENERAL ORDER
NUMBER 30:

16 October 1968

ACTIVATION OF THE 138TH GEEIA SQUADRON

1. Under the provisions of Titles 10 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	ANG UMD	OFF	AMN	TOTAL
138th GEEIA Squadron	R 4079CC	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 ltr, 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 J. DAVID, Major, ColoANG
Administrative Assistant (Air)

DISTRIBUTION: "A" Plus

CNGB (NG-AFOTM) - 5
AFLC (NGFR) - 5
GEEIA (GEV-1) - 5
ADC (ADCMO-E) - 5

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCA

16 OCT 1968

SUBJECT: Intra-Command PCS Moves, FY 69

TO: OCAMA (2) SMAMA (2) 2750 AB Wg (2)
OOAMA (2) WRAMA (2) APRE (2)
SAAMA (2) GEEIA (2) APRFE (2)

(Commander)

1. Reference MCG message 032145Z Oct 68 concerning intra-command PCS moves.

2. To meet the Air Force goal of reducing costs during FY 69, it is necessary to take all prudent actions to reduce the number of intra-command PCS moves. Accordingly, only valid mission essential positions are to be filled through the intra-command movement of personnel. To accomplish this, rigid controls of intra-command assignments have been established. Effective immediately all intra-command PCS moves of officers and airmen require the AFLC Commander's approval.

3. The following policy becomes effective immediately for the balance of FY 69:

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 airman 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. Oversea Commanders will consider only officer requirements including units in SEA and moves between one overseas unit to another unit of their command.

4. To attain a reduction in PCS moves for FY 69, the cooperation of CONUS and Oversea Commanders is solicited in determining those positions that require fill based on criticality of the mission. This Headquarters will prepare letters to Commanders and identify positions that will become vacant within a six month time frame based on the Oversea Returnee Forecast Report. This letter will ask Commanders to review these positions and

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return the letter with full justification for "mission essential" fill action required or a statement that replacement may be deferred until after 30 June 1969.

5. Initial letters identifying your requirements through April 1969 are being prepared and can be expected in the near future.

FOR THE COMMANDER

JOSEPH F. MOONEY, Colonel, USAF
Asst. Deputy Chief of Staff, Personnel

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MACOM
AFSC

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C. 20330

AFOMO 008p 23 OCTOBER 1968

SUBJECT: Designation of Gaining Commands and Reassignment Upon Mobilization of Units of the Air National Guard of the United States

TO: AFCS AFLC MAC CINCPACAF
ADC AAC TAC

1. By order of the Secretary of the Air Force:

a. Major Commands listed below are designated as the gaining command for units of the Air National Guard of the United States, as indicated. Upon the effective date of entry on active duty under orders of the President, these units, together with all personnel and equipment, and without change in location are relieved from current assignment to their respective States and are assigned to the gaining command, except that under partial mobilization only those units designated by Headquarters USAF will be assigned to the gaining command.

(1) Air Defense Command

Hq, Air Defense Wing
101, 128, 132, 142, 144

Hq, Fighter Group
101, 103, 112, 114, 115, 119, 120, 124, 125, 132, 141, 142, 144, 147, 148, 149, 158, 159, 162, 163, 169

Fighter-Interceptor Squadron
111, 116, 118, 122, 123, 124, 132, 134, 140, 152, 157, 159, 175, 176, 178, 179, 184, 185, 190, 194, 196

Consolidated Aircraft Maintenance Squadron
101, 103, 112, 114, 115, 119, 120, 124, 125, 132, 141, 142, 144, 147, 148, 149, 158, 159, 162, 163, 169

Combat Support Squadron
101, 103, 112, 114, 115, 119, 120, 124, 125, 132, 141, 142, 144, 147, 148, 149, 158, 159, 162, 163, 169

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(1) Air Defense Command (continued)

Supply Squadron
101, 103, 111, 114, 115, 119, 120, 124, 125, 132, 141, 142, 144, 147, 148, 149, 158, 159, 162, 163, 169

USAF Dispensary
101, 103, 112, 114, 115, 119, 120, 124, 125, 132, 141, 142, 144, 147, 148, 149, 158, 159, 162, 163, 169

Air Force Band
500

(2) Air Force Communications Service

Hq, Mobile Communications Group
162, 251, 252, 253

Mobile Communications Squadron (Contingency)
143, 147, 148, 262, 263, 264, 271, 274

Mobile Communications Squadron (Air Force Component Command Post)
142, 149, 267, 269

Communications Squadron (Special)
280

Mobile Communications Squadron (Contingency)
221, 222, 223, 224, 245, 244, 261, 265

Flight Facilities Flight
201, 202, 231, 235, 233, 237, 238, 240, 242

Mobile Communications Flight
201, 202, 236, 238, 239, 240

Mobile Communications Squadron (Bare Base)
201, 231, 232, 234, 242

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(2) Air Force Communications Service (continued)

Communications Flight (Support)
102, 104, 105, 106, 108, 109, 110, 111, 116, 117, 118, 122, 126, 127, 128, 129, 130, 131, 133, 134, 135, 136, 137, 138, 139, 143, 145, 146, 151, 153, 155, 156, 157, 160, 161, 164, 165, 166, 167, 170, 171, 172, 173, 174, 175, 178, 179, 180, 181, 182, 183, 186, 187, 188, 190, 191, 192, 193

(3) Air Force Logistics Command

GEEIA Squadron
130, 138, 202, 205, 211, 212, 213, 214, 215, 216, 217, 218, 219, 241, 243, 266, 270, 272, 273

(4) Alaskan Air Command

Air Transport Squadron, Medium
144

(5) Pacific Air Forces

Hq, Fighter Group
154

Fighter-Interceptor Squadron
199

Combat Support Squadron
154

Supply Squadron
154

Consolidated Aircraft Maintenance Squadron
154

USAF Dispensary
154

Aircraft Control and Warning Squadron (Fixed)
150, 169

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(6) Military Airlift Command

Hq, Military Airlift Wing
106, 116, 118, 133, 137, 146

Hq, Military Airlift Group
105, 106, 109, 111, 116, 118, 133, 137, 138, 139, 145, 146, 151, 157, 164, 165, 166, 170, 172

Military Airlift Squadron
102, 103, 105, 109, 115, 125, 128, 133, 137, 139, 142, 150, 155, 156, 158, 180, 183, 185, 191, 195

Consolidated Aircraft Maintenance Squadron
105, 106, 109, 111, 116, 118, 133, 137, 138, 139, 145, 151, 153, 157, 161, 164, 165, 166, 167, 170, 146, 172

Supply Squadron
105, 106, 109, 111, 116, 118, 133, 137, 138, 139, 145, 146, 151, 153, 157, 161, 164, 165, 166, 167, 170, 172

Support Squadron
105, 106, 109, 111, 116, 118, 133, 137, 138, 139, 145, 146, 151, 153, 157, 161, 164, 165, 166, 167, 170, 172

USAF Dispensary
105, 106, 109, 111, 116, 118, 133, 137, 138, 139, 145, 146, 151, 153, 157, 161, 164, 165, 166, 167, 170, 172

Hq, Aeromedical Airlift Wing
171

Hq, Aeromedical Airlift Group
153, 161, 167

Aeromedical Airlift Squadron
167, 187, 197

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(6) Military Airlift Command (continued)

Aeromedical Evacuation Squadron
116, 118, 137, 146

Aeromedical Evacuation Flight
102, 103, 109, 125, 133, 137, 139, 142, 150, 155, 156, 158, 167, 180, 183, 187, 197, 191

Aerial Port Flight
116, 118, 145, 164, 172, 165, 137, 138, 157

Weather Squadron
200

Weather Flight (Mobile/Fixed)
101, 104, 105, 107, 110, 111, 113, 116, 122, 123, 125, 126, 131, 140, 146, 155, 156, 163, 164, 167, 181, 182, 195, 196, 199

Weather Flight (Support Army)
201, 202, 203, 204, 205, 206, 207, 208

Air Force Band
530, 562

(7) Tactical Air Command

Hq, Tactical Reconnaissance Wing
117, 127

Hq, Tactical Reconnaissance Group
110, 117, 127, 155, 186, 187, 188, 190, 191

Tactical Reconnaissance Squadron
106, 107, 117, 153, 160, 171, 172, 173, 184

Reconnaissance Technical Squadron
117, 127, 155

Hq, Tactical Fighter Wing
102, 108, 121, 122, 131

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(7) Tactical Air Command (continued)

Hq, Tactical Fighter Group
102, 104, 108, 122, 131, 156, 178, 179, 180, 181, 182, 183, 192

Tactical Fighter Squadron
101, 110, 112, 113, 131, 141, 149, 162, 163, 164, 169, 170, 198

Hq, Tactical Electronic Warfare Group
193

Tactical Electronic Warfare Squadron
193

Combat Support Squadron
102, 104, 108, 122, 131, 156, 174, 175, 177, 178, 180, 181, 182, 183, 192, 179, 110, 117, 127, 155, 186, 187, 188, 190, 191, 193

Consolidated Aircraft Maintenance Squadron
102, 104, 108, 110, 117, 122, 127, 131, 155, 156, 178, 179, 180, 181, 182, 183, 186, 187, 188, 190, 191, 192, 193

Supply Squadron
102, 104, 108, 110, 117, 122, 127, 131, 155, 156, 174, 175, 178, 179, 180, 181, 182, 183, 186, 187, 188, 190, 191, 192, 193

Tactical Dispensary
104, 110, 155, 156, 174, 175, 178, 179, 180, 181, 182, 183, 186, 187, 188, 190, 191, 192, 193

Tactical Hospital
102, 108, 117, 122, 127, 131

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(7) Tactical Air Command (continued)

Hq, Tactical Control Group
152, 157

Direct Air Support Squadron
106, 131

Tactical Control Squadron
102, 108, 117, 119

Tactical Control Flight
101, 103, 112, 115, 123, 128, 129, 133

Aircraft Control and Warning Squadron (Fixed)
140

Consolidated Aircraft Maintenance Squadron
129, 130, 135, 143

Supply Squadron
129, 130, 135, 143

Combat Support Squadron
129, 130, 135, 143

Hq, Air Refueling Wing, Tactical
126, 136

Hq, Air Refueling Group, Tactical
126, 128, 134, 136, 160

Hq, Special Operations Group
129, 130, 135, 143

Special Operations Squadron
129, 130, 135, 143

Air Refueling Squadron, Tactical
108, 126, 145, 151, 181

Tactical Dispensary
129, 130, 135, 143

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(7) Tactical Air Command (continued)

Consolidated Aircraft Maintenance Squadron
126, 128, 134, 136, 160

Supply Squadron
126, 128, 134, 136, 160

Combat Support Squadron
126, 128, 134, 136, 160

Tactical Dispensary
128, 134, 160

Tactical Hospital
126, 136

Air Force Band
531, 532, 552, 553, 555, 561, 566, 567, 571

Air Base Squadron (Special) (Augmentation)
173

b. Units relieved from active duty by competent authority will be returned to the control of their respective States effective upon the date of the release and issuance of appropriate DAF (AFOMO) letters.

2. This letter supersedes AFOMO 779n, 27 September 1967.

3. Report completed action using the Air Force Organization Status Change Report (Reports Control Symbol HAF-01) in compliance with current instructions.

4. Copies of the order issued pursuant to this letter will be forwarded to Headquarters USAF in accordance with AFM 10-3, 28 June 1961.

FOR THE CHIEF OF STAFF

Thomas B. Hoxie

THOMAS B. HOXIE
Colonel, USAF
Deputy Director
Manpower & Orgn., DCS/P&R
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Ltr, AFOMO 008p , DAF, Subject: Designation of Gaining Commands and Reassignment Upon Mobilization of Units of the Air National Guard of the United States

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AFLC

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C. 20330

AFOMO 007p

21 OCTOBER 1968

SUBJECT: Constitution and Allotment of Air National Guard Units

TO: National Guard Bureau

By order of the Secretary of the Air Force, the following units are constituted and allotted to the National Guard Bureau, effective 1 October 1968.

GEEIA Squadrons

130, 138

FOR THE CHIEF OF STAFF

THOMAS B. HOXIE
Colonel, USAF
Deputy Director
Manpower & Orgn., DCS/P&R

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS WESTERN GEEIA REGION (AFLC)
McCLELLAN AIR FORCE BASE CALIFORNIA 95652

REPLY TO ATTN OF GEW

1 November 1968

SUBJECT Monthly Newsletter (Western GEEIA Region - October 1968)

TO Brigadier General Franklin A. Nichols
Commander
GEEIA (GEG)
Griffiss AFB, N. Y. 13440

Dear General Nichols

During General Merrell's very short stay at Elmendorf AFB on his return from the Pacific, the AAC briefed on their operating. According to Lt Colonel Paul Johnston, Commander, 2868th Squadron, the AAC was very complimentary to the local GEEIA Squadron during the formal briefing.

The NCO Academy Graduation Banquet on 24 October found GEEIA NCO's gaining three of the seven awards made by substitute Guest Speaker General Veal (General McNickle aborted his turn). Our three award winners were:

TSgt David L. McSpadden, 2868 Sq, WGR - Top Scholar

MSgt Joseph W. Upchurch, 2869 Sq, WGR - Runner Up Scholar

MSgt Oscar L. Glover, 2863 Sq, EGR - Runner Up Scholar

GEEIA had 13 NCO's in the Graduating Class and they were all first rate troops.

A Mr. Neil Thalaker was chosen to fill the GS-13 engineer vacancy at Det 38, Elmendorf AFB. We believe Mr. Thalaker to be well qualified and look forward to his becoming a member of our Alaskan engineering team.

Reporting accuracy within the GEMS has become an item of intense interest in the Engineering Division of Western GEEIA Region. The Engineering Division Chief, Lt Col Seth A. Armstead, Jr., has

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established GEMS monitors in all Engineering branches who monitor the subsystems. Mr. Richard Johnson and Mr. Joseph Circo of the Plans and Management Office's Industrial Engineering Section at Western GEEIA Region are conducting training classes for these monitors in the Manhour Accounting, Work Measurements Systems and Workload Management Subsystems.

The OA 3424 Modification/AT-914 Installation has now been completed at the three sites (Ft. Yukon, Murphy-Dome, and Indian Mt.) as directed. We were fortunate to get the Indian Mt. Radome closed up before the worst of the bad weather set in. The twelve remaining sites are being held in abeyance pending AFLC direction and scheduling.

On 14 Oct 1968 the 130 ANG Sq received their Federal Recognition Inspection to become a GEEIA ANG Sq. A portion of this Sq, the Air Traffic Control Unit for Wendover Range at Hill AFB, Utah, is composed of 12 men authorized and 7 assigned. This is an operational unit whose duties are completely foreign to GEEIA. On this same date two of your representatives, Col Kelly and Mr. Taylor, along with the Commander of the 130th, Lt Col Stapp, held a meeting with two representatives from Hill AFB, Utah to try to determine how the Control Unit should be handled. It was discovered at that time that AFLC, in coordination with the National Guard Bureau, had tasked GEEIA with the responsibility for supporting the Control Unit but had failed to advise GEEIA of this. In assigning us an operational unit, it appears that AFLC has forgotten, for the moment at least, our basic mission in life. We are not organized to equip or advise this unit. According to Maj Combe, the Chief of the Control Unit, he is undermanned. The Unit had been utilizing the 130th personnel to supplement their manning, but this resource will not be available in the future since the former personnel utilized will be cross-training in order to perform the GEEIA mission. Of course, we will support the Control Unit to the best of our ability, but I strongly suggest that action be taken to remove this unit from the GEEIA organization.

During the month of October, SMAMA (PIAB) was given letter instructions concerning exercise of options to extend our three requirements contracts as follows:

a. Vandenberg Contract (Akwa-Downey Construction Co.) - no exercise of option.

b. 7-States Contract (Akwa-Downey Construction Co.) - no exercise of option.

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c. Alaska Contract (Communications Engineering Co.) - extend option 6 months.

Services of Akwa-Downey Construction Co. have not been of a high enough standard to warrant retention of this contractor in either area beyond the present expiration date of his contract, early Feb 1969. SMAMA (PIAB) has issued to Communications Engineering Co. (the Alaska Contractor) the Government's intention to exercise the full six-month option of their contract. When formally acted on, early in Jan 1969, this contract with Communications Engineering Co. will then expire 18 Jul 1969.

Our Engineering Drafting Services Secton has 17 assigned of the 20 authorized military personnel. Six losses and two gains projected between now and February 1969 leave an overall shortage of 7 military personnel.

I inclose a copy of a very nice letter from Lt Col Stapp of the 130th GEEIA Sq (ANG) and a copy of the October WGR Newsletter.

Sincerely

Robert D. Gibson

ROBERT D. GIBSON, Colonel, USAF
Commander

2 Atch
1. Cy 130th GEEIA Sq (ANG) Ltr, 25 Oct 1968
2. Cy WGR Info Newsletter, 1 Oct 1968

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CENTRAL GEEIA REGION (AFLC)
TINKER AIR FORCE BASE OKLAHOMA 73145

Office of the Commander

4 Nov 1968

Brigadier General Franklin A. Nichols
Commander, GEEIA (GEG)
Griffiss AFB NY 13440

Dear General Nichols

During my recent visit to the 2865th Squadron, I found it clean and orderly in all respects except the entrance to their building. I told Major Hardeman to use his own people to build a suitable entrance (he had submitted a work order).

Many details concerning schemes and workload were discussed with all 2865th Operations personnel to the benefit of all concerned. Due to new personnel, some misconceptions became apparent. These were discussed and corrected at the time.

I have instigated a procedure which requires an engineer to be on site to brief the team at the start of each installation. There should be valuable feedback to the engineer, thereby improving future scheme packages. In addition, I believe the engineer will feel more responsible for the end product.

We continue to be short of inside and outside plant personnel, therefore the number of schemes on contract has increased. In addition, we have been assisted by the Air National Guard. The Kelly, Scott and Randolph telephone schemes are the large time consumers. To better understand the work being done at Scott AFB, I have attached some specific schematics giving the functions to be performed and the magnitude of the jobs. Some system of similar presentation may be utilized in our new scheme packages to give a quick and all inclusive understanding of what is included in the scheme package.

I have Lt Sobel, one of our engineers, in charge of a large scheme (0142A6D0) in the Canal Zone. It consists of seven antennas - five of one type and two of another - plus trenching and the necessary cable to connect the antennas to the transmitters and receivers. Someone stole sixty poles - each 25 feet long - which were replaced as of this

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past weekend. Twelve poles are used with each of the five antennas. The lack of poles did not cause any real delay because the team worked on two antennas which are Trylon and are of all steel construction. I hope to finish this scheme early with Lt Sobel and TSgt Logan from Central GEEIA Region pushing the project.

I had Lt McClusky at the 2866th Squadron last week giving lectures on the use of GEMS products. He will continue this program to the 2865th and Det 1. Prior to this, he was conducting classes on this subject for CGR personnel.

Mr. Jordan, whom you met at the Tinker Flight Line one day, returned from the meeting on the Holloman TACAN. Mr. Myers and Sgt Chastain from your Headquarters were also present. As I understand from the results of this meeting, AFCS is sending out a knowledgeable person to head up their maintenance, and the TACAN modification (designed as a fix for both the airborne and ground equipment by ARINC) will be procured by OCAMA. OCAMA has AFCS approval for this procurement. ARINC, through another Air Force contract, had accomplished research on the TACAN system and had developed an airborne fix and a ground fix. To my knowledge, a prototype was built by ARINC for both the air and ground equipment modification, but no contract had been let for the production of the modifications.

I believe a great deal of time and money could be saved if AFCS would produce a standard "Quality Control" checklist based on pertinent tech orders for each piece of equipment they have. This is especially true in regard to navigational aids. We resolve the problems locally each time, but the people transfer and suddenly we have a new set of criteria for a GCA that is not called for in the tech orders.

We have worked with OCAMA and a contract has been let with a local firm to rebuild two panels for the FPN-16 here in our shop at Tinker. If the contractor is successful, OCAMA will let another contract for the remainder of the panels required to finish this one FPN-16. At Kelly the Depot is very slowly producing panels for the FPN-16 at the 2866th. If we slip on either of these two jobs, it will be because of panels.

I believe we should try to get all teams home for Christmas if at all possible. Recommend a Christmas policy in regard to teams on site be issued to permit the above if you concur.

R Jack

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Lt Col Paty (Materiel) leaves this month for language school and then Vietnam. No replacement in sight. Lt Col Thomas (Engineering) leaves in January, and I know of no replacement. Major Kirk, who is an engineer working as the Administrative Officer and Hq Squadron Commander, will become the Engineering Division Chief if no one else is assigned. If this occurs, I will have to take a Lieutenant and give him Major Kirk's duties.

Speaking of people leaving, I have put in for retirement and intend to be a civilian on 1 August 1969. I recommend a replacement be in place as soon as possible.

Sincerely

WILLIAM A. JONES, Colonel, USAF
Commander

1 Atch
Scott Scheme Schematics

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GEEIA PROGRAM DIRECTIVE

Issued by the Directorate of Operations, Headquarters GEEIA

DATE	SUBJECT	NUMBER
6 November 1968	Use of Volunteer Air National Guard Personnel in the Pacific GEEIA Region	XXI-1-(69)

1. INTRODUCTION:

1.1 Purpose: To establish the procedures, policy and guidelines for the effective deployment and utilization of Air National Guard (GEEIA personnel to augment Pacific GEEIA Region).

2. PROGRAM SUMMARY:

2.1 Operational Concept: This program will provide extensive field training in the management and installation of CEM equipments for GEEIA Air National Guard forces under actual operational conditions throughout the Pacific Theater, excluding Vietnam and Thailand, and will provide the Pacific GEEIA Region with an additional source for obtaining skilled personnel to accomplish the CEM workload which exceeds the assigned organic capability of the Pacific GEEIA Region.

3. PROGRAM MANAGEMENT:

3.1 Implementation Method:

3.2 Headquarters GEEIA will:

3.2.1 GEV

3.2.1.1 Maintain overall monitorship of this program, i.e. coordinate on all correspondence originated by other activities in Hq GEEIA, originate correspondence to higher headquarters and other activities, i.e. NGB, TAGs, AFLC, USAF, etc.

3.2.1.2 Be responsible for all funding and budgetary actions.

3.2.2 Directorate of Operations (GEO)

OPR: GEOAW
DISTRIBUTION: B, C, D E F NGB, TAGs, All GEEIA ANG Sqdns, All GEEIA AF Advisors, GEEIA (GEV-1, GEVP-1, GECBM GEK GEI GEF GEQ , GEOAS)

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3.2.2.1 Act as the operational manager for the actual implementation of this program in the physical deployment of GEEIA ANG forces.

3.2.2.2 Publish and maintain procedures required to implement this plan.

3.2.2.3 Evaluate requests submitted by Pacific GEEIA Region and determine the ANG support to be provided.

3.2.2.4 Provide GEEIA Regions and ANG Squadrons with detailed pertinent data to support each requirement, i.e., name, rank service number AFSC, period of tour, billeting and messing, climatic conditions, tools and equipment required, etc.

3.2.2.5 Maintain a current status of ANG volunteer personnel.

3.2.2.6 Notify Pacific GEEIA Region and the GEEIA end destination, info GEV, of the scheduled date of arrival and departure of each individual or group of augmenters by AFSC and number of such AFSC at the end destination.

3.2.2.7 Provide periodic reports to the GEEIA Commander

3.2.3 GEB

3.2.3.1 GEBA will provide necessary EAD orders for each augmenter.

Distribution: 25 - individual concerned, 5 - GEVP-1, - GEO, 2 - GEPOS, 2- Pacific GEEIA Region Squadron/Detachment to which assigned.

3.2.3.2 Obtain and provide the initial Priority 1 travel authorization outbound MAC Air Movement Designator and open-end return reservations for all ANG augmenters.

3.3 Pacific GEEIA Region will:

3.3.1 The Operations Division (GEPO) is designated as OPR for all actions for the Region involving ANG volunteers.

3.3.2 Identify those requirements which have a minimum of 30 days or more lead time and that can be performed by ANG personnel. Appropriate liaison and support will be provided by organic USAF GEEIA personnel.

3.3.3 Forward augmentation requests to Headquarters GEEIA in accordance with applicable GEEIAR 100-12 procedures.

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3.3.4 Insure adequate logistic support of ANG personnel including, but not limited to: billeting, messing and transportation requirements.

3.3.5 Provide theater clearances to Headquarters GEEIA (GEO) as required.

3.3.6 Upon arrival, assume operational control of ANG personnel.

3.3.7 Issue special orders using Pacific GEEIA Region fund citation for ANG volunteers traveling within Pacific GEEIA Region. Provide GEV-1 with one copy of such travel orders annotated with estimated per diem and transportation costs to complete GEV-1 file.

3.3.8 Insure that PACAF TDY funds support will be provided to ANG personnel sent TDY from the 2876th Squadron, in the same manner that this support is provided to Reg AF personnel of the 2876th Squadron and Reg AF augmenters from ZI Regions who travel out of the 2876th Squadron.

3.3.9 Assign qualified personnel to supervise and instruct ANG personnel.

3.10 Notify Headquarters GEEIA (GEV) immediately in the event of the involvement of any ANG augmenter in any serious incident i.e., misconduct, accident, injury, or hardship.

3.3.11 Insure the provisions of paragraph 10f, GEEIA letter 25-1 are followed. Manhour Accounting data will be required by Headquarters GEEIA for future reports.

3.3.12 Insert into the Commander's monthly newsletter information pertaining to the ANG augmentation program.

3.3.13 Insure the return of each ANG volunteer to his home station not later than his last duty day of his active duty tour. This includes the obtaining of the necessary MAC air movement designator.

3.4 The ANG GEEIA Squadrons will:

3.4.1 Provide ANG volunteers to Pacific GEEIA Region for specific tasks in support of USAF requirements in the Pacific area, excluding Vietnam and Thailand and by appropriate liaison with Headquarters GEEIA, issue the call-up of individuals selected.

3.4.2 Monitor the individual call-ups of ANG volunteers to insure arrival at the APOE (Travis AFB, California or McChord AFB, Washington) prior to scheduled MAC travel with required personal equipment, special equipment as requested, current immunization records, ID Cards, service records, AF Form 624, DD Form 220, etc.

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3.4.3 Provide transportation request (TR) for transportation from home station to APOE and return.

3.4.3.1 Military Airlift Command (MAC) aircraft will be utilized to the maximum for transportation of ANG augmenters to and from Travis AFB, California or McChord AFB upon completion of their TDY.

3.4.4 Obtain passports and visas as required.

3.4.5 Insure that support of this program will not jeopardize previously committed ZI workload.

3.4.6 ANG personnel will return to point of origin upon termination of active duty period.

3.4.7 ANG Squadrons will provide final pay and/or per diem to their assigned personnel at home location. For normal pay it will be necessary to process the address change cards (A07 and A08) to the Finance Center AFAFC (CP).

4. ADMINISTRATION: This plan limits the administration of ANG volunteers to Headquarters GEEIA and the ANG GEEIA squadrons concerned, thereby allowing centralized control for selections of volunteers, call-up and other support requirements for the ANG augmentation personnel.

5. COMMAND

5.1 General: ANG personnel voluntarily called to active duty under the provisions of this plan will:

5.1.1 With the concurrence of the governors of the states concerned be under the command of the Commander of the Pacific GEEIA Region, Wheeler AFB Hawaii and the organizations to which they are assigned for support during mission performance.

5.1.2 Be subject to all USAF, AFLC, and GEEIA directives during their tour of active duty.

6. POINTS OF CONTACT:

6.1 The National Guard Bureau: AUTOVON 22-71428

6.2 Headquarters GEEIA: AUTOVON 947-XXXX

(GEOAW/Mr. J. E. Heitz): OPR 4366

(GEV-1/Col Nesbit): 7825

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6.3 Pacific GEEIA Region: (GEP/Col Reilly): 667379/666292

(GEPO/Lt Col Hemmer): 667231/667323

(GEPOS/Capt Morton): 667970/667822

7. SECURITY GUIDELINES:

7.1 This program, its operational concept, and all other related aspects are UNCLASSIFIED.

8. FUNDING:

8.1 The ANG GEEIA Squadrons will provide each volunteer a transportation request from home station to APOE and return.

8.2 GEEIA will fund for transportation from the APOE to duty destination and return.

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61

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY, AFLC
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEO

6 NOV 1968

SUBJECT: AFLC Cost Reduction Program

TO: Directorates/Staff Offices, Hq GEEIA; 2856th ABGp; GEEIA Regions

1. I strongly echo the mandate contained in the attached letter from General Mundell stressing the need to document and process any and all management actions which result in a dollar savings. Only in this way can this Command accomplish its allotted share of the task of meeting the AFLC goal of $207.4 million in FY 1969.

2. For GEEIA, the subject of timely reporting is more important than ever. Last year, considerable credit for savings was lost because we did not make it through the "paper mill" in time. Each management action should be documented and validated as soon as it becomes sufficiently clear that a dollar savings has resulted. The recommended 25% per quarter attainment of dollar goals is not only a precise method of accomplishment, it also testifies to the fact that cost reduction is an integral part of our total management process, and not a "part time" technique.

Franklin A. Nichols
FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

1 Atch
HQ AFLC ltr dtd 8 Oct 68

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MDG

8 October 1968

SUBJECT: AFLC Cost Reduction Program

TO: OOAMA, SMAMA, MASDC
OOAMA, WRAMA, 2750 AD Wg
SAAMA, [redacted], 2802 Inertial Guidance & Calbr Gp

(Commanders)

1. Since the beginning of the Cost Reduction Program this Command has a record of always meeting assigned program goals. Reports from Hq USAF indicate that FY 68 has proven to be no exception. The data shows that the Command has been credited with $235 million in savings against a goal of $219 million. This achievement was made due primarily to an overwhelming fourth quarter input. I assembly congratulate you and all of your personnel for their part in the attainment of this goal.

2. We are again challenged by the magnitude of our Fiscal Year 69 goal of $207.4 million. Flash reports from the field activities indicate that most are having difficulty in documenting sufficient savings to achieve the first quarter goal. We must redouble our efforts in seeking ways of cutting costs where it will not affect our operational efficiency. The Command's past success should only strengthen our determination this year.

3. The best assurance of success is day by day emphasis on documenting and reporting all savings resulting from new or intensified management action. Every possible effort should be made to insure that all savings are processed in a timely manner through the cost reduction channels. This will preclude the need for a crash program late in the year. Your continued support will insure we receive maximum benefits from this important program.

Lewis L. Mundell

LEWIS L. MUNDELL
Lieutenant General, USAF
Vice Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

8 Nov 1968

SUBJECT: Team Chief/Contract Monitor Discrepancy Reporting

TO: All GEEIA Regions

(Commander)

1. Recently, GEEIA was involved in two separate incidents which resulted in the dangerous reduction of a major command's communications capability. In one case, during removal of a 900 pair cable the GEEIA team cut a live 1500 pair cable. In the other case, a GEEIA contractor did not follow prescribed procedures for making a temporary cable splice which resulted in 2100 pairs of a 2400 pair cable becoming wet and inoperative. An investigation of these two incidents to determine why "accidents" of this type occur revealed practices wherein GEEIA personnel are being dispatched to a work site with little, if any, indoctrination and review of procedures and documents required in performance of the job. Scheme diagrams and applicable Technical Orders contained information which, if followed, would have prevented both incidents from happening. These incidents highlight the fact that briefings of teams and reading of references in schemes are even more mandatory if a job is to be done correctly.

2. It is recognized that GEEIA projects vary in nature from one job to the next; however, the basic responsibilities and requirements for a planned and systematic method of accomplishment remain constant. This applies to all GEEIA work whether performed by organic or contractor forces. Upon selection of the GEEIA Team Chief or GEEIA Field Inspection Representative (GFIR) the "check-list" briefings covered in GEEIA Manual 100-8, Chapter 3 and GEEIA Manual 70-6, Chapter 2 will provide him with a thorough understanding of the job, how it is to be done and what will be expected of him if site conditions or work operations differ from the scheme or specifications. The Team Chief or the GFIR must always be equipped with the tools and knowledge necessary to perform his duty as a supervisor or inspector. Obviously, he must stay abreast of new techniques, be cognizant of potential hazards from different or unique installation methods and generally absorb experience from witnessing various degrees of installation know-how. He should keep up-to-date with regard to applicable GEEIA publications, especially the Team Chief's handbook, GEEIAM 100-8, and the GFIR handbook, GEEIAM 70-6, which were prepared to provide guidance in the performance of his job on site.

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3. Inspection is the keynote of quality work. The matter of inspection is not simply a constant vigil over the operation, but a step-by-step procedure to assure that the best work attainable is turned over to the user. Needless to say, there will be situations encountered on site that differ from the drawings or specifications prepared by the engineer. In these instances, a fundamental principle to be adhered to is the prompt reporting of any infractions or shortcomings encountered or observed. Such reports should be promptly rendered orally to the cognizant engineer or contract services office and properly posted in the daily log maintained by the Team Chief or GFIR. Prompt, accurate and clear documentation of pertinent factors affecting accomplishment of the job cannot be overemphasized.

4. Each Region Commander is directed to establish and implement necessary procedures to insure the Team Chief or GFIR assigned to each job is properly indoctrinated and briefed prior to departure to the work site. The importance of timely and accurate discrepancy reporting will be emphasized during these briefings. Each Team Chief or GFIR will be provided with a responsible individual point of contact to whom all potential or actual discrepancies will be reported. Where immediate action is required, reporting will be by verbal or telephone means. In the event of damage to existing communications or facilities is encountered during performance on site, the GEEIA Command Control room or Command Post will be immediately notified. A daily report submitted by electrical transmission to Hq GEEIA (GEO-1) will be provided until the problem is resolved.

Franklin A. Nichols

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS PACIFIC GEEIA REGION (APLC)
APO SAN FRANCISCO 96315

GEP

29 NOV 1963

Commander's Monthly Newsletter

Brig Gen Franklin A. Nichols
Commander, GEEIA
Griffiss AFB NY 13440

Dear General Nichols

I am extremely pleased that your personnel have discussed with Hq APLC the requirement for my staff to visit our subordinate organizations and provide personal staff assistance and guidance. Quite frankly, messages and correspondence cannot substitute for personal visits. I have instructed my people to hold their requirements to the [illegible] necessary to accomplish their portion of the GEEIA mission. My subordinate commanders have indicated to me personally and in correspondence that a visit by one of my staff resolves and clarifies many of their problems that could have taken days and weeks to resolve by correspondence. Colonel Barr returned just prior to my departure to the Pac Com Area Commander's Conference from his first visit to our squadrons and detachments. It was his first look at our field operations and was in the nature of an acquaintance, indoctrination and "get your feet wet" trip.

I have received no information from PACAF concerning the status of the new administration building here at Wheeler for my Engineering Division. Neither have I been advised of a firm date for the 6486 AB Hq to remain the first floor of Building 102 as an interim solution for moving the Engineering Division to Wheeler. I will discuss this matter with you and your staff during the Hq GEEIA Commander's Conference.

Major Capell, 2876 GEEIA Squadron Commander, is continuing his efforts to keep our personnel on base and out of Angeles City. His [illegible] includes more squadron activities such as athletic programs, [illegible], etc.; voluntary projects by his men such as building a new [illegible] [illegible] for the Hobby Shop and plans to build a new Little League [illegible] [illegible] and the opening of a snack bar in the barracks which, by [illegible] [illegible] programs, are being continuously improved. He is also placing [illegible] emphasis on the individual's responsibility to study [illegible] [illegible] small level tests, but to enroll in the courses offered by the [illegible] Education Office.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

8 Nov 1968

SUBJECT: Team Chief/Contract Monitor Discrepancy Reporting

TO: All GEEIA Re ions

(Commander)

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Franklin A. Nichols

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS PACIFIC GEEIA REGION (AFLC)
APO SAN FRANCISCO 96315

OFF

29 NOV 1966

Commander's Monthly Newsletter

Brig Gen Franklin A. Nichols
Commander, GEEIA
Griffiss AFB NY 13440

Dear General Nichols

I am extremely pleased that your personnel have discussed with Hq AFLC the requirement for my staff to visit our subordinate organizations and provide personal staff assistance and guidance. Quite frankly, messages and correspondence cannot substitute for personal visits. I have instructed my people to hold their requirements to the [illegible] necessary to accomplish their portion of the GEEIA mission. My subordinate commanders have indicated to me personally and in correspondence that a visit by one of my staff resolves and clarifies many of their problems that could have taken days and weeks to resolve by correspondence. Colonel Baer returned just prior to my departure to the Pac Comm Area Commander's Conference from his first visit to our [illegible] and detachments. It was his first look at our field operations and was in the nature of an acquaintance, indoctrination and "get your feet wet" trip.

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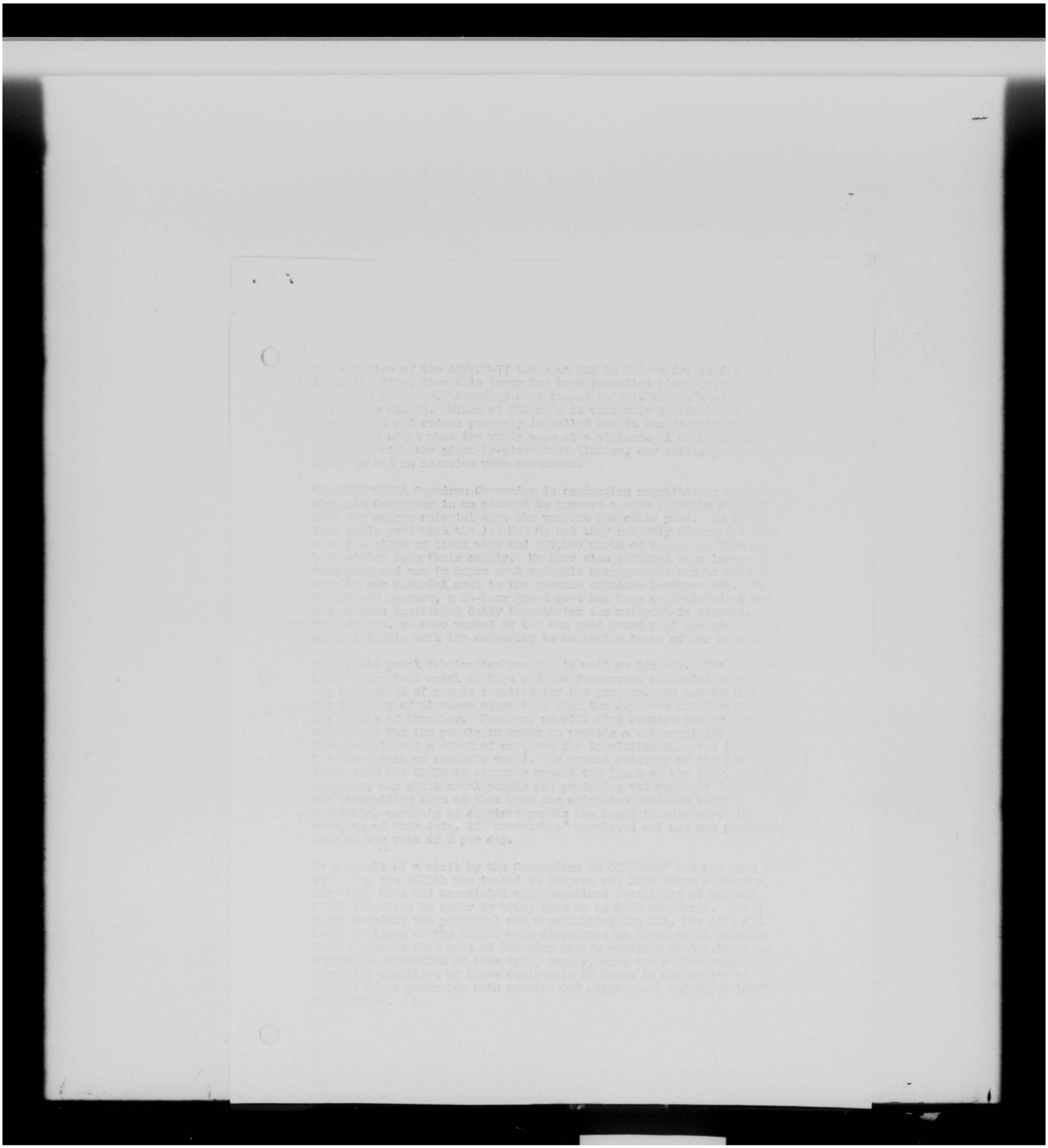

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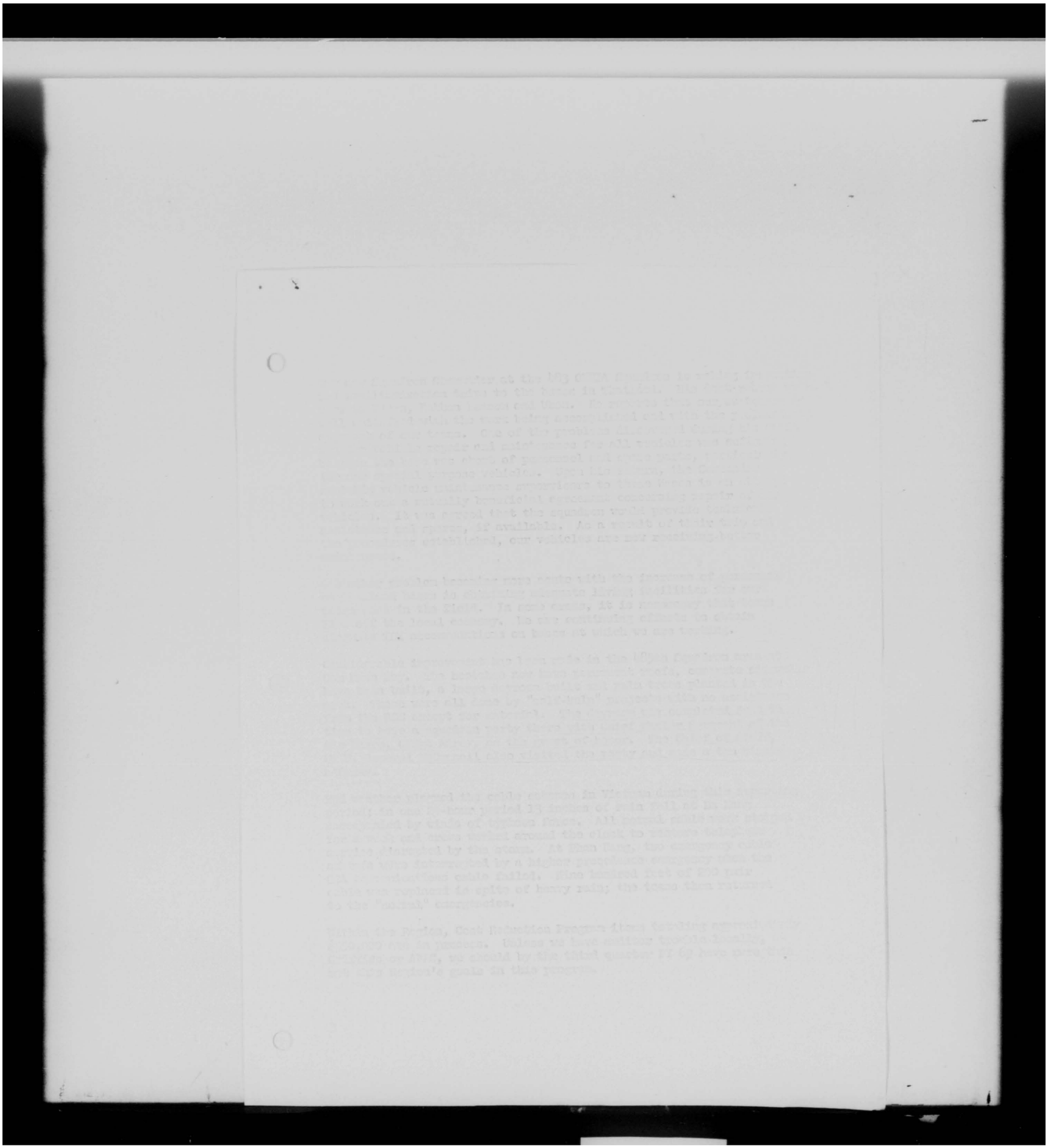

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I am holding my Region Squadron/Detachment Commander's Conference 10-13 December. I scheduled it for this time since I will have returned from the CINCLA Commander's Conference and will be able to give them the latest from your headquarters.

I am leaving the evening of 2 December to attend your Conference and will discuss other matters with you at that time.

Sincerely

Donald K. Rollins, Colonel, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CENTRAL GEEIA REGION (AFLC)
TINKER AIR FORCE BASE, OKLAHOMA 73145

[illegible] of the Commander 29 Nov 1968

[illegible]ier General Franklin A. Nichols
[illegible]nder, GEEIA (GEG)
[illegible] AFB NY 13440

[illegible] General Nichols

The enclosed base newspaper, Vance Airscoop, contains pictures of [illegible] started at Vance by the Chicago Air Guard. This was [illegible] which the Guard could not complete in their two-week [illegible] periods. The 2866th team and personnel from Central [illegible] are presently working to complete it.

The enclosed are functional block diagrams of the schemes [illegible] the Daily Central Office. A glance at these diagrams will [illegible] amount of work that must be accomplished prior to 31 [illegible] present, these schemes are going very well.

[illegible] overhaul of FPN-16s is progressing. Our [illegible] the [illegible]. The 2866th anticipates receiving [illegible] FPN-16 this week. There at Tinker, [illegible] and the contractor is estimating production of his [illegible] 1968. The electronic part is presently in a hot check [illegible] Department 1 received their FPN-16 this week for overhaul.

[illegible] assisting getting the ANG with their C-124s to airlift [illegible] in preventing enroute damages. I have talked with the [illegible] concerned and we are now in the process of sending them a [illegible]. The FPN-16 here at Tinker is to be installed at [illegible] but this call originally on a CEIP which was never [illegible] we have overhauled it, we will install it. Meanwhile [illegible] people to Eastern on their schedule to make [illegible] this is an unfinished CEIP/scheme at [illegible] from the FPN-16 for acceptance by the [illegible] the FPN-16 and the people to supply [illegible] Guard [illegible]

[illegible] team [illegible] going to work. [illegible]

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GEM

2 December 1968

Eastern Region Newsletter

Brig Gen Franklin A. Nichols
Commander
GEEIA
Griffiss AFB NY 13440

Dear General Nichols

I would first like to express my sincere appreciation for your participation and enthusiastic support during our formal Ribbon Cutting Ceremony on the 19th of November. Your participation was particularly beneficial in terms of helping us to become known and understood by both the Keesler military population and the local civilian community. I am sure that we will receive a good turn out and further enhance our goal of getting acquainted during our Open House on the 14th of December. We will again look forward to your visit in association with the Open House.

The month of November was primarily marked as the month of our move and a considerable amount of our time was necessarily utilized making last minute minor adjustments to our move plan and solving the numerous small problems that popped up during the move. As an overview of the move I am happy to report, however, that the move took place with less difficulty than we had anticipated and I think, considering the magnitude of the tasks which had to be accomplished within the very close time tolerances, that the entire move was exceptionally smooth. We are taking this occasion to place special emphasis on the functional layout of our Headquarters and much of the fixing up, which the eminence of our move, caused us to defer is now very much in progress. I feel confident that within the next thirty to sixty days we will have the most attractive, functional and efficient Region Headquarters in the history of GEEIA. Our move was made without any degradation of our mission and not a single day was missed in our daily operations review. We feel that the smoothness of the move was such that most of our customers were only aware of a telephone number change and were caused no inconvenience, nor were any of their schemes in any way delayed.

I am looking forward to the forthcoming Commanders' Conference and note many items of special interest on your agenda. As I mentioned during your recent trip, our whole philosophy, support capability and physical plant which supports our MDM function is very much in need of some major changes if we are to uphold our "can do" reputation in the eyes of our customers. I particularly welcome the opportunity to discuss this in much greater detail during the Commanders' Conference.

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While we have been advised of a few middle management level officers being assigned in the near future, we are still well below the Air Force, AFLC and GEEIA average with respect to percentage of manning. I would very much appreciate your assistance and I am hopeful that now that our move is over any personnel restrictions which may have resulted from our planned move can now be set aside and an expedited flow of experienced officers can now begin.

Statistics wise, we have continued to show improvement in nearly every area during the past month. Two areas that I am not satisfied with are OJT and Ground Safety. We have instituted extensive training programs at each of the Squadrons and marked improvement has been shown. We are still plagued to some degree, however, by receiving personnel into the units who are in excessive training and we have also picked up a few of the Project 1,000 people who contribute to our problem. In spite of these obstacles, I feel confident that we will progress to the #1 position with the emphasis presently being placed on the program.

I was particularly well pleased with the results of our Ground Safety Briefing to all personnel prior to our move. There were only two minor first aid injuries reported during the entire movement of the Region. I am not satisfied with the overall Region rating, however, and have directed my Safety Officer to review the whole program to insure that we reduce our accident rate to minimum levels. The austere manning and shortage of critical skills which we are presently experiencing, dictate a Safety Program that will preclude the loss of any manpower.

I am becoming increasingly concerned about the continuing number of schemes that do not get shipped and confirmed in time to clear the GEMS System by the Date Materiel Required. In our "How Goes It" review on 19 November, the GEEIA workload reporting system only showed 25% of the schemes as being on site by the MRD as opposed to the 57% which were actually on site. Effective immediately, our goal will be to insure that all CEM schemes are shipped and receipt confirmed during the month in which they are scheduled. In some instances, it may be necessary to accelerate the "Call Out" for all those schemes for which we have the capability to install within 60 days. I am advised that Colonel Purkey concurs in this procedure. Those schemes which are not supply complete and cannot be resolved in sufficient time to meet the scheduled DMR will be potential candidates for an ICD change.

Recent developments worldwide have created a critical shortage of "K" skills in the Region. During the period 1 December 68 - 31 March 69, approximately 20,000 manhours will be required for AUTODIN and the Strike Command relocation. Further, during the period February 69 - September 69, we will utilize crypto skills at 37 locations in the European area. At present, we estimate 5,000 manhours for this work, but this estimate will be refined after installation of the first terminal. In addition, we are augmenting other ConUS and overseas Regions, thus creating further shortages in Region capability. As a

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consequence, we are currently forecasting contract installation of two-thirds of the FY 369/469 crypto workload, and one-half of the FY70 crypto workload. Similar shortages and forecasting of contract installation exist in the "B" skill area.

In regard to training our personnel, the second Special Training Class for 304X4 personnel in Outside Wire and Antenna was started 20 November 68 at the 202nd GEEIA Squadron. Seven airmen from the 2862nd Squadron and five airmen from the 2860th Squadron are attending. The first training class of this type was held beginning 30 September 68. These classes are proving beneficial in helping to provide capability to resolve the tremendous Outside Plant workload.

During the month, the 2860th Squadron completed five schemes and 18 maintenance work orders (four emergencies, 12 IRAN's and two pre-IRAN's). Their in-progress work consists of 13 schemes and 25 maintenance jobs. Significant jobs completed this month include 6404N9B0, change out of MPN-13 at Pope Air Force Base. The 217's were signed with no exceptions. The heavy radar unit augmented by a 61st technician was tasked to complete a Western GEEIA Region emergency work order and performed the replacement of the FPS-24 azimuth gear box assembly in near record time; Western receiving the credit. Three crypto schemes, 0215 and 0950 at Mitre Corporation, Bedford, Massachusetts, and 0190 at Myrtle Beach, South Carolina, were all completed in minimum time and with no exceptions.

In the 2861st Squadron, 1st Lt Bill R. Alland, OIC Workload Control, was responsible for the planning, coordination and design of the Squadron's new Command and Control Room. 1st Lt Garl Zimmerman, Operations Officer, assisted Lt Alland in design and together they worked long hours to see the completion of the project. The Control Room was designed on the order of the Hq GEEIA Control Room at Griffiss AFB. It was started Thursday, 31 October 68, and completed Tuesday, 5 November 68, in time for your visit to the GEEIA Wives Orientation held at the 2861st. I certainly appreciate your participation in cutting the ribbon for the Control Room and formally putting it into operation. The 2861st Control Room was built in coordination with GEO-1, the Hq GEEIA Control Room Office. Captain Duane Bessette and his people provided able assistance to the 2861st in design and technical details.

With the completion of our TACAN Antenna Test Facility at Verona, we feel that our TACAN Antenna Repair Program is now capable of serving our customers with antennas that are 100% reliable. A total of ten antennas have been checked at this new facility with two of them indicating improper modulation. Necessary QCDR action has been submitted.

The 2862nd Squadron completed a total of 34 installation schemes and five pre-IRAN/IRAN's during the period 16 October - 15 November 68. I am anticipating that Range support installation and maintenance will be

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suspended during the period 15 December 68 - 5 January 69, due to the scheduled Apollo 8 launch. More specific details will be provided as the launch time becomes firm. Lt Jehle, Supply Officer for the Squadron, went TDY to MacDill to assist Lt Laszynski in establishing an account for the purchase of minor supplies. The Squadron has provided the Base with an O. A. of $500.00. This action will preclude ordering minor supplies through Patrick AFB and transhipping to MacDill.

On 1 November 68, AFLC (MCEE) sent a message to the U. S. Army Engineer Division authorizing award of a contract change order to effect the required 2880 S.F. expansion of the MCP conversion project for the 2863rd Squadron permanent facilities. The funds are to be taken from unobligated Base total. The 2863rd Squadron's drive to acquire another barracks has succeeded. A third barracks, adjacent to the two already in use, is scheduled for assignment to the Squadron during the last week of November. The additional barracks will enable the 2863rd to vacate the open bay temporary quarters. SMS Burleigh, the First Sergeant of the 2863rd Squadron, was one of three people selected to represent AFLC at the 1968 USAF-wide Career Motivation Conference at Offutt AFB, 18 - 21 November 68. A Cost Reduction item generated by Detachment 1 of the 2863rd Squadron was approved for $3,500. The item resulted from a special design lifting hoist for removal/installation of heavy equipment in limited access areas. The WPAFB auditor turned down one of the 2863rd submissions, amounting to $7,600, on the basis that the saving was a central procurement appropriation which has been eliminated from the DOD Cost Reduction and Management Improvement Programs.

Thirty-four schemes for engineering and installation of Digital Subscriber Terminal Equipment (DSTE) AUTODIN terminals at several locations in Europe have been reassigned to Eastern Region from European Region. A team of three engineers departed Eastern Region 18 November to survey the first eleven sites commensurate with their assigned priority. This prompt action was necessitated by the fact that the first two priority schemes required a TAB A by 13 December 68, and a TAB B by 15 December. The reassigning of this workload has dictated the necessity for closely scrutinizing new workload to prevent over-taxing the resources responsible for accomplishment of the project.

We are being asked to provide guest speakers either in local communities or at the Technical Training Center. I was asked on short notice to give the graduation speech for the 3011 Course Class last week. The scheduled guest speaker from ADC came down with the flu and as a result, I had the opportunity to speak to them. On 18 November, Messrs. Warren Hunter and Teddy Price of the Electronics Branch gave a two-hour presentation to the Communications-Electronics Staff Officer Course at the Tech Training Center at Keesler AFB. The presentation covered topics of computer facilities before, during and

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after the installation phase. I am sure we will continue to be invited by the Center from time to time to assist in their programs and I feel that it is to our advantage to do so.

We are concentrating our efforts to finish the multitude of minor last minute items for our Open House. It is anticipated that we will have our Christmas decorations up at that time to further enhance the appearance of our new home. The Region Headquarters personnel are looking forward to your visit during this function.

Sincerely

Signed

LEWIS L. BRADLEY, JR., Colonel, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCG

4 DEC 1968

SUBJECT: Federal Recognition, 130th and 134th GEEIA Squadrons,

TO: Chief, National Guard Bureau
Wash DC 20310

1. The Reports of Inspection for Federal Recognition of subject squadrons are approved.

2. If these squadrons are to attain a capability comparable to the other Air National Guard (ANG) GEEIA squadrons, special effort must be made to secure technical school spaces and funds for equipment and remodeling of facilities as indicated in the attached reports.

FOR [illegible]

[illegible]
Chief of Staff

2 Atch
1. Report of Inspection
130th GEEIA Squadron (2 cys)
2. Report of Inspection
134th GEEIA Squadron (2 cys)

Cy to: GEEIA (GEG)

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DEPARTMENTS OF THE ARMY AND THE AIR FORCE
NATIONAL GUARD BUREAU

REPORT OF INSPECTION FOR FEDERAL RECOGNITION

DIST: ORIG CH NGB
DUP STATE AG
TRIP GAIN COMD
QUAD UNIT

1. UNIT DESIGNATION 130th GEEIA Sq
2. STATION Salt Lake City MAP, Utah

I ORGANIZATION

3. UNIT ORGANIZED AS SHOWN ON UMD X YES ____ NO
4. COMMUNITY FAVORABLE TO SUPPORT UNIT X YES ____ NO

II PERSONNEL

5. OFFICERS FEDERALLY RECOGNIZED X YES ____ NO
6. OFFICERS AWAITING FEDERAL RECOGNITION ARE OTHERWISE QUALIFIED N/A YES ____ NO
7. ARE PERSONNEL AND MEDICAL RECORDS UP TO DATE X YES ____ NO
8. ARE PERSONNEL PHYSICALLY QUALIFIED X YES ____ NO
   a. ARE OFFICERS QUALIFIED IN AFSC FOR UMD POSITIONS TO WHICH ASSIGNED ____ YES ____ NO See Attachment #1
   b. ARE AIRMEN QUALIFIED IN AFSC FOR UMD POSITIONS TO WHICH ASSIGNED ____ YES ____ NO See Attachment #2
9. HAS THE OATH OF ENLISTMENT BEEN ADMINISTERED TO ALL AIRMEN X YES ____ NO
10. STRENGTH:

	UMD AUTHORIZED	ASSIGNED	MINIMUM REQUIRED FOR F/R	
OFFICER	15	17	3	20%
AIRMEN	254	173	50	
AGGREGATE	269	190	53	

III FACILITIES

11. THE AVAILABLE FACILITIES OWNED BY UNITED STATES ____ STATE X COUNTY ____ CITY X UNIT ____ PRIVATE ____
    ASSIGNED AVAILABLE FACILITIES AT THIS BASE (ARE) (ARE NOT) ADEQUATE FOR THIS AND OTHER UNITS ON BASE See Atch 3.
13. OPERATING RAMP, TAXIWAYS, RUNWAYS ARE AVAILABLE AND ADEQUATE FOR THE ASSIGNED UE AIRCRAFT N/A YES ____ NO
14. FACILITIES ARE ADEQUATE FOR THE STORAGE AND PROTECTION OF UNITED STATES PROPERTY AGAINST FIRE, ELEMENTS, AND PILFERAGE X YES ____ NO
15. PROPER FACILITIES ARE AVAILABLE FOR THE SAFEGUARDING OF CLASSIFIED EQUIPMENT AND MATERIALS X YES ____ NO
16. ACCOMMODATIONS ARE AVAILABLE FOR PERSONNEL DESIRING OR REQUIRED TO REMAIN OVERNIGHT DURING WEEKEND TRAINING ASSEMBLIES X YES ____ NO
17. AVAILABLE FACILITIES ARE ADEQUATE TO HOUSE AND PROVIDE FOR THE SUPPORT SERVICES NECESSARY TO THE ADMINISTRATION AND LOGISTICAL SUPPORT OF THE UNITS LOCATED AT THIS BASE N/A YES ____ NO

IV INSPECTION TEAM

18. RECOMMENDATIONS BY INSPECTING TEAM. BASED ON THE FACTS AS PRESENTED AND THE PERSONAL EVALUATION MADE BY THE INSPECTING TEAM, IT IT RECOMMENDED THAT:
    a. FEDERAL RECOGNITION (BE) [illegible] GRANTED TO THIS UNIT.
    b. EFFECTIVE DATE OF FEDERAL RECOGNITION 16 Oct 68

FRANCIS A. KELLY, Colonel, USAF
FR 12509
TYPED NAME, RANK, SERVICE NUMBER OF SENIOR INSPECTING OFFICER

Francis A Kelly
SIGNATURE

Hq GEEIA (GLV)
Griffiss AFB NY
UNIT OF ASSIGNMENT

V MAJOR AIR COMMAND

19. RECOMMENDATIONS BY MAJOR AIR COMMAND COMMANDER
    a. APPROVED ____ HQ ____
    b. DISAPPROVED ____ DATE ____

NGB FORM 113a
15 OCT 60

This form supersedes WD NGB Form 113a, dated 4 June 1946.

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Item 8a

1. Of the 17 officers assigned, four are qualified and can fill an authorized position on the new UMD. Two (2) each of the above will be awarded AFS 3011 (Entry for CS Staff Officer), one (1) officer is presently attending the 3041 course at Keesler, one (1) each officer is scheduled to attend the 3031 course in December and two (2) each are scheduled for release 30 June 1969 under the provisions of paragraph 30-10a, AFM 35-3. All others that would normally fill a position on the GERIA Manning Document must be retrained.

2. On the National Guard Bureau published Unit Manning Document, there are four officer positions (one (1) each 1716 Weapons Director Staff Officer and three (3) each 1744s Weapons Controllers) which have been assigned to provide radar support to the Glenlover/Dayway range.

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Item 8b. Of 173 Airmen assigned, fifty-four (54) are qualified and can fill an authorized position on the new UMD. The breakdown is as follows:

"3" Skill Level	32
"5" " "	11
"7" " "	7
"9" " "	4

In addition, four (4) Airmen are in Tech School and will fill an authorized position on the UMD upon their return. Four (4) others are scheduled to attend in the near future. All others, if retained, must be cross trained.

Additional Technical School spaces will be required in the near future, to provide a nucleus in the following career fields:

303X1 Air Traffic Control Radar
303X3 Auto Tracking Radar
304X0 Radio Relay
304X1 Flight Facilities Radio
304X4 Ground Radio Communications
361X0 Outside Wire & Antenna
361X4 Cable Splicing
362X1 Telephone Switching
363X0 Comm & Relay Center

School spaces should be specifically allotted to the 130th, to insure that trained personnel are available to develop and conduct future training programs. A list of required Tech School spaces has been submitted to NGB through state channels.

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Item 12. Facilities - The 130th GCCIA Sq is presently located in World War II type barracks and administrative buildings. They share portions of other buildings of the same type with other ANG units on base. The material building is shared with others and will be inadequate once mobility equipment starts to arrive. Outside plant team cubicles will be required for storage and protection of equipment.

The majority of buildings occupied are in a deteriorated condition and will require extensive repair, if retained. Additional classrooms will be required.

The Wentover Range support element will require a major portion of the building in which they are presently located.

An outside area is available and should be reserved for the 130th to conduct training programs in antenna erection, aerial and underground cable construction and splicing.

Additional secure parking area will be required for protection of authorized vehicles, trailers and ground power equipment. Also, space will be required to perform maintenance.

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DEPARTMENTS OF THE ARMY AND THE AIR FORCE
NATIONAL GUARD BUREAU

REPORT OF INSPECTION FOR FEDERAL RECOGNITION

DIST: ORIG CH NGB
DUP STATE AG
TRIP GAIN COMD
QUAD UNIT

UNIT DESIGNATION 13[illegible] Squadron | 2. STATION Greeley Ans Station, Colorado

I ORGANIZATION

3. UNIT ORGANIZED AS SHOWN ON UMD X YES ___ NO
4. COMMUNITY FAVORABLE TO SUPPORT UNIT X YES ___ NO

II PERSONNEL

5. OFFICERS FEDERALLY RECOGNIZED X YES ___ NO
6. OFFICERS AWAITING FEDERAL RECOGNITION ARE OTHERWISE QUALIFIED ___ YES N/A NO
7. ARE PERSONNEL AND MEDICAL RECORDS UP TO DATE X YES ___ NO
8. ARE PERSONNEL PHYSICALLY QUALIFIED X YES ___ NO
   a. ARE OFFICERS QUALIFIED IN AFSC FOR UMD POSITIONS TO WHICH ASSIGNED ___ YES ___ NO See Atch #1
   b. ARE AIRMEN QUALIFIED IN AFSC FOR UMD POSITIONS TO WHICH ASSIGNED ___ YES ___ NO See Atch #2
9. HAS THE OATH OF ENLISTMENT BEEN ADMINISTERED TO ALL AIRMEN X YES ___ NO
10. STRENGTH:

	UMD AUTHORIZED	ASSIGNED	MINIMUM REQUIRED FOR F/R	
OFFICER	11	12	3	20%
AIRMEN	246	193	50	
AGGREGATE	257	205	53	

III FACILITIES

THE AVAILABLE FACILITIES OWNED BY UNITED STATES ___ STATE X COUNTY X CITY X UNIT ___ PRIVATE ___

12. ASSIGNED AVAILABLE FACILITIES AT THIS BASE (ARE) ~~(ARE NOT)~~ ADEQUATE FOR THIS AND OTHER UNITS ON BASE. See Atch 3
13. OPERATING RAMP, TAXIWAYS, RUNWAYS ARE AVAILABLE AND ADEQUATE FOR THE ASSIGNED UE AIRCRAFT N/A YES ___ NO
14. FACILITIES ARE ADEQUATE FOR THE STORAGE AND PROTECTION OF UNITED STATES PROPERTY AGAINST FIRE, ELEMENTS, AND PILFERAGE X YES ___ NO
15. PROPER FACILITIES ARE AVAILABLE FOR THE SAFEGUARDING OF CLASSIFIED EQUIPMENT AND MATERIALS X YES ___ NO
16. ACCOMMODATIONS ARE AVAILABLE FOR PERSONNEL DESIRING OR REQUIRED TO REMAIN OVERNIGHT DURING WEEKEND TRAINING ASSEMBLIES ___ YES X NO
17. AVAILABLE FACILITIES ARE ADEQUATE TO HOUSE AND PROVIDE FOR THE SUPPORT SERVICES NECESSARY TO THE ADMINISTRATION AND LOGISTICAL SUPPORT OF THE UNITS LOCATED AT THIS BASE ___ YES ___ NO N/A

IV INSPECTION TEAM

18. RECOMMENDATIONS BY INSPECTING TEAM. BASED ON THE FACTS AS PRESENTED AND THE PERSONAL EVALUATION MADE BY THE INSPECTING TEAM, IT IT RECOMMENDED THAT:
   a. FEDERAL RECOGNITION (BE) ~~(NOT BE)~~ GRANTED TO THIS UNIT.
   b. EFFECTIVE DATE OF FEDERAL RECOGNITION 16 Oct 68

FRANCIS A. KELLY, Colonel, USAF
FR 12509
TYPED NAME, RANK, SERVICE NUMBER OF SENIOR INSPECTING OFFICER

Francis A Kelly
SIGNATURE

HQ GERIA (GEV)
Office AFB NY
UNIT OF ASSIGNMENT

V MAJOR AIR COMMAND

19. RECOMMENDATIONS BY MAJOR AIR COMMAND COMMANDER
   a. APPROVED ___ HQ ___
   b. DISAPPROVED ___ DATE ___

4 D[illegible]

NGB FORM 113a
15 OCT 60

This form supersedes WD NGB Form 113a, dated 4 June 1946.

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Item 8a. Of 12 officers assigned, three (3) are qualified and can fill an authorized position on the new UMD. They are as follows:

1 ea 3026

1 ea 3044

1 ea 0424

Others are Weapons Controllers, with the exception of one personnel officer (7324) and one training officer (7321), all of which must be retrained. One (1) ea Major (AFS 1716) is attending Staff & Command School and is scheduled for release upon return under provisions of paragraph 30-10a, AFM 35-3.

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Item 6b. Of 193 Airmen assigned, forty-six (46) are qualified and can fill an authorized position on the new UMD. The breakdown is as follows:

"9"	skill level	18
"8"	"	17
"7"	"	7
"6"	"	4

In addition, there are eight (8) airmen in Tech School and are training in skills compatible with the new mission.

Additional Technical School spaces will be required in the near future, to provide a nucleus in the following career fields:

304x1 Air Traffic Control Radar
304x3 Auto Tracking Radar
304x6 Radio Relay
304x8 Flight Facilities Radio
304x4 Ground Radio Communications
304x0 Outside Wire and Antenna
304x5 Cable Splicing
302x1 Telephone Switching
303x0 Comm & Relay Center

School spaces should be specifically allotted to the 130th, to insure that trained personnel are available to develop and conduct future training programs.

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Item 12. Currently, the building is designed to support the mission of an ACCS Squadron. Modification of the facility will be required to provide an adequate area to support the GMSIA mission.

An equipment repair area, with adequate power and work benches, will be required. Areas must be modified for bench stock and test equipment storage. Space will be required for construction of team cubicles for storage of 36lX0 and 36lX4 team tools and equipment.

A modification of the outside area must be accomplished, to provide space for training in antenna erection, aerial and underground cable construction and splicing.

Removal of backup power equipment should be accomplished and that area modified, to provide at least one additional vehicle maintenance stall and ground power equipment storage and repair.

A concrete pad will be required, to provide adequate storage space for authorized vehicles and trailers.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

5 Dec 1968

SUBJECT: Creation and Control of Documentation

TO: GEEIA Regions (Commanders) 2856th AB Gp

Hq Directors & Staff Officers

1. The attached AFLC letter discusses a subject in which nearly everyone is involved in one way or another - paperwork.

2. Hq USAF is in the process of strengthening old programs, streamlining others, and developing some new ones, all designed to control the creation of paper and to reduce its handling and storage costs. Although the Chiefs of Administration have specific responsibilities in many of these areas, I expect Commanders and other key staff members to become involved in and support these efforts.

3. Recently, a nationally syndicated columnist wrote that Federal Government files occupy 25 million cubic feet of floor space -- more than 12 times the entire rentable floor space in the 102-story Empire State Building. The Air Force, each year, creates 700,000 cubic feet of paperwork, or 58,300 tons, which equals the total mission weight of ten C-5 squadrons.

4. Within GEEIA, our total records holdings of a year ago were just under 20,000 cubic feet, but this is only part of the paperwork management story. Everyone must become more challenging and ruthless, if necessary, in the total area of records creation, copying, distribution, storage and destruction. I expect each of you to maintain a high state of personal awareness of the magnitude of the situation, and to seek ways to deal with it.

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

1 Atch
Copy of MCG Ltr 14 Nov 68

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCG

14 November 1968

SUBJECT: Creation and Control of Documentation

TO:

MOAMA	SMAMA	AGMC
OCAMA	WRAMA	MASDC
OOAMA	GEEIA	USAF Hosp WPAFB
SAAMA	2750 AB Wg	ALSC

1. The Air Force is confronted with a steadily increasing avalanche of documentation of such proportions that it threatens the efficient performance of essential missions. At the same time, technology in the communications and documentation areas is advancing rapidly. New methods of expediting the preparation, production, and dissemination of documentation are being developed and employed. Some of these, products of the computer age, are telemetry, computer input and output, microforms, and video format. Progressive though these new methods are, their acquisition and utilization compound the problems connected with paperwork management.

2. The Chief of Administration is the OPR for documentation, storage, and retrieval systems, as outlined in AFR 181-3, at your installation. He is responsible for controlling field level production, dissemination, storage, retrieval, and disposition of documentation, and approval of storage and retrieval equipment associated therewith. He manages publications, forms, printing, distribution, records, mail and messages, and visual communications. To efficiently perform the managerial functions in these vital documentation areas, it is imperative that his staff participate from the onset in all activities which involve his responsibilities.

3. The Chief of Administration at each field installation has been informed by separate letter regarding the expanded role he has in connection with assigned documentation responsibilities.

4. Commanders will assure that cognizant Administration representation is included in the preplanning and developmental phases of all systems, projects, studies and other activities that will result in the production of documentation.

5. It is incumbent upon each Commander to establish an aggressive program to reduce and control the creation of paperwork as well as the equipment associated with it.

FOR THE COMMANDER

Melvin F. McNickle

MELVIN F. McNICKLE
Major General, USAF
Chief of Staff

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

6 DEC 1968

SUBJECT: Cost Reduction and Management Improvement Program Accomplishments - Fiscal Year 68

TO: All Directorates and Staff Offices
All GEEIA Regions (Commanders)
2856 ABG, Division Chiefs/Staff Officers

1. I add my congratulations to those contained in the attached communications concerning the exceptional Air Force accomplishment in the Fiscal Year 1968 Cost Reduction and Management Improvement Program. I particularly commend those individuals within this Command whose documented management actions contributed to the AFLC accomplishment of 235 million dollars.

2. In Fiscal Year 1969, the need for supporting the objectives of the Cost Reduction and Management Improvement Program is paramount. I would like to insure that progress toward attainment of the Fiscal Year 1969 GEEIA goal measures 50% by 1 January 1969. This objective requires participation at all levels.

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

5 Atch
1. MCG Ltr, 13 Nov 68
2. AFSDC Ltr, 28 Oct 68
3. SecDef Ltr, 17 Oct 68
4. SecAF Ltr, 21 Oct 68
5. AFCCS Ltr, 23 Oct 68

Distribution: Rcpt, to ea Addressee

GEA, GEC, GEE, GEF, GEI, GEK
GEL, GEO, GEQ, GES, GEV

GEM, GEY, GEW, GEP, GER

GEB, GEBA, GEBB, GEBC, GEBD,
GEBE, GEBH, GEBI, GEBM, GEBC,
GEBP, GEBS, GEBT

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE OHIO 45433

REPLY TO
ATTN OF: MCG 13 November 1968

SUBJECT: Cost Reduction and Management Improvement Program Accomplishments - Fiscal Year 68

TO: OCAMA SHAMA GEEIA Aerospace Guidance & Metrology Center
OOAMA WRAMA MASDC
SAAMA MOAMA 2750 AB Wg

(Commander)

1. It is my sincere pleasure to furnish to you the comments made by the Secretary of Defense, the Secretary of the Air Force, the Chief of Staff and Lt General Ruegg concerning the notable achievement in the Fiscal Year 68 Cost Reduction Program.

2. Particular pride can be taken in the fact that AFLC contributed $235 million or 44% of the total Air Force accomplishments and maintained its record of exceeding the Air Force assigned goal each year since inception of this program.

3. Please convey my appreciation and congratulations to all members of your Staff, to the individuals who made positive contributions to this effort, as well as those personnel concerned in the day-to-day administration of the program for a task well done. It was only through such combined effort that the Command accomplishments were realized.

4. It is hoped that the same scope of imagination, aggressiveness and sound managerial ability will continue to be exercised during the current Fiscal Year to insure comparable or even greater success in achieving the Fiscal Year 69 goals.

/signed/

LEWIS L. MUNDELL
Lieutenant General, USAF
Vice Commander

4 Atch
1. AFSDC ltr, 28 Oct 68
2. SecDef ltr, 17 Oct 68
3. SecAF ltr, 21 Oct 68
4. Hq USAF (AFCCS) ltr, 23 Oct 68

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Atch #1

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C.

REPLY TO
ATTN OF: AFSDC 28 OCT 1968

SUBJECT: Cost Reduction and Management Improvement Program Accomplishments - FY 1968

TO: AFLC (General Jack G. Merrell)

1. I am pleased to forward the attached correspondence from the Secretary of Defense, the Secretary of the Air Force, and the Chief of Staff, commending all of the USAF personnel who have contributed to the outstanding success of the Air Force Cost Reduction and Management Improvement Program.

2. Every year since the start of the program, we have not only exceeded our overall goals but have also reported more than 40% of the total savings realized by the Department of Defense. This is a record we can regard with pride. It could not have been achieved without the aggressive support and participation of you and all of your people. In FY 1968, for example, your command attained 107% of your total goal, and 10 of your 19 individual goals.

3. As the USAF Cost Reduction Program Manager, I am deeply appreciative of the contributions you have made in the past and are making now. I am particularly grateful to the personnel responsible for the day-to-day administration of the program. Their efforts have helped to make it a unique and valuable measure of our management progress.

4. We are all aware of the overriding need to assure sound economy in our operations. In view of this need, it is essential that all of us continue to give the Cost Reduction and Management Improvement Program our priority attention and personal support.

/signed/

R. G. RUEGG
Lieutenant General, USAF
DCS/Systems and Logistics

3 Atch
1. SecDef ltr, Oct 17, 1968
2. SecAF ltr, Oct 21, 1968
3. COS ltr, 23 Oct 1968

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THE SECRETARY OF DEFENSE
WASHINGTON

OCT 17, 1968

MEMORANDUM FOR THE SECRETARY OF THE AIR FORCE

SUBJECT: Cost Reduction and Management Improvement Program Accomplishments - FY 1968

On 3 October 1968, I forwarded to President Johnson a report summarizing the results of the Defense Department's efforts to reduce costs and improve management in the 12 months of Fiscal Year 1968.

I reported that immediately after assuming my responsibilities as Secretary of Defense on 1 March 1968, I reviewed the programs of the Department which are aimed at achieving greater economy in our operations. I was immensely impressed with the record of accomplishments I found. This record showed me that during the past six years the Department of the Air Force and the other DoD Components had together produced audited savings of over $15 billion. When I later reviewed the FY 1968 results, I found that last year's efforts had increased the total savings by an additional $1.2 billion. The Air Force accounted for over $536 million of the FY 1968 savings, exceeding the assigned goal by nearly 20%.

Needless to say, it was with great pride in these accomplishments that I sent this outstanding report to the White House.

As you know, President Johnson has continued to maintain a prideful surveillance over our efforts to manage more economically and efficiently. He has given inspiring support to our Cost Reduction and Management Improvement Program and has enthusiastically demonstrated his appreciation of our accomplishments by his annual visits to the Pentagon to personally participate in our Awards Ceremonies.

I am sure that his kind and generous expressions of gratitude and appreciation during his most recent visit will serve as a continuing source of inspiration to us in the days ahead. We are all aware that the financial stringencies under which we must now operate make it more important than ever that we obtain the maximum value for every Defense dollar we spend.

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Consequently, I want to assure you that the Program will continue to receive my priority attention and personal support. I ask that you join with me in this pledge.

Finally, I would like for you to extend my heartiest congratulations and deep appreciation to the many thousands of military and civilian personnel who contributed to the outstanding achievements in FY 1968 and prior years. This recognition should also extend to those few dedicated and industrious program management personnel who quietly, but efficiently, continue to work behind the scenes to implement and sustain this dynamic and aggressive enterprise.

/signed/

CLARK M. CLIFFORD

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DEPARTMENT OF THE AIR FORCE
WASHINGTON 20330

OFFICE OF THE SECRETARY

October 21, 1968

MEMORANDUM FOR ALL AIR FORCE PERSONNEL

We all can be proud of the achievements noted in the attached memorandum from the Secretary of Defense. Our programs in Cost Reduction and Management Improvement would not have been nearly as successful if all of us had not actively participated in them on a personal basis.

I am sure that we will continue with a vigorous effort that will result in even more savings in the future. I look to all of you to pursue these programs with the same priority that you have given them in the past.

For our fine progress thus far, I extend to all Air Force military and civilian personnel my sincere thanks and congratulations for a job very well done.

/signed/

Harold Brown

Attachment

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Atch 4

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DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.

REPLY TO
ATTN OF: AFCCS

23 OCT 1968

SUBJECT: Appreciation

TO: AFSDC (Lt Gen Ruegg)

I was very pleased to receive the attached Memorandum from the Secretary of the Air Force. I extend my appreciation to you, as the Air Staff focal point for the Cost Reduction Program, and all personnel for your outstanding accomplishments in the programs on Cost Reduction and Management Improvement -- FY 1968.

/signed/

J. P. McCONNELL, General, USAF
Chief of Staff

Atchs
Memo fr Secretary Brown,
21 Oct 1968, w/Atch

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Atch #3

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DEPARTMENT OF THE AIR FORCE

HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)

GRIFFISS AIR FORCE BASE, NEW YORK 13441

REPLY TO ATTN OF: G..E 17 Dec 1968

SUBJECT: International Balance of Payments (IBP)

TO: All Directorates/Staff Offices, Hq GEEIA; 2056 ABSp; GEEIA Regions

1. The attached letters spell out a problem frequently discussed in our daily newspapers; I am sure that, between the attached letters and the public news media, the seriousness of this problem needs no amplification from me.

2. As the President has indicated on many occasions, this situation concerns all Americans, and all of us need to consider the effect of our personal actions on the nation's economic well-being.

3. We, in GEEIA, have a greater opportunity than most Americans to contribute to the correction of the IBP deficit. Unfortunately, our record of $4,194,000 spent abroad in FY 67, and $4,162,000 in FY 68 does not reflect the efforts we have been making in this area. Accordingly, it is my desire that all GEEIA personnel be made aware that this is a serious situation which can affect all of us, and that each of us should consider, every time we initiate a foreign financial transaction, whether there might be another way to get the job done, without contributing to the IBP problem.

4. We still have six months of FY 69 in which to demonstrate that GEEIA can make an effective contribution toward solution of the IBP difficulties; let us strive, as a minimum goal, to push back our IBP costs to the FY 67 level. Once this has been accomplished, we will assess our capability for further reductions in FY 70.

FRANKLIN A. NICHOLS, Brigadier General, USAF
Commander

1 Atch
Cy MCG Ltr, 3 Dec 68
w/1 atch

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GEG
CC

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCG

3 December 1968

SUBJECT: International Balance of Payments (IBP)

TO:

OCAMA	WRAMA	AGMC	USAF Hosp WPAFB
OOAMA	[illegible]	APRE	
SAAMA	MASDC	APRRE	
SMAMA	ALSC	2750 AB Wg	

(For Commander)

1. A copy of Headquarters USAF (AFCCS) letter dated 20 November 1968 is attached for your information and guidance.

2. AFLC (MCG) letter dated 8 November 1968, subject: "Worsening Balance of Payments Deficit," contained actions required for improving the balance of payments situation.

3. It is recognized that balance of payments considerations cannot be overriding in our determinations where they conflict with national security objectives. However, all programs forwarded for Gold Flow approval must be totally justified within the established criteria. Overseas travel must be reduced to a minimum, and a close control must be maintained on the assignment and hiring of personnel for overseas duty.

Jack G. Merrell

JACK G. MERRELL
General, USAF
Commander

1 Atch
Hq USAF (AFCCS) ltr 20 Nov 68

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DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C. 20330

REPLY TO ATTN OF: AFCCS

20 November 1968

SUBJECT: International Balance of Payments (IBP)

TO:

ADC	AFLC	SAC	CINCUSAFE
AFCS	MAC	TAC	CINCPACAF
AFSC	OAR	USAFSS	USAFSO

(COMMANDER)

1. One of the most difficult and persistent problems of this country in recent years has been the recurring imbalance between receipts from and payments to other nations. It has been severely aggravated by expenditures for Southeast Asia. Progress has been made within the Department of Defense in controlling the IBP deficit. Nevertheless, the necessity continues for a program to maintain emphasis on IBP goals and to promote individual awareness of the seriousness of the problem. In a recent letter to the Secretary of the Air Force, the Deputy Secretary of Defense said, "I wish to re-emphasize to you the necessity for positive effort to reduce Air Force expenditures entering the international balance of payments. In view of the current U.S. balance of payments situation, I desire that you devote attention to this area in the coming months."

2. Outlined below are some key areas, with suggested courses of action for improving the balance of payments situation. Bear in mind two general guidelines: first, combat capability must be maintained and second, expenditure reductions must be achieved without creating undue hardships for personnel and their families. The key areas are:

a. Personnel: Encourage individual thrift through available mediums such as the Uniformed Services Savings Deposit Program, Savings Bonds and Freedom Shares, and the allotment of pay to U.S. banks or other savings/investment facilities.

b. Foreign Nationals: Limit employment of FN's to the minimum required for mission accomplishment. Employ U.S. dependents where possible.

c. Facilities: Operate facilities at minimum costs. Where base closures or consolidations could be achieved, make appropriate recommendation. Eliminate or defer all construction not essential to military needs.

d. Materials, Supplies and Services: Purchase only what is absolutely necessary to accomplish the mission. Concentrate on U.S. end products through the BUSH (Buy U.S. Here) program.

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Emphasize use of U.S. materials, supplies and services; if necessary, paying up to 50% differential for U.S. items (see Parts 1 and 8, Armed Services Procurement Regulation (ASPR)).

c. Other Areas:

(1) Achieve maximum feasible use of U.S. owned excess/near excess foreign currencies.

(2) Use barter procurement procedures wherever possible. Insure, however, that foreign purchases are properly authorized before entering into such procurements.

(3) Accord sufficient priority to the accounting and reporting of IBP transactions to assure validity of the data.

(4) Assure that procurement and accounting personnel in the U.S. and overseas are cognizant of procedures for identifying and reporting "procurement returns;" i.e., that portion of foreign payments which is for U.S. end products and U.S. services, including transportation, profit and overhead (ASPR).

(5) Hold IBP expenditures within targets established under AFR 172-8.

3. The IBP deficit has existed for the past 18 years (1957 excepted). The Air Force IBP management program has produced encouraging results, but it requires constant attention and a substantial part of your personal consideration. AFCCS letter, 1 May 1967, same subject, suggested the Comptroller be designated as the major command IBP monitor and identified specific functional responsibilities.

4. Your continued attention to this subject is imperative. Please have your staff continue to report accomplishments through the Bimonthly Report of Actions Initiated to Reduce IBP Expenditures. (RCS: DD-Comp (BM) 858).

John D. Ryan

JOHN D. RYAN, General, USAF
Vice Chief of Staff

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCA

27 DEC 1968

SUBJECT: Incentive Pay for Military Personnel in the 361X0 Career Field (Your Ltr, 29 Jul 68)

TO: GEEIA (GEG)

The attached letter is in reply to your study on the above subject. It appears that any further consideration of this proposal must await resolution of DOD efforts to achieve parity in military and civilian basic salaries.

FOR THE COMMANDER

Vincent J. Lozito

VINCENT J. LOZITO, Colonel, USAF
Asst. Deputy Chief of Staff, Personnel

1 Atch
HQ USAF (AFPDPOE) Ltr,
11 Dec 68

Cy to: AFCS (CSCCR)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C.

11 DEC 1968

FROM: AFPDPOE

SUBJECT: Hazardous Duty Pay for 361X0 Career Field (Your Ltr, 16 Aug 68)

TO: AFLC (MCG)

1. We have re-evaluated your request to provide incentive pay for hazardous duty for the Wire and Antenna Systems Installations and Maintenance Career Field. As indicated in your letter, a previous proposal, based on somewhat similar justifications, was considered in 1967.

2. One of the criterion for awarding incentive pay for an Air Force specialty is frequent and regular exposure to unpredictable hazards which cannot be reduced by vigorous safety programs. We realize, as the study points out, that the hazards of the 361X0 career field are always present and cannot be completely eliminated. However, the statistics do not substantiate a history of injuries and fatalities of sufficient significance to support a case for incentive pay for hazardous duty.

3. In addition to the hazard factor, today's incentive pay is used to attract and retain people in occupations which are strictly voluntary and to provide the stimulus to achieve desired manning strengths. The 361X0 specialty is not voluntary and the required training and depth of skill level are such that over-all manning and replacement of personnel in this career field have not been a problem.

4. In discussing this matter with the other services, we have determined that there is no interest in pursuing the joint legislation needed to provide this new incentive pay.

5. One of the basic problems pointed out in the study is the pay scale differential between the military and their civilian counterparts. Recent attempts to obtain legislation in the pay and entitlement area to solve inequities of specific categories have been turned back by DOD pending establishment of a parity salary system. DCS/Personnel staff members are in daily contact with the "Hubbell Group" which is working toward alignment of military and civilian salaries.

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6. For the above cited reasons, we consider further action on your request inappropriate at this time.

FOR THE CHIEF OF STAFF

James F. Hackler, Jr.

JAMES F. HACKLER Jr., Major General, USAF
Director, Personnel Planning
Deputy Chief of Staff, Personnel

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GDG 29 JUL 1968

Incentive Pay for Military Personnel in the 361X0 Career Field

AFLC (MCA)

1. I am constantly impressed with the work of GEEIA's 361X0 personnel. These men perform many duties which, in my opinion, are hazardous duties. The problem is that they do not receive incentive pay for hazardous duty whereas their Civil Service and private industry counterparts do. This situation is contributing to an extremely poor retention rate: 8.8% for first term airmen and 77.8% for career airmen.

2. The attached study is GEEIA's third attempt to bring our 361X0 military personnel into the incentive pay category. Previous submissions were disapproved in Sep 1964 and Dec 1966.

3. This study covers the following points.

a. GEEIA 361X0 military personnel perform hazardous duties but do not receive incentive pay.

b. Civil Service and private industry personnel classified as 361X0s receive incentive pay (up to a 100% differential) for performing the same type hazardous duties as those performed by military 361X0s.

c. GEEIA 361X0 military personnel have more accidents and fatalities than the Munitions Disposal field (which does receive incentive pay).

d. Congress and commercial life insurance companies classify certain types of work performed by the 361X0 as hazardous duties.

e. A recommended proposal on actions required to bring 361X0 military personnel into the incentive pay category.

4. I would appreciate your full support in this attempt to gain official recognition of the hazardous duties performed by our 361X0s.

ORIGINAL SIGNED BY

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

1 Atch
Study

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STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE	DATE IN	DATE OUT	SIGNATURE OF ACTION OFFICER & GRADE
1	GEO	Coord		22 Jul	22 Jul	PASQUALE A. LERRO, Capt, USAF
2	GEI	Coord		22 Jul	24 Jul	
3	V/C	Coord		24 July	26 July	OFFICE SYMBOL: GEA; PHONE: 3526; TYPIST'S INITIALS: emp
4	GEG	App/Sig			26 July	
5						SUSPENSE DATE
6						
7						

SUBJECT: Incentive Pay for Military Personnel in the 361X0 Career Field — DATE: 23 JUL 1968

SUMMARY

1. BACKGROUND. GEEIA has tried on two previous occasions to get the Air Staff to support our request for awarding incentive pay (hazardous duty pay) for our 361X0 field (pole climbers, antenna installers). Both requests were disapproved. We are now trying it again with a different approach. We are trying to get this request approved because civil service personnel and private industry counterparts do receive this pay.

2. PURPOSE. The attached study expounds on the following points:

a. Congress recognizes 361X0 type work as a hazardous duty.

b. Insurance companies classify 361X0 work as hazardous duty.

c. 361X0s have a higher accident rate than the EOD field (which receives incentive pay).

d. Civil Service 361X0s get double pay when climbing towers.

e. Recommends the method and action necessary to get legislation approving the award of incentive pay to our 361X0 personnel.

3. RECOMMENDATION. That the Commander approve release of the attached study and sign the cover letter.

JAMES H. SAMS, Lt Col, USAF
Chief, Personnel

2 Atch
1. Cover Letter
2. Study

GEEIA FORM 70

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCG

SUBJECT: Hazardous Duty Pay for 361X0 Career Field 16 AUG 1968

TO: AFCS (CSPDC)
HQ USAF (AFPDP)
IN TURN

1. The attached staff study recommending hazardous duty pay for the 361X0 career field is forwarded for approval.

2. This Headquarters supports hazardous duty pay for airmen in the 361X0 career field under the conditions outlined in pages 24, 25, and 26 of this GEEIA prepared staff study.

3. While it is recognized that a similar proposal was rejected in March 1967, the dangers that these personnel are subjected to still exist.

4. Brigadier General Franklin A. Nichols, GEEIA Commander, provides in his attached study certain comparative accident statistics that would justify re-evaluation of this request. Further, the pay and insurance rate inequities outlined in pages 11-19 of the attached study should be re-examined with a view toward proposing remedial legislation.

5. The forwarding of this study through AFCS is in consonance with agreements reached in telephone conversations of 15 August 1968, between Colonel Lonito, HQ AFLC, and Colonel Simonetti, DCS/Personnel, AFCS, and Lt Colonel Serangeli, HQ USAF (AFPDPOE).

Original signed by:

1 Atch
Study

LEWIS L. MUNDELL
Lieutenant General, USAF
Vice Commander

Cy to: GEEIA (GEG) w/o atch

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCG

30 December 1968

SUBJECT: Federal Recognition, 130th GEEIA Squadron (GEG Ltr, 28 Oct 68)

TO: GEEIA (GEG)

1. Your recent letter recommended that 12 radar controllers and technicians supporting the Wendover/Hill AF Base Test Range be deleted from the 130th GEEIA Squadron (ANG) and assigned to the Utah National Guard with the proposed Directorate of Range Testing (OOAMA-OOR) vested with supervision of training, inspection and operational control.

2. There is no question that the radar control center operation is foreign to the communication-electronics-meteorological maintenance and installation mission of the 130th GEEIA Squadron. Retention of the radar control function was an interim arrangement agreed to in planning the transfer of the 130th Aircraft Control & Warning Squadron (ANG) from ADC to AFLC as the 130th GEEIA Squadron (ANG). This arrangement is essential to avoid loss of trained personnel and lapse of radar coverage for the test range.

3. A firm course of action which will relieve GEEIA of this function is now being worked on by the AFLC staff. It may require three to six months to work out because of the involvements with the National Guard Bureau, other major commands, and higher headquarters.

4. In the meantime, the interim arrangement will remain in effect and must be made to work by a cooperative effort of this Headquarters, OOAMA and GEEIA.

Lewis L. Mundell

LEWIS L. MUNDELL
Lieutenant General, USAF
Vice Commander

Cy to: OOAMA (OOG)
OOAMA (OOV)
SGOMH
SGOMG

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Com-7

Mr. Taylor/7801/lp/25 Oct 68

GEO/GEVP-1 28 OCT 1968

Federal Recognition, 130th GEEIA Squadron

AFLC (MCAM)

1. This Headquarters performed a Federal Recognition Inspection of the 130th GEEIA Sq, Salt Lake City, Utah on 13-14 October 1968. We are recommending that Federal Recognition be approved.

2. The National Guard Bureau has published a UMD for the 130th. On this UMD are four (4) each AFS 1716 and 1744, Weapons Director Staff Officers and Weapons Controllers, and eight (8) each Airman Positions to support radar coverage for the Wendover/Dugway Range. The function of the range and positions assigned are completely foreign to GEEIA. I strongly recommend that immediate action be taken to delete these 12 spaces from the 130th GEEIA Sq UMD, and that a separate flight or detachment be established and assigned to Hq, Utah ANG (collocated on the same base). Further, recommend that supervision of training, inspection, and operational control be vested in the proposed Directorate of Range Testing at Ogden Air Materiel Area (Project FACER PILOT).

3. The inspection further revealed that extensive remodeling of facilities will be required. Technical School spaces will be required in sufficient quantities at an early date, to form a cadre to provide training to others. Training equipment must be provided by NGB at an early date, to permit the development of training programs.

Original Signed By

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

1 Atch
Rprt of Inspection for
Fed Recog

Reply MCA 12/5/68

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Com-7 72

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS EASTERN GEEIA REGION (AFLC)
KEESLER AIR FORCE BASE, MISSISSIPPI 39534

REPLY TO ATTN OF: GEM

31 DEC 1968

SUBJECT: Eastern Region Newsletter

TO: Brig Gen Franklin A. Nichols
Commander
GLEIA
Griffiss AFB NY 13440

Dear General Nichols

I would first like to express my sincere thanks to you for participating in our Open House. I'm sure you are aware of the many benefits that we receive from these most important visits. I personally thoroughly enjoyed the opportunity to spend a leisure afternoon with you on the golf course and I'm sure that General Purvear and Woody Blossman enjoyed your company as well.

We all enjoyed a safe and merry Christmas in the Region and are praying that we will be fortunate and experience no accidents through the coming New Year holiday period.

As the end of the year approaches, I am forced to reflect with great pride on the many accomplishments of the Region through the past year. While we will not have the refined data until about 15 January, it appears that we will have reduced our total workload delinquencies from 964 which existed 1 January 68, to less than 40. Our Engineering people have successfully completed 1,478 jobs and we have managed to furnish the necessary material and supplies for 923 jobs. In addition to these prime mission accomplishments, we have shown marked progress and improvement in nearly all of our related areas of responsibilities.

Significant jobs completed during this month by the 2860th Squadron include two heavy radar emergencies; a FPS-16 pedestal change out at Eglin AFB and a FPS-35 gear reduction motor change out at Thomasville AFS. Both jobs were completed in minimum time and with no exceptions. Outside plant responded to a cable outage emergency to Bolling AFB, Washington, D. C. Six hundred feet of 101 cable was replaced in 177 manhours (15 - 17 December 68) to restore this vital link in communications. Radio work for STRICOM at MacDill has continued to be a good workload source for this Squadron. With the completion of 7000L8R2, we have completed approximately 30 radio work orders, all without exceptions and within the allotted manhours. Three crypto schemes were completed this month at Homestead AFB, Andrews AFB (completed 8,850 manhours ahead of schedule) and Pope AFB, all with no exceptions. Scheme 0549, cable repair at Lajes, was completed this month, also.

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In the 2861st Squadron, the rehabilitation of the FPN-16 is progressing satisfactorily and I am confident that we can be 100% complete on or before the ECD of 31 January 69. We received all of the new shelter panels from SIM Corporation on 16 December 68. The panels are indeed a quality product. We have begun a concentrated schedule utilizing all Radar Nav-Aid personnel in station to assemble the shelter and its components in the shortest time possible. All arrangements have been made and confirmed with the Griffiss Paint Shop to begin painting the shelter on 30 December 68.

The 2861st Squadron was also tasked with three emergency antenna replacements during the period 29 November - 10 December 68, at Sondrestrom AB, Greenland; Windsor Locks, Conn; and Otis AFB, Mass. The reaction to the emergencies by our Radio Nav-Aids Unit was outstanding. The three antennas were replaced and passed their flight checks with a total of only 105 man-hours of direct labor being expended.

The 2863rd Squadron was finally successful in getting 1251A2B0, the Clinton County TACAN, off the Books, as well as the 6291L0B0, IRAN of Lockbourne GCA. I can assure you we are all happy to have these two jobs behind us.

The Region has accepted the in-house repair of all FPS-35 radar dummy loads. This requirement has been single pointed to the 2861st Squadron and two technicians are presently at Richards-Gebaur AFB, Mo, receiving OJT for the repair of these dummy loads, presently being accomplished under contract.

At approximately 1500 hours, 12 December 68, this Region was tasked by CEOM with furnishing two technicians to survey ILS equipment at Spangdahlem AB, Germany. Two technicians were requested by name and by 1515 hours the same day, these men were directed by their respective Squadrons to return from the jobs they were on to their Home Squadrons to prepare for their departure to Spangdahlem. On 13 December 68, CEOM reported that the Spangdahlem ILS had been off the air for a considerable period of time. The 2874th CEEIA Squadron personnel under guidance of European and Central Region engineers had restored service several times only to have the equipment fail again. Engineers then recommended complete on site overhaul and your Headquarters tasked Eastern Region with doing a comprehensive, pre-IRAN of the ILS. The two technicians who were dispatched were to do the pre-IRAN, deliver material requirements list to European Region for requisitioning action and hand-carry one copy of material requirement list to Headquarters not later than 24 December 68. Upon receipt of material the two technicians are to return to accomplish the IRAN. European CEEIA Work Order 6075L9L0 was used. European CEEIA will report on the job. The team arrived on site on 17 December 68, and the pre-IRAN was completed, the European Region was furnished the required Bill of Materiels, and our team returned home on 23 December 68.

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We are presently involved in the closed circuit television surveillance for the Eglin Vertical Probe Launch Facility. This facility supports basic research involving atmospheric, geophysical, and radiation phenomena between altitudes of 60 and 450 miles over the Gulf of Mexico. Agencies supported include Air Force Cambridge Research Laboratories, Advanced Research Projects Agency, and the Air Weather Service. Visual surveillance of Site A15A on Santa Rosa Island will be accomplished by means of nine television cameras. Cameras will be located within the retractable roof type launch bays, between the outside launch pads and in the instrumentation build up areas. Control of these cameras will be delegated to the Launch Control Officer or the Range Safety Officer at various times during the count down sequence. Related monitors will be strategically located for launch operations and safety personnel. A video tape recording capability will be included. This system is to be implemented by contractor engineer and furnish Statement of Work X-7060. Installation will be accomplished organically. The Statement of Work is currently in the engineering phase and is due to be forwarded to Headquarters by the end of 1968. The facility is to be operational by June 1969.

All outgoing AUTOVON circuits from Annex 3 were lost from 1130 hours on 27 November until 1400 hours that same date. Research of the circuit restoral priorities revealed that two of our circuits were not restored in accordance with National Communications System Memorandum 1-68, dated 16 July 68. A letter has been forwarded to South Central Bell Telephone Company asking why these circuits were not restored in accordance with the Memorandum. The letter also asked what action will be taken, if our circuits are lost again, to insure that they will be restored in accordance with the Memorandum. I am sure you received my message putting our Message Center into operation on 20 December 68. Estimated date for secured lines is June 1969.

We have received permission from Keesler AFB to pay prorated subsistence allowance to our enlisted personnel for their noon meal. Our airmen will no longer have to spend time commuting between Annex 3 and the main Base for noon meal accommodations.

In the area of Supply, we are continuing to put special emphasis on getting our schemes shipped and confirmed by the date materiel required. It is encouraging to note that of a total 36 schemes due in November, 19 each or 52.7% were received and confirmed in a timely manner. Also, of the 17 schemes that did not make in time, six were received, but not confirmed and four additional were in transit. Of the seven that did not make, four were held for CCD problems. This left only three schemes that were hard core supply problems; e.g., one contractor problem, one command delay and one IM delay. Another noteworthy item is that in January 68, we had a total of 360 schemes delinquent in materiel phase. At the end of November 68, we only have a total of 55 delinquent in the materiel phase. There has been a constant downward trend each month of this year without exception. This has been most gratifying to me during the year. We expect to continue this improvement.

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It appears we will be receiving only limited financial support from Keesler AFB for the remainder of this fiscal year. They are at the present time evaluating their capability to support our budgetary requirement within the third quarter funding received from Training Command. We expect to be advised by the end of December as to amount of funds they have earmarked for our support. If this is insufficient to meet our needs, we will request additional funds from your Headquarters and/or authority to use our funds in providing essential support to the Region Headquarters Divisions and Staff Offices. A great deal of our requirements fall in the area of office equipment maintenance. All of these items were in very poor condition when we departed Brookley. (Support by that phaseout Base had been somewhat restrictive prior to our move.) We are hopefully looking forward to a USAF decision whereby under FY76 operating budget we will have our own funds for this type support.

We have received substantial relief from problems we have encountered in procuring the parts required for 2951st TACAN Antenna Overhauls. We are, however, continuing to be delayed by the lengthy turn around time required by the Griffiss paint, machine and fiberglass shops. We are negotiating with these shops in an attempt to get better service. They have indicated that a minimum of five days to two weeks will be required for them to accomplish their work. The length of time required varies according to the amount of work that needs to be done on each antenna, such as replacement of bearing seats, painting the radome and base, and fiberglass repair on the radome. This five days to two weeks figure is based on the assumption that they have all required materials on hand and that no other workload of a higher priority exists.

While I am extremely proud of the accomplishment of all of my people during the past year, it is obvious that there is much additional progress to be made. We intend to continue following the productive guidelines you have passed to us and concentrate on refining our management procedures in an effort to do our job still better. I am not satisfied with our progress in the areas of OJT, our reenlistment rate, ground safety accident reduction, or the overall quality of our work. I will place special emphasis on these areas during the coming year. In addition, I have just launched a program to instill pride in our personal appearance and the way we do our work. I am confident this program will restore to our people and the organization the prestige and position in the Air Force that we so rightfully have earned.

In closing I would like to offer my best wishes to you for another banner year in GEEIA. I assure you that you can count on your Number One "Can Do" Region to support all of your programs and strive for improvement in all of our areas of responsibilities.

Sincerely

Lewis L. Bradley Jr.

LEWIS L. BRADLEY, JR., Colonel, USAF
Commander

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MAJOR HISTORY

OF

GROUND ELECTRONICS ENGINEERING INSTALLATION ~~AGENCY~~

GEEIA

1 JULY 1969 - 31 MARCH 1970

PREPARED BY:

Adelaide E. Schmid

ADELAIDE E. SCHMID
ACTING HISTORIAN

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FRONTISPIECE

Commander GEEIA from November 20, 1967 through March 31, 1970, Major General Franklin A. Nichols was the first and only GEEIA two-star General.

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PREFACE

The Ground Electronics Engineering-Installation Agency (GEEIA) disappeared from future history in its 12th year, at the peak of its ground communications-electronics-meteorological support to major air commands and other governmental agencies.

Significantly, at the time of its merger with the Air Force Communications Service, GEEIA had proudly accomplished a clean slate, showing no scheme delinquencies.

As an agency, GEEIA was activated on June 15, 1958 and deactivated in March 1970. Its engineering, installation, and depot level maintenance functions would be blended into the AFCS mission and structure.

Drafted to write this final GEEIA history in a couple months' time, this historian has chronologically portrayed the story of the GEEIA-AFCS merger from the time of the first public inkling of the merger study through the final severance of GEEIA's association with the Air Force Logistics Command on March 31, 1970.

At the same time important mission accomplishments have been emphasized, with recognition accorded honors achieved and complimentary letters of appreciation.

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Since the 2856th Air Base Group was under the jurisdiction of GEEIA, major events having a base-wide impact were included. Several construction projects and future base projects received impetus under the leadership of Major General Franklin A. Nichols, Commander GEEIA. The opening of a Rome Extension Branch of Mohawk Valley Community College in buildings donated by the base was a fine example of the excellent rapport between Griffiss AFB and the area communities.

Even though GEEIA may disappear as a name, this historian believes that the GEEIA esprit de corps and "Can-Do" attitude of professionalism will be retained by GEEIA people transferring into the new AFCS.

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CHAPTER ONE

NARRATIVE OF EVENTS RELATIVE

TO

THE AFCS/GEEIA MERGER

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NARRATIVE OF EVENTS RELATIVE TO THE AFCS/GEEIA MERGER

The Air Force was directed on July 24, 1969 to develop savings of $1.0 billion in conjunction with a reduction of 77,000 personnel to support the President's decision on reducing military expenditures during FY 1970.

USAF Program/Budget Project 703 identified the actions necessary and provided the implementing directions to attain reduction goals. Item 822 of Program/Budget Project 703 directed the consolidation of Ground Electronics Engineering Installation Agency (GEEIA) into Air Force Communications Service (AFCS) as one of the 703 action items.[1]

AFCS subsequently conducted an in-depth study on the feasibility of consolidating GEEIA functions into AFCS. The principal objectives underlying the consolidation were to achieve maximum savings in resources and to continue mission effectiveness.

The plan was to achieve the savings objective through maximum feasible consolidation of the management functions and greater use of the organic capabilities of AFCS Squadrons and Mobile Communications Groups to perform certain installation and higher level maintenance tasks.

It was further determined that continued mission effectiveness virtually demanded the retention of GEEIA's engineering and installation forces at staff and working levels.

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On Oct. 9, 1969, a special release by the editor of the Rome Sentinel informed the public that the Air Force was considering a consolidation of missions affecting Griffiss AFB, with a decision to be made by the end of the year, with implementation of the merger plan by July 1970.[2]

This consolidation under study involved the Air Force Communications Service (AFCS) and GEEIA. Another facet of the plan was the consolidation of the Rome Air Development Center (RADC) at Griffiss with the Electronics Systems Division (ESD) at Bedford, Mass. The theory behind a proposed merger of these four command elements at Griffiss was an idealistic consolidation at one base of the research, development, installation, maintenance and use of all types of Air Force ground electronics devices.[3]

It was known that AFCS, a tenant at Scott AFB, Ill. had been requested to leave the base by the host command, Military Airlift Command (MAC), who needed additional space.

With a Department of Defense announcement expected at the end of October identifying some 80 installations which were to be closed or reduced in functions, Representative Alexander Pirnie was assured by the Secretary of the Air Force that Griffiss AFB was not on the list.[4]

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Supposedly three bases were under consideration for the location of the merged AFCS/GEEIA headquarters. They were Griffiss AFB, N.Y., Hamilton AFB, Calif. and an undisclosed base.

As of Oct. 1969 military and civilian totals at Griffiss AFB were: Hq. GEEIA 930; 2861st GEEIA Squadron 300; 2845th Hospital 231; 2856th Air Base Group 2,550; Rome Air Development Center 1,430; 416th Bombardment Wing 1,700; 49th Fighter Interceptor Squadron 450; other 432; total 8,023.[5]

Congressman Pirnie stated he had been advised by the Air Secretary that Griffiss AFB should continue at the approximate 8,000 strength.[6]

The need for some 4,000 additional family housing units was mentioned as a problem which might have a bearing on the final merger decision.[7]

An AFCS/GEEIA conference was held at Hq. GEEIA on 27-28 October 1969. Attending from AFCS were key personnel from the Comptroller, Civil Engineer, Office of Information, Administrative Services, Judge Advocate, Inspector General, Materiel, Plans and Programs, Flight Facilities, Personnel, and Operations.[8]

Identified as members of the Steering Committee were Col. Jesse F. Swan, Col. Marvin E. Key, Jr., Col. Thomas E. Ivey,

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Col. James R. Hyde and Paul Flam, all assigned to the Plans and Programs office at AFCS.[9]

Hq. GEEIA personnel presented briefings on the GEEIA Organization and Mission; the GEEIA Management System; Project 703 Impact (manpower cuts); AFLC Support; the Hq GEEIA/2856th Air Base Group Relationships; and the Host Base/Tenant/Satellite Relationships.[10]

Following the formal briefings, counterpart working groups conducted meetings to discuss similarities or non-similarities between AFCS/GEEIA. The AFCS personnel were interested in learning how GEEIA functioned. They asked questions about how GEEIA was organizationally structured and what management systems GEEIA used as control devices. In addition, the AFCS personnel probed into GEEIA's workload and how GEEIA was manned. They questioned the composition and manning of each staff office and directorate and wherever possible they asked individuals to describe their functional responsibilities and to relate how these were accomplished.[11]

In light of indications that AFCS headquarters would move to Griffiss AFB, the Rome Area Chamber of Commerce moved to assure the Air Force that it was prepared to do all it could to provide whatever community services, particularly housing, that the Air Force would require for expansion of missions at Griffiss.[12]

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Following the report made by the Chamber's housing committee, the committee requested that letters be sent to the Congressional delegation in regard to retention of existing Griffiss missions and the welcoming of larger responsibilities; to the Commander GEEIA to assure that every possible step would be taken to provide suitable family housing for personnel associated with new missions at the base and to alleviate existing housing shortages; to all interested people who want to expand existing Rome or area activities or to locate here.[13]

The president of the Rome Chamber of Commerce dispatched a letter to Congressman Pirnie requesting his "influential service" in obtaining the location of the merged AFCS/GEEIA headquarters at Griffiss. The letter attached the report made by the chamber's housing committee. Included in the housing committee report were the following statements of high import:[14]

"We acknowledge difficulty in bringing about an increase in availability of adequate housing -- high cost of suitable land, non-availability and high cost of money, uncertainty of requirements, etc., all add to the housing difficulty."[15]

"Currently, Rome has 2,640 substandard housing units."[16]

"About 500 military families are housed inadequately in the community as judged by Air Force and Department of Defense criteria."[17]

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"There are 730 Capehart military family housing units on base. All occupied, with a waiting list, these were built in the late 50s because Rome and her neighbors could not provide adequate family housing support to the growing military mission."[18]

The Rome Chamber of Commerce housing committee reported that it would enlarge its contacts with the New York State Division of Housing and Community Renewal.[19]

The first official word about the merger study came from Sherwood Boehlert, executive assistant to Congressman Pirnie, who reported that the study to remove AFCS from Scott AFB had been under way for some time, with no determination as of yet.[20]

Boehlert confirmed that Pirnie as a ranking member of the House Armed Services Committee, had been on top of the events and had conferred with various Air Force officials about Griffiss. Congressman Pirnie talked with Dr. Robert Seamans, secretary of the Air Force, about six weeks ago, according to Boehlert, and told him that Griffiss had the facilities, land, labor forces and strategic location for additional commands. Boehlert added that the congressman suggested to the Chambers of Commerce of both Utica and Rome that the Air Force be informed of their " immediate response capability" if the merged location of AFCS/GEEIA should bring an additional 1,000 personnel to Griffiss.[21]

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Congressman Pirnie's reply to the letter from Andrew J. Ryan, Rome Chamber of Commerce president, was published in the Utica Daily Press on Nov. 25, 1969. He remarked that he had informed appropriate Air Force officials of the Chamber's preparations to assist in meeting a need for housing. Pirnie also cited his September and November meetings with Sec. of the AF Robert C. Seamans, Jr. about a possible merger between AFCS/GEEIA. He further noted that these studies to merge units occur periodically and that a number of high-level studies resulted in AFCS remaining at Scott AFB, Ill. He closed his letter with assurances that he was working closely with Mayor William Valentine, Rome on all matters affecting Griffiss.[22]

On Dec. 11, 1969 the Rome Daily Sentinel released an editorial that the transfer of Hq. AFCS from Scott AFB, Ill. to Griffiss might be decided before the end of December. Supposedly detailed studies of the benefits possible in moving the headquarters of AFCS to Rome to combine it with Hq. GEEIA were completed and ready for presentation on Dec. 15 to the Air Staff.[23]

During these weeks many speculative rumors circulated throughout Hq. GEEIA and the GEEIA Regions. Many people were apprehensive and worried. Others were hopeful. With Hamilton AFB, Calif. and Griffiss AFB both "in the running" for the merged AFCS/GEEIA headquarters, the

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early rumors were strong that the new headquarters would be out at the west coast base. Later rumors indicated that since the Western GEEIA Region and Western Communications Region would merge and remain at Hamilton AFB, Calif. the possibility of the merged AFCS/GEEIA headquarters location at Griffiss AFB looked good. Needless to say with all this speculation rampant, and the Christmas holidays coming up, the morale of GEEIA personnel at Griffiss was very low. All were concerned about their jobs, their homes, and their future.[24]

On Dec. 15, 1969 Fritz S. Updike, editor of the Rome Daily Sentinel, broke the story that the Air Force survey team was to recommend to the Air Force Concil today that Hq. AFCS be transferred from Scott AFB, Ill. to Richards-Gebaur AFB in western Missouri.[25]

This was the first identification of the heretofore unidentified base mentioned as a possible location in the early news releases. However, until a few days ago, there had been strong indications that the merged location would be at Griffiss AFB.[26]

The story continued that the Air Force Council, composed of several lieutenant generals and the Vice Chief of Staff, Air Force, would pass the recommendation on to the Air Force Chief of Staff, then to the Secretary of the Air Force, and then to the Secretary of Defense.[27]

According to the editorial the recommendation went against Griffiss AFB because of the availability of space and housing at the

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Missouri base, with a less expensive cost of conversion. It was noted that Hq. 10th Air Force, Air Defense Command (ADC), had been deactivated at Richards-Gebaur.[28]

On Dec. 16, 1969, the Utica Daily Press stated that Representative Alexander Pirnie's office was unable to confirm the report that the Air Force Council had been asked to make a move that would take GEEIA away from Griffiss. However, Pirnie's aide did confirm that the Air Force Council had held its meeting.[29]

In the meantime the housing committee of the Rome Chamber of Commerce had met with officials of the State Division of Housing and Community Renewal to develop a realistic plan to build additional units to serve personnel now assigned to Griffiss and personnel who might come to Griffiss by virtue of mission realignments.[30]

Indicated were some 1,270 housing units planned for construction by spring. This figure was broken out as: 50 refurbished garden apartment units in Rome; 200 senior citizens apartment units in Rome and Oneida; 300 low-income family units in Utica; 440 middle-income apartment units in Rome; and 280 apartment units of all types in Utica.[31]

Data on these housing units plans was forwarded to the Air Force in a letter from Mr. Andrew Ryan, Rome Chamber of Commerce president.[32]

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U. S. Senator Jacob K. Javits also urged Defense Secretary Melvin Laird and Air Force Secretary Seamans, Jr. to give consideration to consolidating AFCS and GEEIA at Griffiss. Telling the top military civilian leaders that he was "deeply concerned" about reports of consolidation of AFCS/GEEIA at Richards-Gebaur AFB, Mo., Sen. Javits said, in a telegram:[33]

"As you know, I am strenuously opposed to the disproportionate share of reductions in defense personnel and facilities New York has sustained since 1960. My analysis of these personnel reductions and transfers on a state-by-state basis reveals that while the Defense Department's civilian employment has increased 27.6 per cent between 1960-1968, civilian employment in New York has diminished by 40.5 per cent in that same period.

"After losing two-fifths of its civilian defense employees between 1960-1968, New York lost another 6 per cent of these employees as a result of the DOD October 1969 directive.

"Moreover, the number of military employees in the state was reduced by 8 per cent between 1968-1969 and another 14 per cent were lost under the Oct. 1969 directive."[34]

On Dec. 29, 1969, speaking at the Rome Area Chamber of Commerce's annual "Meet Your Congressman" luncheon, Congressman Pirnie said that major decisions affecting Griffiss were yet to be made.[35]

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A news release made by the Kansas City Times on Jan. 3, 1970 revealed that Representative William J. Randall (D-Independence) working with the Kansas City Chamber of Commerce, had invited Lewis Turner, assistant secretary in charge of Air Force installations, to meet with metropolitan area civic leaders after touring the base.[36]

Rep. Randall said he hoped Richards-Gebaur, which has about 150,000 square feet of vacant office space, would be selected by the Air Force for the combined AFCS/GEEIA headquarters. He mentioned that the space vacated by the Tenth Air Force had recently been renovated, and that the utilization of this vacated space would represent a savings to the Air Force.[37]

"In order to get all the facts in order," Congressman Pirnie announced that he would depart Jan. 12, 1970 on a special inspection assignment which would include conferences with officials at Scott AFB, Ill. and Richards-Gebaur AFB, Mo. He stated that he wanted a "first-hand" briefing on the present and anticipated role of AFCS and the relation of that organization to GEEIA.[38]

Pirnie confirmed reports about the merger study and that the consolidation would reduce costs and improve efficiency.[39]

However, he emphasized that no final determination had been made, and that the final dicision would have to be made by Defense Secretary Melvin R. Laird.[40]

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Pirnie indicated that preliminary figures assembled by an AFCS survey team indicated consolidation at the Missouri base "might be less costly." But he added that the AFCS study "apparently failed to give proper consideration to a number of factors and those of us in favor of the Griffiss location are in the process of correcting that deficiency."[41]

In the meantime the Rome Chamber of Commerce urged its members to mount a letter writing campaign among its membership to get the proposed consolidated headquarters of AFCS/GEEIA at Griffiss.[42]

As the Rome Chamber of Commerce president, Mr. Andrew Ryan, summed up the picture, the entire future of Griffiss depended on what happened to GEEIA. If AFCS, a major command with 60,000 personnel and GEEIA, an agency with 8,000 highly skilled personnel merged the Air Force anticipated a saving of 1,800 manpower positions. Should the merged AFCS/GEEIA headquarters be located at Griffiss, the future of Griffiss as a permanent base would be assured. Furthermore, as a major command headquarters with a two or three-star general dealing directly with Hq. USAF for budget and facilities consideration, as modern facilities were added, the base would attract new military missions.[43]

On the dark side of the picture, if the AFCS/GEEIA headquarters located at Richards-Gebaur, it might be difficult to retain Griffiss which

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as the largest Air Force installation in the Northeast has an economic impact of more than $100 million annually on the computer and electronics industries of New York State, and a multi-million dollar payroll per year. For these reasons Mr. Ryan stressed letters to political leaders soliciting their help were extremely important.[44]

Working on the housing problem, Mayor William A. Valentine, Rome, sent a letter to Maj Gen Franklin A. Nichols, Commander GEEIA, on Jan. 19, 1970, asking whether or not the U.S. Government would consider giving the City of Rome the area (some 32 acres) on GAFB formerly known as "Air City." The Mayor indicated that the city planned to give the land to the Rome Housing Authority so that 300 to 400 apartment-type rental family housing units could be built. Military personnel, civilian employees, and private citizens of Rome, in that order, were to be given priority of occupancy. It was hoped that such type housing would alleviate the housing shortage for 157 officers and 423 airmen who were now housed in sub-standard housing.[45]

Upon receipt of Mayor Valentine's letter, Gen Nichols dispatched a letter to the command Civil Engineer at Hq Air Force Logistics Command on Jan. 22, 1970, which requested that research be made immediately as to avenues of approach that could be taken to make the 32 acres of government land available to a non-profit organization to construct housing to fulfill the needs generated by Griffiss.[46]

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The general's letter explained that the Rome Chamber working with the State of New York Division of Housing Community Renewal, was trying to obtain the donation of the base land as the "community interest portion" (generally a 10 per cent downpayment) which had to be realized before the Housing Urban Development (HUD) Program could go into effect.[47]

On 14 Jan. 1970, a message was received from Hq. USAF to the effect that Lewis E. Turner, deputy assistant secretary for Installations would visit Griffiss on Jan. 23, 1970. He was to be accompanied by Bernard Dove, Chief, Bases and Units Division and Col. J. J. Shaughnessy, chief, Plans Group. The purpose of the visit was an on-site survey of facilities.[48]

The knowledge that these high ranking Air Force officials were coming to Griffiss created a flurry of preparations to ensure a favorable impression.

Governor Rockefeller sent a delegation of state officials to help plead the cause. They were Neal L. Moylan, commissioner of Commerce, C. J. Urstadt, commissioner of the Division of Housing and Community Renewal and William F. Meyers, assistant commissioner for field services.[49]

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Congressman Pirnie flew up from Washington to take a leading part in the briefings. Others at Griffiss for the briefing session and inspection tour were Mayor Valentine, Rome; Mayor Dominick Assaro, Utica; Rome Chamber of Commerce president Andrew Ryan; Utica Chamber of Commerce president Dr. Robert Pender; Fritz Updike, editor of the Rome Daily Sentinel; Emlyn I. Griffith of the Mayor's Committee on Griffiss AFB; County Executive Harry S. Daniels; Charles George of General Electric at Utica; and County Aviation Commissioner Daniel C. Doubleday, retired AF major general who once commanded Griffiss.[50]

Major General Franklin A. Nichols, Commander GEEIA, hosted the group at a luncheon at the Officers Club, with the special briefings conducted there, followed by a walking tour of all office space on-base.[51]

Following welcoming remarks by Congressman Pirnie, Commerce Commissioner Moylan discussed the importance of the base to the state.[52]

The base's strategic location in the computer and electronic complex was detailed by Charles George, General Electric.[53]

The state's commitment to housing was the topic for Commissioner Urstadt of the Division of Housing and Community Relations. Expanded housing, either for rental or purchase, was described by Col. Benjamin Shiffrin, USAF Ret., a former base commander, currently chairman of the Rome Chamber's housing committee.[54]

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Expanded education in the Rome-Utica Metropolitan area was discussed by Emlyn Griffith. Area transportation was presented by County Aviation Commissioner Doubleday. Cultural and recreational facilities and base-community relations were explained by Fritz Updike. Expressions of community support were voiced by presidents of the Rome and Utica Chambers of Commerce, while the Rome and Utica mayors outlined the urban renewal and housing plans.[55]

County Executive Harry Daniels summarized the briefing with facts about the economic impact of Griffiss on the Rome-Utica area.[56]

At the conclusion of the formal briefing, a letter prepared by the Oneida County Executive Harry S. Daniels, which had attached copies of each topic covered on the agenda, was given to Mr. Turner as an official record.[57]

At state level, Governor Rockefeller announced that President Nixon had arranged for the New York delegation to meet at 11 a.m. on Monday, Jan. 26, 1970 with Undersecretary of the Air Force John L. McLucas at the Pentagon in Washington.[58]

Representing New York at the session were Commerce Commissioner Neal Moylan; Commissioner of Housing and Urban Renewal Charles J. Urstadt; General Manager of the Urban Development Corp.

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Robert McCabe; the Rome and Utica mayors; the Rome and Utica presidents of the Chambers of Commerce; County Executive Harry Daniels; Fritz S. Updike and Emlyn I. Griffith of the Mayor's Committee on Griffiss.[59]

Senators Goodell and Javits and Rep. Alexander Pirnie were also invited to attend.[60]

Governor Rockefeller stated, "New York has already been hit hard with the closing of such installations as Stewart and Suffolk AFB, and other installations. We have committed many millions of state and local dollars to accommodate the military installation and provide the municipal facilities needed by its personnel. We feel strongly that a reciprocal commitment from the military is not only fair, but essential at Rome."[61]

Local politicians, civic leaders, and area residents interpreted Governor Rockefeller's exertion of personal interest in the fight to bring the merged AFCS/GEEIA headquarters to Griffiss as being indicative that he had investigated the possibility of success before putting himself strongly on the line in this issue.[62]

Hq. GEEIA personnel gained more confidence as they believed that Gov. Rockefeller could add enough influence to swing the balance in favor of Griffiss.[63]

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Those who lived through the ROAMA phase out at Griffiss said that the political climate was more favorable now with Republicans at state and federal level along with a Republican president, Mr. Nixon. In the ROAMA days there was a Democratic president. Even the newspapers hinted that the Nixon administration would not like to damage the re-election chances of a strong Republican governor like Mr. Rockefeller.[64]

Information from the Pentagon meeting arranged with Undersecretary of the Air Force John L. McLucas by Gov. Rockefeller was anxiously awaited by GEEIA personnel. On Jan. 26, 1970, the Rome Daily Sentinel published that the Pentagon decision would be made in about a month as to whether the AFCS/GEEIA headquarters would be at Griffiss or Richards-Gebaur.[65]

John L. McLucas, undersecretary of the Air Force, told the delegation of area and state representatives that the Rome-Utica community had demonstrated that it was one of the best in terms of capabilities to support the Air Force.[66]

McLucas also explained that the Air Force was currently facing a difficult situation and uncertain future because of shrinking funds, adding that the problem was how and where to cut without damaging Air Force capability.[67]

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Rep. Alexander Pirnie, New Hartford Republican, who presided at the hearing, said he and Rep. Samuel S. Stratton, Amsterdam Democrat, both members of the House Armed Services Committee, felt strongly that the past record of community service to the Air Force by the Rome-Utica area must be considered in the decision.[68]

State Commerce Commissioner Neal Moylan, who headed the New York State delegation, told McLucas that Gov. Rockefeller was very concerned over the pending decision, particularly over the fact that in the years from 1960 through 1968, federal defense personnel in New York State dropped more than 28,000 -- about 50 per cent from the 1960 total.[69]

Moylan further noted that this defense drop was occurring at a time when other states gained in defense personnel -- Missouri increased more than 60 per cent.[70]

Moylan stated that Gov. Rockefeller instructed him to tell the Air Force that all facilities of the state were at its disposal, and that the state had committed itself to meet housing requirements through Urban Development.[71]

Emlyn Griffith, Rome attorney, representing the Mayor's Committee on Griffiss AFB, outlined the educational facilities in the

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Rome-Utica area. Andrew Ryan, president of the Rome Chamber of Commerce, spoke on the transportation and community support facilities. Fritz Updike, editor of the Rome Daily Sentinel, reviewed community relations with Griffiss AFB over the past 28 years.[72]

The Rome delegation also emphasized the important contributions that the Rome Air Development Center (RADC) could make to a combined GEEIA-AFCS headquarters at Griffiss.[73]

Spokesman for Senator Jacob J. Javits was Lelani Lappin. Donna Mitchell represented Senator Charles E. Goodell at the conference. At the time, Sen. Javits was touring South Vietnam.[74]

Other high ranking personnel assembled at the Pentagon conference were Daniel Ruge, Washington representative of the New York State Department of Commerce and secretary to the state's congressional delegation; Lt. Gen. Boyland, Deputy Chief of Staff, Air Force, and Brig. Gen. Pascual of Air Force Communications Services (AFCS) at the Pentagon; and Carl Wallace, the special assistant to the Secretary of Defense.[75]

Rome Mayor William A. Valentine, Utica Mayor Dominick Assaro and County Executive Harry S. Daniels had planned to attend the Pentagon meeting but were grounded at Oneida County Airport because of weather conditions that prevented the state plane carrying the New York State

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delegation from landing. It was learned later that the plane lacked de-icing equipment. Fortunately the other Rome representatives, Ryan, Griffith, and Updike had left the previous day for the Washington conference with McLucas.[76]

Noteworthy items apparently not presented at the conference were the status of facilities at Griffiss, current office space, the availability of vacant warehouse space which could be converted economically to offices, and the fine flying weather prevalent at Griffiss.[77]

Upon his return to Rome from the Pentagon conference, Fritz Updike, editor of the Rome Daily Sentinel, summed up events at the conference in an editorial entitled, "Where We Stand in GEEIA Situation," dated Jan. 27, 1970. In the editorial he pictured the Air Force on one side beset with problems of shrinking funds creating the necessity to cut programs, reduce manpower, and close bases with the AFCS/GEEIA merger on the other side, which if merged would join some 1,500 persons, mainly military from Scott AFB, Ill. with approximately 750 -- of the present 950 -- now in Hq. GEEIA at Griffiss AFB. The merger would save several hundred military and civilian positions.[78]

Updike cited the Rome-Utica area, New York State, and congressional politicians for bringing their consolidated political prestige to bear in the fight to bring the merged AFCS/GEEIA headquarters to Griffiss.

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He praised them for their strong fight against the considerable odds of the Missouri political faction.[79]

He said that the Air Force decision would be made around March 12, 1970.[80]

At the close of his editorial he endeavored to bolster the morale of Hq. GEEIA and Griffiss personnel as follows: "In baseball parlance, we are in the bottom of the ninth, one run behind, a man on third, and a top level pinchhitter at bat."[81]

In the meantime the emphasis on the housing shortage continued with Sen. Goodell, in a letter to President Nixon informing him that Goodell was opposed to the transfer of GEEIA from Griffiss, stating "the adequacy of housing should not be considered an obstacle." He reiterated that construction of approximately 1,800 housing units in the base vicinity was either under way, planned or being initiated, and that Housing and Urban Development Secretary George Romney had just approved a $2 million loan for construction of 100 low-rent public housing units in Rome.[82]

Goodell concluded his letter to the President with the remark that the transfer of GEEIA would be a severe economic blow to the area and requested that the President favorably consider the retention of GEEIA at Griffiss.[83]

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On Feb. 2, 1970 and again on Feb. 5, 1970, the Special Committee on GEEIA, Rome and Utica Chambers of Commerce released communications about the GEEIA situation. The first one, entitled "Status of GEEIA Campaign," cited the strengthening of the fight with the entrance of Gov. Rockefeller and the state delegation. It further hinted that Gov. Rockefeller would visit the White House the following week to press for a favorable decision on the merged AFCS/GEEIA headquarters at Griffiss. It also commented that "After ten years of crises involving ROAMA, RADC and now GEEIA, community leaders lobbying for Griffiss have succeeded in bringing maximum political pressure to bear in both Albany and Washington.[84]

The second one was entitled, "You Can Help" and solicited the aid of area business men and area residents to write, telegraph, or call Gov. Rockefeller, President Nixon, Rep. Pirnie, Sec. Stratton, Sen. Javits, and Sen. Goodell.[85]

A release by the Utica Observer-Dispatch, Feb. 5, 1970, described the effort to keep GEEIA in Rome as the "best" yet. Apparently the consolidation and location of the new Ground Electronics Command (AFCS/GEEIA merger) was supposed to have been announced on Dec. 18, 1969. Through the efforts of local leaders, the decision date was postponed until March 12, 1970. These efforts involved 56

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meetings by the special Ad Hoc Committee of the combined Rome and Utica Chambers on GEEIA with labor-management groups, key officials, news media and housing and education groups since mid-December when it first became known that GEEIA might transfer to Richards-Gebaur AFB in Missouri. The pressure exerted all the way to the White House through political channels was also cited.[86]

On Feb. 9, 1970, the Special Committee for GEEIA of the Rome and Utica Chambers of Commerce transmitted a memorandum to Neal L. Moylan, commissioner, New York State Department of Commerce which contained the answers to five problems raised by Lewis E. Turner, Deputy Assistant Secretary, Installations in regard to a possible location of the AFCS/GEEIA headquarters at Griffiss.[87]

The first problem concerned the off base housing deficiency of 865 units. The answer indicated that the Rome and Utica Chambers of Commerce, with the affected city officials, were undertaking a program of constructing 1670/1870 housing units which would be completed before the end of 1970. At least 800 were anticipated for occupancy by the school year, September 1970.[88]

The second problem was the lack of dormitory space for 360 enlisted personnel. The answer stated that the State of New York would erect on land to be furnished either by the City of Rome or County of

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Oneida, dormitory facilities comparable to current Air Force standards. Planned to be within a 1/4 mile radius of Griffiss, the dorms were to be ready by Sept. 1, 1970. During the summer months, it was indicated that vacant college dormitories within 12 miles of Griffiss were available.[89]

The third problem cited the lack of BOQ space for 40 officers. The answer indicated that the State of New York would erect on land to be furnished either by the City of Rome or County of Oneida, apartments for 40 officers comparable to current Air Force standards. It was further mentioned that temporary quarters for officers would be obtained at VOQ facilities and nearby college dormitories during the summer months prior to the anticipated September 1970 completion of the apartments.[90]

The fourth problem discussed the availability of adequate administrative space. The answer indicated that approximately 104,000 square feet of space formerly occupied by the ROAMA depots and now vacant could be rehabilitated at a cost of $1.25 per square foot. There was a probability that some of the space could be made available for occupancy by March 1970, and the remainder in a phased program by June 1, 1970.[91]

The fifth problem considered the additional expense resulting from delays in moving. The answer stated that GEEIA personnel are already in place at Griffiss AFB and would require no move. It assumed

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that the phased transfer of AFCS personnel from Scott to Griffiss could be accomplished over a period of six months beginning March 1 and ending September 1, 1970.[92]

True to his word on housing assistance, Gov. Rockefeller on Feb. 18, 1970, named three state officials to work toward providing housing needed to keep the mergered AFCS/GEEIA headquarters at Griffiss. The officials designated were Neal Moylan, state commerce commissioner; Charles J. Urstadt, commissioner of housing and urban development; and Edward J. Logue, president of the Urban Development Corp.[93]

The importance of housing, both on-base and off-base, as the key to the imminent decision, was again reiterated in a Rome Daily Sentinel editorial dated Feb. 21, 1970.[94]

Coincidentally during this period of time when all the merger discussions were taking place, planned moves of offices under the 2856th Air Base Group were occurring. According to a master plan, those offices occupying floor space in Bldg 301 were to move elsewhere on the base so the Civil Engineer Division could have all of Bldg 301.[95]

Shortly after the visit and "walk-through inspection" of Lewis Turner, deputy assistant secretary for Installations, the physical relocation of offices who had not as yet moved was halted. GEEIA personnel,

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at a stage of almost complete depression, perked up and the rumors changed from "going" to "we're staying."[96]

Meanwhile the Oneida County Board of Legislators Ways and Means Committee proposed to transfer 15 acres of land to a non-profit corporation being formed to construct housing in support of the base. This land was a portion of the Oneida County Hospital site north of Floyd Avenue and adjacent to Griffiss. Some 400 apartment units for military personnel were to be constructed there. If these units were not erected within three years, the land would revert back to the county.[97]

On Feb. 25, 1970, the Board of Oneida County Legislators went on record in favor of leasing the county-owned land near Griffiss for construction of housing units in connection with the area-wide effort to get the planned merged command located here.[98]

The tract was described as north of the Bell Road School, extending from Bell Road to the Mohawk River, contiguous to Griffiss AFB land.[99]

Top ranking state officials appointed by Gov. Rockefeller to provide housing for expanded missions at Griffiss met Feb. 25, 1970 in New York City. At the meeting were Commissioners Urstadt and Moylan, William Meyers, assistant housing commissioner, Robert E. McCabe, general manager of the Urban Development Corporation, and Joseph G. Madonna, director of Urban Development Corporation Northeast Region.[100]

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The officials discussed methods of financing and construction, as well as site locations, in order to provide "instant housing." It was expected that financing of the housing projects would principally involve mortgages from the State Division of Housing and Community Renewal together with federal subsidies and local equity.[101]

The Rome Common Council unanimously approved a resolution of intent to provide 25 acres of city-owned land at Wright Park on Floyd Ave. near Griffiss AFB for housing for base personnel. Corporation Counsel Frank S. Cook explained that it was assumed that the city would either sell or lease the land to a qualified public agency without the usual requirement for disposal of city land by public auction. Cook also explained that he believed it would be possible to lift the existing restrictions imposed when the land was deeded to the city by the Wright family to be used only for recreational purposes. The land was described as being on the south side of Floyd Ave. between the Mohawk River and Park Drive, excluding the Kent Amphitheater and its access drive.[102]

Niagara-Mohawk officials secured approval to build a 124 unit eight-story twin tower apartment complex with a connecting first floor for service shops, at the rear of the Rome Hospital, facing Black River Boulevard.

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When the first of March arrived, GEEIA personnel grew more tense. The announced March 12, 1970 release of the 371 base reductions or closures by Sec. Laird was awaited with trepidation. Then rumors started to circulate that high ranking politicians were pushing for an earlier announcement on the AFCS/GEEIA merger prior to the base reduction/closure listing release.[103]

GEEIA being a world-wide organization, its personnel were in telephone contact with each other at many bases. Daily all the news releases by other state officials were compared in order to glean the trend toward the final decision. On the first two working days of March 1970, widespread wild rumors claimed that the merged AFCS/GEEIA headquarters was going to be at Richards-Gebaur AFB, Mo. But the rumors continued that Griffiss was going to be the headquarters of the mergered Eastern GEEIA Region, Keesler AFB, Miss., and the Eastern Communications Region, Westover AFB, Mass. Supposedly there would be a news release on March 6, 1970.[104]

Work almost completely slowed down throughout the west wing of Depot 1 where the Directorates of Materiel, Engineering and Operations were located. People huddled together within their own offices discussing the rumors, wondering how much and what portion of the rumors were true. Everyone was concerned. No one could concentrate on work.[105]

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On 4 March 1970, the editor of the Rome Daily Sentinel, Fritz Updike, broke the news that the merged AFCS/GEEIA headquarters would be at Richards-Gebaur AFB, Mo. Two other bombshells were that there would be two new area commands to be known as Northern Area AFCS Command at Griffiss AFB, N.Y. and Southern Area AFCS Command at Oklahoma City AS, Okla., and that both the existing Western GEEIA Region at McClellan AFB, Calif. and the Western Communications Region at Hamilton AFB, Calif. were to be deactivated. For the time being there was no impact on the 2861st GEEIA Squadron, located at Griffiss. The other two area commands would be the Pacific area and the European area.[106]

The decision went to Richards-Gebaur due to the ample administrative office space and family housing, which was available immediately. Griffiss had a deficiency of 400 military units and 865 off-base family units.[107]

The news release stated that the manning of the new Northern Area AFCS Command was unknown, but should be resolved when the formal announcement was made.[108]

At the end of the release, Fritz Updike consoled the community with the thought that at a time when military bases across the country

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were being closed, it was encouraging to learn that Griffiss, which could have been on the deactivation list, would continue with at least as much strength as it currently had.[109]

Other newspapers, the radio and television media, and the Associated Press wire service picked up the Rome Daily Sentinel release "By Fritz Updike" and added their bits and pieces to the story. They indicated that Griffiss would lose 208 civilian positions but would gain 208 military positions so that the actual loss of bodies was zero. Hq. GEEIA personnel reacted to this statement's arithmetic sharply. They retorted with a query on the way that the loss of the 208 civilian jobs would impact on the families and the local area, since civilians were more permanent residents.[110]

When Congressman Pirnie was contacted for questioning he indicated that the major threat to Griffiss was the possibility that GEEIA with its 925 employees would move elsewhere and nothing would take its place. He said he was told on Dec. 20, 1969 that this was the likely outcome by Air Force Vice Chief of Staff Gen. John D. Ryan. Pirnie believed the decisive meeting came Feb. 6, 1970 when he and Gov. Rockefeller told Air Force Secretary Robert C. Seamans, Jr. that the Northeast, and New York State in particular, had borne

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more than its share of military cutbacks. They told him that Griffiss should be spared from the next one.[111]

The report of the GEEIA transfer came when area leaders were meeting with representatives of the State Urban Development Corp. to discuss the 1,265 housing units recommended as needed by the Air Force. Housing committee chairman Benjamin Shiffrin said the need for housing still existed even though Griffiss had lost the AFCS/GEEIA headquarters. New apartment and family units were still needed so Griffiss would not be named for closing in the years to come.[112]

Joseph Madonna, Urban Development Corp. regional director, said that UDC considers the soil, utility and legal problems about sites, then conducts a housing analysis, and obtains the architect. The UDC expected local partners, such as the city, Chamber of Commerce and business and civic groups to pay half of the preliminary architectural costs and studies cost. As spokesman for the housing committee, Benjamin Shiffrin said the money would be obtained.[113]

A summation review of the announcement revealed two major facts. The Rome-Utica area lost the new merged AFCS/GEEIA headquarters due to the "deplorable lack of low and middle-income housing" in the area. Griffiss AFB survived another reduction in military installations -- the economy cutbacks of October 1969 and March 1970.[114]

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On March 5, 1970, the Defense Department announced that it was closing or scaling down activities at 371 military bases, resulting in the elimination of 93,900 jobs, and a saving of $914 million.[115]

While the local area news media carried these stories about AFCS and GEEIA during March 4, 5, and 6, there still was no official confirmation about these stories. Most GEEIA personnel believed the stories, especially after the Associated Press wire service made the same releases. The strain and worry about what this decision would now mean showed on their faces and in their conversation.[116]

On Saturday, March 7, 1970, Major General Paul Stoney, commander AFCS, arrived at Griffiss to conduct a press conference and release the official information about the AFCS/GEEIA merger. Col. Marvin E. Key, Jr., assistant DCS/Plans and Programs, now designated project officer for the merger, accompanied Gen. Stoney. Mr. Wolf, the AFCS civilian personnel officer at Scott AFB, Ill., was also a member of the party, as was Col. Wayne Orr, chief of the AFCS Information Office. Major General Franklin A. Nichols, commander GEEIA, and Col. Wesley E. Britting, commander 2856th Air Base Group, also attended the press conference. Local area politicians and civic leaders were invited guests, along with representatives of the press.[117]

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At the press conference Major General Franklin A. Nichols, commander GEEIA, announced that GEEIA was merging into the Air Force Communications Service. He indicated that the action would create major changes in the structure of the new AFCS. The new headquarters location was to be at Richards-Gebaur AFB, Mo. The command was to retain AFCS as its name.[118]

Major General Paul R. Stoney, the new commander, announced that AFCS would assume control of the operations of Richards-Gebaur, AFB, Mo. on July 1, 1970. He envisioned the merger as "an opportunity to further streamline the management of the Air Force's entire communications-electronics effort to provide more effective service for the 1970s and the future.[119]

The former three geographical GEEIA Regions and the former three geographical AFCS Regions were deactivated on April 30, 1970. Involved were the Western GEEIA Region at McClellan AFB, Calif., the Western Communications Region at Hamilton AFB, Calif., the Central GEEIA Region and Central Communications Region at Tinker AFB, Okla., the Eastern GEEIA Region at Keesler AFB, Miss., and the Eastern Communications Region at Westover AFB, Mass.[120]

To take over the workload of these six Regions, Maj. Gen. Stoney announced there would be two new AFCS area commands. Effective

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May 1, 1970 the AFCS Northern Area, formed from the Eastern GEEIA Region and the Eastern Communications Region would be located at Griffiss AFB, N. Y., and the AFCS Southern Area would be located at Oklahoma City AFS, near Tinker AFB, Okla.[121]

It was noted that a communications area was considered to be comparable in size and mission to a numbered Air Force.[122]

The consolidation at subordinate levels eliminated the three former vertical geographical areas for both AFCS and GEEIA. In their place, two new horizontal geographical areas were established.[123]

The new AFCS Northern Area was given control over part of California, from the Sacramento area northward, and all states north of (but excluding) Nevada, Arizona, New Mexico, Texas, Oklahoma, Arkansas, Tennessee, Kentucky and Virginia. The new AFCS Southern Area was given control over the remainder of the continental U. S.[124]

The consolidation was designed to achieve maximum resource savings combined with mission effectiveness. The savings were identified through the utilization of the similarity of Air Force specialty skills available between the two organizations.[125]

Nearly 2,000 positions were identified as the manpower savings from the merger. This figure included a reduction of base support elements

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at locations affected by the action. Dollar savings estimated to result from the consolidation exceeded $14 million annually. The one-time cost of the merger and relocation of the combined headquarters was estimated at less than $4 1/2 million.[126]

The total strength of the combined headquarters at Richards-Gebaur AFB was expected to reach about 1,900 after completion of the full merger. Included in this total were the nearly 1,300 manpower authorizations within the existing AFCS headquarters at Scott and about 600 authorizations from GEEIA headquarters.[127]

Other manpower savings resulted from the reorganization of the intermediate headquarters and the co-location and union of AFCS and GEEIA units throughout the world.[128]

In the Pacific, the Pacific GEEIA Region and Pacific Communications Area were combined, with the headquarters to remain at Wheeler AFB, Hawaii.[129]

AFCS, which had been a tenant wherever it operated around the world, would assume control of the operation of Richards-Gebaur on Aug. 1, 1970. The new AFCS command structure was to be completed at all echelons by Sept. 30, 1970.[130]

Military personnel due for discharge or normal reassignment within a few months were to continue at their present stations until their expected change of status was received.[131]

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Civilian employees assigned to AFCS and GEEIA organizations being deactivated or reduced were to receive functional transfers to the new organizations. Job rights for Hq. AFCS civilians from Scott AFB and Hq. GEEIA civilians from Griffiss AFB were to be at Richards-Gebaur AFB, with Reduction In Force rights also at that base. Civilian employees from the six deactivated Regions were to receive functional transfers to the new Area Commands.[132]

There were 1,030 military slots and 865 civilian slots authorized for the new AFCS headquarters at Richards-Gebaur. At Hq. GEEIA at Griffiss there were 541 civilian slots and at Hq. AFCS at Scott there were 379 civilian slots, making possible a transfer of 920 civilians for 865 jobs. Thus there was a saving of 55 civilian positions.[133]

Some 1800 civilians were to compete for the 400 civilian slots at the Northern AFCS Area Command at Griffiss and the 437 civilian slots at the Southern AFCS Area Command at Oklahoma AS, Okla. There were 365 military slots authorized the Northern Command, and 308 military slots authorized to the Southern Command.[134]

The merger impact on the existing GEEIA Squadrons and Detachments, in the final analysis, was actually minimal, mainly that of redesignation. This was a deliberate part of the merger plan in order to retain mission integrity and improve on existing personnel utilization.

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The Electronics Installation Squadrons developed from the former GEEIA Squadrons were to be responsible for the installation of CEM facilities/systems. They were to be provided sufficient shop facilities to calibrate and repair components and equipments in accordance with on-site maintenance responsibilities outlined in AFR 66-1 and TO 00-25-108.[135]

The following planning factors were written into the AFCS Program Plan 1-70, AFCS/GEEIA Consolidation, dated March 20, 1970:[136]

a. Provide an orderly transition of GEEIA functions and personnel into AFCS.

b. Retain the integrity of engineering, installation operations and maintenance support to all customers.

c. Minimize implementation costs.

d. Continue shop capabilities of Electronics Installation Squadrons.

e. Utilize AFCS organic operational and maintenance capabilities to perform a substantial installation workload now accomplished by GEEIA.

f. Reduce GEEIA maintenance workload by expanding AFCS on-site maintenance responsibilities.

g. Retain existing functional alignments until necessary management changes have been implemented within the consolidated command structure.

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The major elements and functions formerly accomplished by the Hq. GEEIA Director of Operations and Director of Engineering were merged into the Deputy Chief of Staff for Engineering and Installation (AFCS).[137]

On March 23, 1970, Major General Franklin A. Nichols, commander GEEIA, established a GEEIA Steering Committee. Stating, "the consolidation of the AFCS and GEEIA mission and organizations is an extremely complex action that can only be successfully accomplished through the maximum efforts of all concerned," General Nichols asked for complete cooperation.[138]

Basically the Steering Committee was charged with the overall actions required to effectively move the GEEIA mission to Richards-Gebaur AFB, Mo. Headed up by the Plans and Management Office, its membership was made up of the Deputy Directors of the Directorates of Materiel, Operations, and Engineering.

The Steering Committee's objective was to maintain the integrity of the GEEIA mission and assure the continued support of the Air Force and other customers during the consolidation period, April 1, 1970 thru August 1, 1970.[139]

Two sub-task groups were established under the GEEIA Steering Committee. They were named the DCS/Engineering and Installation

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Task Group and the AFCS/GEEIA Consolidation Task Group.

The DCS/E&I Task Group, composed of membership from GEV, GEO, GEE, GES and other GEEIA organizations on an as-required basis, was to develop the organization and functions for the DCS/E&I.[140]

The AFCS/GEEIA Consolidation Task Group was the largest group, with membership from all major GEEIA organizations plus a representative from the 2856th Air Base Group. They were to prepare a program action directive (PAD) in accordance with AFCS PP 1-70 that would insure an orderly and efficient transfer of the Hq. GEEIA mission and responsibilities to AFCS at Richards-Gebaur AFB between the period May 1, 1970 thru August 1, 1970.[141]

In order to provide the utmost assistance to the GEEIA Steering Committee and its sub-task groups, Col. Charles Y. Shultz, Jr., in one of his last letters as Vice Commander, GEEIA, asked that all GEEIA personnel participating in merger related discussions, conferences, TDY visits, and exchange of information by any method of communication to make a record of the action and transmit the information to GEV for the Steering Committee. He believed that this cooperation would aid tremendously toward the orderly progression of the merger.[142]

As an organization, the Ground Electronics Engineering Installation Agency (GEEIA) was relieved from its assignment to the Air Force Logistics Command (AFLC) on April 1, 1970. On the same

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date it was organizationally assigned to Air Force Communications Service.[143]

At the April 1, 1970 Hq. GEEIA Staff meeting, Major General Franklin A. Nichols announced that he would be the Special Advisor to General Jack Merrell, commander AFLC, for the next two months. He stated that he had never met a finer, more motivated, dedicated group of people, civilian and military, than in this command. He said that being commander GEEIA was the best job he had held in his 30 years of service, and that he sincerely appreciated the loyalty of everyone throughout GEEIA. "We had something to be proud of."[144]

Gen. Nichols further commented that "whether civilian or military there was still a big job to be accomplished in this consolidation. It would be a shame if we allowed GEEIA to slip from its present position back to where it was 2 1/2 years ago. Whether we agree with the decision or not, it has been made and we must make it work."[145]

On April 1, 1970 the 2856th Air Base Group was also relieved from assignment to GEEIA and was assigned to AFLC until July 1, 1970 when it would become a part of SAC.[146]

Colonel Charles Y. Shultz, Jr. (former vice commander GEEIA), announced on April 1, 1970 that he was assuming command of the Hq. Ground Electronics Engineering Installation Agency (Air Force

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Communications Service). Hq. GEEIA (AFCS) was to continue as an organization until April 30, 1970 when it was to be deactivated.[147]

Of the six existing Detachments assigned to Hq. GEEIA, four Detachments were retained although redesignated, and two Detachments were deactivated.[148]

Those redesignated were as follows:

Det 4, Hq. GEEIA at Ent AFB, Colorado was redesignated as Operating Location D, Det 15, Hq. AFCS between May 1, 1970 and October 1, 1970 when it was again redesignated as Det 22, Hq. AFCS.

Det 6, Hq. GEEIA at Kelly AFB, Texas was redesignated as Operating Location E, Det 15, Hq. AFCS between May 1, 1970 and October 1, 1970 when it was again redesignated as Det 23, Hq. AFCS.

Det 10. Hq. GEEIA at Teheran, Iran was redesignated as Operating Location B, Det 15, Hq. AFCS between May 1, 1970 and October 1, 1970 when it was again redesignated as Det 20, Hq. AFCS.

Det 11, Hq. GEEIA at New Delhi, India was redesignated as Operating Location C, Det 15, Hq. AFCS between May 1, 1970 and October 1, 1970 when it was again redesignated as Det 21, Hq. AFCS.

Those Detachments of Hq. GEEIA that were deactivated were as follows:

Det 5, Hq. GEEIA at Scott AFB, Ill. was redesignated as Operating Location A, Det 15, Hq. AFCS from May 1, 1970 until September 30, 1970 when it was deactivated.

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Det 8, Hq. GEEIA at L. G. Hanscom Field, Mass. was deactivated April 1, 1970. This Detachment's mission was consolidated with the existing Det 5, Hq. AFCS located at L. G. Hanscom Field, Mass.

Eastern GEEIA Region at Keesler AFB, Miss. initially redesignated as Det 2, Northern AFCS Area Command between May 1, 1970 and September 30, 1970, was deactivated on September 30, 1970.

The existing units of the Eastern GEEIA Region were all retained and redesignated as follows:[149]

Det 32, Hq. EASGER at Patrick AFB, Florida was redesignated as Det 3, Southern AFCS Area Command, effective May 1, 1970.

Det 33, Air National Guard, at Olmsted Airport, Pa. was redesignated Operating Location G, Northern AFCS Area Command, effective May 1, 1970.

Det 34, Air National Guard, at Philadelphia IAP, Pa. was redesignated as Operating Location H, Northern AFCS Area Command, effective May 1, 1970.

Det 35, Air National Guard, at Worcester ANGB, Mass. was redesignated as Operating Location I, Northern AFCS Area Command, effective May 1, 1970.

Det 36, Air National Guard, at Roslyn AGS, New York was redesignated as Operating Location J, Northern AFCS Area Command, effective May 1, 1970.

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Det 39, Air National Guard, at So. Portland AGS, Maine was redesignated as Operating Location K, Northern AFCS Area Command, effective May 1, 1970.

Det 40, Air National Guard, at Lewis B. Wilson Airport, Georgia was redesignated as Operating Location F, Southern AFCS Area Command, effective May 1, 1970.

The engineering Det 42, Hq. EASGER located at Torrejon AB, Spain was redesignated as Det 2, European AFCS Area Command, effective May 1, 1970.

The 2860 GEEIA Squadron at Robins AFB, Georgia was redesignated as 1831 Engineering Installation Squadron, Southern AFCS Area Command, effective May 1, 1970.

Det 2, 2860 GEEIA Squadron, Keesler AFB, Miss. was redesignated as the 1839 Engineering Installation Group, 1831 Engineering Installation Squadron, Southern AFCS Area Command, effective May 1, 1970.

The 2861 GEEIA Squadron at Griffiss AFB, N. Y. was redesignated as the 1829 Engineering Installation Squadron, Northern AFCS Area Command, effective May 1, 1970.

Operating Location, 2861 GEEIA Squadron at Bolling AFB, Md. was redesignated as Operating Location A of the 1829 Engineering Installation Squadron, Northern AFCS Area Command, effective May 1, 1970.

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The 2862 GEEIA Squadron at Patrick AFB, Fla. was redesignated as 1830 Engineering Installation Squadron, Southern AFCS Area Command, effective May 1, 1970.

The 2874 GEEIA Squadron, Hq. EASGER at Ramstein AB, Germany was redesignated 1836 Engineering Installation Squadron, European AFCS Area Command, effective May 1, 1970.

Central GEEIA Region, Tinker AFB, Okla. was deactivated effective April 30, 1970.

With the exception of the 2865 GEEIA Squadron, Chanute AFB, Ill. which was scheduled for deactivation, all remaining units of the Central GEEIA Region were redesignated as follows:150

Det 1, Hq. CENGER at Minneapolis-St. Paul, Minn. was redesignated as Det 5, Northern AFCS Area Command, effective May 1, 1970.

Det 32, Air National Guard at Chicago, Ill. was redesignated as Operating Location E, Northern AFCS Area Command, effective May 1, 1970.

Det 33, Air National Guard at Jefferson Barracks, St. Louis, Mo. was redesignated as Operating Location F, Northern AFCS Area Command, effective May 1, 1970.

Det 34, Air National Guard at Will Rogers Field, Okla. was redesignated as Operating Location A, Southern AFCS Area Command, effective May 1, 1970.

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Det 36, Air National Guard at La Porte, Texas was redesignated Operating Location B, Southern AFCS Area Command, effective May 1, 1970.

Det 37, Air National Guard at Nederland ANG, Tex. was redesignated Operating Location C, Southern AFCS Area Command, effective May 1, 1970.

Det 38, Air National Guard at Lovell Field, Tenn. was redesignated Operating Location E, Southern AFCS Area Command, effective May 1, 1970.

Det 39, Air National Guard at New Orleans IAP, Louisiana was redesnigated Operating Location D, Southern AFCS Area Command, effective May 1, 1970.

The 2863 GEEIA Squadron at Wright-Patterson AFB, Ohio was redesignated as the 1828 Engineering Installation Squadron, Northern AFCS Area Command, effective May 1, 1970.

The 2865 GEEIA Squadron at Chanute AFB, Ill. was redesignated as the 1826 Engineering Installation Squadron, Northern AFCS Area Command, effective May 1, 1970, but was scheduled to be deactivated effective June 30, 1970.

The 2866 GEEIA Squadron at Kelly AFB, Texas was redesignated as the 1827 Engineering Installation Squadron, Southern AFCS Area Command, effective May 1, 1970.

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Western GEEIA Region, McClellan AFB, Calif., initially redesignated as Det 4, Northern AFCS Area Command between May 1, 1970 and September 30, 1970, was deactivated on September 30, 1970.

Three Detachments and one Squadron which were former units of Western GEEIA Region were scheduled for deactivation. These were Det 36, Fairchild AFB, Wash., Det 37, Edwards AFB, Calif., Det 38, Elmendorf AFB, Alaska, and the 2870 GEEIA Squadron, Hill AFB, Utah.

Other Western GEEIA Region units were redesignated as follows:[151]

The Operating Location (Maintenance) at Vandenberg AFB, Calif. was redesignated Det 1, Southern AFCS Area Command, effective May 1, 1970.

Det 34, Air National Guard, Seattle, Wash. was redesignated Operating Location D, Northern AFCS Area Command, effective May 1, 1970.

Det 35, Air National Guard, Hayward MAP, Calif. was redesignated Operating Location A, Northern AFCS Area Command, effective May 1, 1970.

Det 36, Hq. WESGER at Fairchild AFB, Wash. was redesignated as Operating Location A of Det 4, Northern AFCS Area Command, from May 1, 1970 to September 30, 1970 when it was scheduled to be deactivated.

Det 37, Hq. WESGER at Edwards AFB, Calif. was redesignated as Det 2, Southern AFCS Area Command from May 1, 1970 to September 30, 1970 when it was scheduled to be deactivated.

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Det 38, Hq. WESGER at Elmendorf AFB, Alaska was deactivated effective April 30, 1970.

Det 39, Air National Guard, at Greeley, Colo. was redesignated as Operating Location B, Northern AFCS Area Command, effective May 1, 1970.

Det 40, Air National Guard, at Salt Lake City, Utah was redesignated as Operating Location C, Northern AFCS Area Command, effective May 1, 1970.

The 2867 GEEIA Squadron at McClellan AFB, Ga. was redesignated as the 1833 Engineering Installation Squadron, Northern AFCS Area Command, effective May 1, 1970.

The 2868 GEEIA Squadron at Elmendorf AFB, Alaska was redesignated as the 1825 Engineering Installation Squadron, Ajaskan Communications Region, effective May 1, 1970.

The 2869 GEEIA Squadron at Norton AFB, Calif. was redesignated as the 1835 Engineering Installation Squadron, Southern AFCS Area Command, effective May 1, 1970.

The 2870 GEEIA Squadron at Hill AFB, Utah was redesignated as the 1832 Engineering Installation Squadron, Northern AFCS Area Command, from May 1, 1970 to September 30, 1970 when it was scheduled to be deactivated.

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Pacific GEEIA Region at Wheeler AFB, Hawaii was deactivated on April 30, 1970.

Only one former unit of the Pacific GEEIA Region was scheduled for deactivated. The other existing units were redesignated as follows:[152]

The Operating Location (Southeast Asia Engineering)of Hq. PACGER at Tan Son Nhut AB, Vietnam was redesignated as Operating Location A, Pacific Communications Area, effective May 1, 1970.

Det 4, Hq. PACGER at Hickam AFB, Hawaii was redesignated as Operating Location B, Pacific Communications Area from May 1, 1970 to June 30, 1970 when it was scheduled for deactivation.

The 2875 GEEIA Squadron at Tachikawa AB, Japan was redesignated as 1837 Engineering Installation Squadron, Pacific Communications Area, effective May 1, 1970.

Det 2 of the 2875 GEEIA Squadron at Kadena AB, Okinawa was redesignated as Det 1, 1837 Engineering Installation Squadron, effective May 1, 1970.

The 2876 GEEIA Squadron at Clark AB, Philippines was redesignated as the 1838 Engineering Installation Squadron, Pacific Communications Area, effective May 1, 1970.

The 483 GEEIA Squadron at Korat AB, Thailand was redesignated as the 483 Engineering Installation Squadron, Pacific Communications Area, effective May 1, 1970.

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The 485 GEEIA Squadron at Cam Ranh Bay AB, Vietnam was redesignated as the 485 Engineering Installation Squadron, Pacific Communications Area, effective May 1, 1970.

The Operating Location of the 485 GEEIA Squadron, at Tan Son Nhut AB, Vietnam was redesignated as Operating Location A of the 485 Engineering Installation Squadron, effective May 1, 1970.

The Operating Location of the 485 GEEIA Squadron at Saigon, Vietnam for QFIRC was redesignated as Operating Location B of the 485 Engineering Installation Squadron, effective May 1, 1970.

With the severance of GEEIA from AFLC, on April 1, 1970 General Jack G. Merrell, commander AFLC, forwarded the following message to all GEEIA personnel: "Today marks the departure of GEEIA from the Air Force Logistics Command family. This 12-year association has been marked by splendid teamwork and tireless dedication to the accomplishment of our command missions. We can take pride in an impressive list of accomplishments. Some which come readily to mind are 486L in Europe, Cape Kennedy Space Program Communication, vastly expanded communications support of combat operations in Southeast Asia, the Cheyenne Mountain project for NORAD, and Project Rock Top - Top Level in Korea. I take this opportunity to express my

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personal gratitude and appreciation to each member of the GEEIA organization for your individual contribution to a 12-year record of progress and success in AFLC. I am confident that the Air Force Communications Service will enjoy the same devoted service and professional excellence provided AFLC by the GEEIA team. Farewell and Godspeed in your future endeavors."153

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PHOTOGRAPH

Press Conference which announced the AFCS/GEEIA Merger was held at Griffiss AFB on March 7, 1970.

From the left, Col. Wesley E. Britting, 2856th Air Base Group commander; Major General Franklin A. Nichols, commander GEEIA; Major General Paul Stoney, commander AFCS; Colonel Key. AFCS; William Wolfe, AFCS personnel officer, Colonel Charles Y. Shultz, Jr., vice commander GEEIA; Colonel Jack C. Hunter, chief of staff, GEEIA; Colonel McCaulley, AFCS and at lower right front are three members of local radio stations.

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NOTES

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2. Rome Sentinel release Oct. 9, 1969.
3. Ibid.
4. Ibid.
5. Ibid.
6. Ibid.
7. Ibid.
8. AFCS/GEEIA Conference - Agenda and Schedule of Events, 27-28 Oct. 1969.
9. Ibid.
10. Ibid.
11. Interview with Mr. Mayo, Chief Plans Division.
12. Chamber Pledges Support - Rome Sentinel release Nov. 18, 1969.
13. Ibid.
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23. Rome Daily Sentinel release Dec. 11, 1969, "AFCS Transfer Decision Due Soon."

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25. Rome Daily Sentinel release Dec. 15, 1969, "Survey Team Suggests AFCS Go to Missouri."

26. Ibid.

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CHAPTER TWO

MISSION, COMMAND, ORGANIZATION

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MISSION

GEEIA's mission had 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 responsible for maintenance of such facilities on a world-wide basis, in addition to engineering and installation of communications-electronics facilities.[1]

The objective of ground electronics 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:[2]

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 electromagnetic compatibility.

4. Mobile Depot Maintenance.

DIRECT MISSION

GEEIA was tasked to accomplish the following:[3]

1. Manage and perform the workload identified in the USAF Program Communications-Electronics Support Program (PCSP) as it pertained to installation-engineering and installations.

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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 GEEIA's installation-engineering, and on-site depot level maintenance were as follows:[4]

1. Air Force Manual 100-18 procedures.

2. Air Force Regulation 375 series procedures.

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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 November 20, 1967 and remained in this assignment throughout this historical period. However, on August 1, 1969 he was promoted to Major General and had the distinction of being GEEIA's first and only two-star general.

Colonel Charles Y. Shultz, Jr., who assumed the duties of vice commander on March 5, 1969, remained in this assignment throughout this historical period.

Other members of the GEEIA Commander's Staff during this July 1, 1969 to March 31, 1970 period were:[5]

CHIEF OF STAFF — Colonel Jack C. Hunter, former European GEEIA Region commander, assumed the Chief of Staff duties on July 10, 1969 and remained in this assignment during this historical period.

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DIRECTOR OF ENGINEERING	Colonel Billy J. Millis until Nov. 10, 1969 when Colonel Kenneth E. Chapman became the director.
DIRECTOR OF MATERIEL	Colonel Gerald L. Purkey until January 26, 1970 when Mr. Rosco A. Hill became the director.
DIRECTOR OF OPERATIONS	Colonel Cecil D. Miller until January 26, 1970 when Colonel Gerald L. Purkey became the director.
PLANS AND MANAGEMENT OFFICE	Colonel Francis A. Kelly
COMPTROLLER	Mr. William Samuel, acting, until July 12, 1969 when Lt. Colonel John S. Cole became the Comptroller.
OFFICE OF INFORMATION	Mr. Richard E. Sanderson
CIVIL ENGINEERING PLANS OFFICE	Major Richard L. Winner
OFFICE OF THE INSPECTOR GENERAL	Lt. Colonel James W. Grubbs, Jr. until August 31, 1969 when Capt. Arthur J. Guilbault, Jr. assumed the position.
PERSONNEL OFFICE	Captain H. H. Hayslett
QUALITY ASSURANCE	Captain Norman Gallacci
SAFETY OFFICE	Mr. James T. Franklin
HISTORICAL OFFICE	Mr. Reinold H. Marvin
2856th AIR BASE GROUP	Colonel James B. Randels until August 21, 1969 when Colonel Wesley E. Britting became the base commander.

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The commanders of the four GEEIA Regions during fiscal year 1970 were:

EASTERN GEEIA REGION	Colonel Lewis L. Bradley, Jr. until February 1970 when Colonel Cecil D. Miller became commander.
CENTRAL GEEIA REGION	Colonel William A. Jones until September 1969 when Colonel Peter C. Fenlon became commander.
WESTERN GEEIA REGION	Colonel G. H. Bertie
PACIFIC GEEIA REGION	Colonel O. K. Reilley

ORGANIZATION

GEEIA, since its activation on June 15, 1958, had been assigned to the Air Force Logistics Command. GEEIA was accorded the same stature in relationship with major air commands as an Air Materiel Area.[6]

From its former five Regions, GEEIA reduced to four Regions on October 1, 1969, with the merger of the European GEEIA Region, Wiesbaden AB, Germany with the Eastern GEEIA Region, Keesler AFB, Miss. This was effected through the adoption by Hq. USAF of GEEIA Programming Plan 69-1R which proposed the merger of these two Regions in order to reduce manpower and costs overseas as well as reducing the gold flow to the European area.[7]

According to the plan some 415 military and civilian positions were transferred from Europe to stateside GEEIA units between October 1969 and April 1970.

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Adoption of the plan resulted in the following organizational changes: The Peace Ruby Detachment at Teheran, Iran was redesignated as Det. 10, Hq. GEEIA, and the Peace Indigo Detachment at New Delhi, India was redesignated as Det. 11, Hq. GEEIA. Both Detachments were placed under the jurisdiction of the Directorate of Operations. Hq. European GEEIA Region at Wiesbaden AB, Germany and the 2879th GEEIA Squadron at Athenai Airport, Greece were deactivated. The 2874th GEEIA Squadron at Ramstein AB, Germany remained there but it became under the jurisdiction of the Hq. Eastern GEEIA Region. Concurrently, the 2863rd GEEIA Squadron at Wright-Patterson AFB, Ohio was realigned from Eastern GEEIA Region control to Central GEEIA Region. Detachment 1, Keesler AFB, Miss. was also realigned from control of the 2863rd GEEIA Squadron to the 2860th GEEIA Squadron, Robins AFB, Miss. Central GEEIA Region also assumed responsibility for the 241st Air National Guard Squadron at Chattanooga, Tenn. and the 214th ANG Squadron at New Orleans, La.[8]

The geographical boundary for Central GEEIA Region was also expanded with the addition of the states of Michigan, Ohio, Indiana, Kentucky, Tennessee, and eastern Louisiana.[9]

During this historical period GEEIA had 15 Squadrons, a variety of Detachments and 19 Air National Guard Squadrons.[10]

GEEIA units were inactivated or redesignated by Department of the Air Force, Hq. Air Force Communications Service Special Order G-62, 2 April 1970.[11]

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7. GEEIA NEWS, October 1, 1969, Special Order GA-20, 15 Oct 1969, and Special Order GA-21, 16 Oct 1969.
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CHAPTER THREE

ENGINEERING-INSTALLATION PROJECTS

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TACTICAL SATELLITE COMMUNICATIONS SYSTEM I

Tactical Satellite Communications System I (TACSATCOM I) was a satellite communications system designed to provide tactical elements of the Armed Forces, including front line troops with direct instantaneous communications over both short and long distances. As a joint service program, the Air Force, Army, Navy and Marine Corps were all involved.[1]

The system consisted of two satellites called TACSATCOM I and LES-6, and five major ground terminals located in the Pacific area, mid-west United States, eastern United States, and Europe.

GEEIA was tasked to develop the engineering and installation plans for the practical Interim Operation System.

As the satellite communications system went through developmental test studies, GEEIA personnel traveled to the Scott AFB, Ill. test sites to become familiar with the ground terminals, AN/TRC-157 (UHF) and AN/TSC-80 (SHF).

GEEIA personnel worked with Air Force Communications Service personnel, Collins Corporation technicians, and Mitre Corporation officials. Through an interchange of technical information and discussions of system problems, GEEIA personnel developed the technical data, programmed GEEIA milestones for the engineering-installation phases, conducted site surveys, advised prime depots as to equipment required, established delivery dates for the equipment, provided standard installation drawings, and wrote the test plans.

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With the tests of the Interim Operation System proved successful, plans were started toward the actual installation/operational system.

Equipment was to be removed from three terminals at the development test site shelters for installation into buildings. The terminals were to be properly installed inside the buildings through the use of adjustable or additive components.

The remaining two terminals were to be installed as shelter configured equipment for transportation in a standard 1 1/2 ton vehicle, helicopter or cargo aircraft.

Vast future benefits were anticipated from this system. Field unit commanders would be able to broadcast from low ground, over mountains and dense jungles to receiving stations hundreds of miles away through communication signals from the five ground terminals to TACSATCOM I in the sky.

SEMINAR ON THE AN/UCC-4 MULTIPLEXER SET

Personnel assigned to the Radio System Branch, Telecommunications Systems Division, Directorate of Engineering, Hq. GEEIA hosted a four-day seminar to orient GEEIA Region engineers and engineering representatives from other government agencies on the AN/UCC-4 Multiplexer Set. The armed services adopted this set as standard equipment for communications transmission.

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Recently designed by the Air Force, the multiplexer set met all requirements of the Defense Communication Services standards for frequency division multiplex equipment.

The set was developed to provide for the combination of a large number of coice channels (telephone circuits) into a single wideband signal for point-to-point and long-haul communications transmission.

It provided voice channels with a range from a minimum of 12 to a maximum of 600. Highly flexible, by adjusting the number of equipment racks, transmission links in several directions were able to be served.

GEEIA prepared and published the engineering and installation standards for use by all government agencies on this set.[2]

The schematics and instructions on how to adapt this set to environmental conditions at various field sites, and additionally how to use the UCC-4 Multiplexer Set with other communication equipments were also prepared by GEEIA.

INTERCOMMAND DIAL EQUIPMENT MANAGEMENT STUDY AT SCOTT AFB

Representatives from Hq. GEEIA, Central GEEIA Region and the 213th GEEIA Air National Guard Squadron met at Scott AFB, Ill. between Jan. 12th to 18th, 1970 to perform the first GEEIA Intercommand Dial Equipment Management (IDEM) study on the AUTOVON switching network in the Scott telephone exchange.

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This study was the first of its kind undertaken as a result of the IDEM training program presented to GEEIA engineers by members of the 213 GEEIA ANG Squadron and the New York Telephone Company.

This initial study uncovered false grounds on the "C" leads of 19 of the 92 trunks connecting the Scott exchange to the Hillsboro AUTOVON switching center which caused these trunks to appear "busy" when they were not actually in use.

Seventeen troubles were corrected. An estimated annual investment of approximately $51,000 was recovered.[3]

The other two troubles were investigated by local maintenance personnel as were 53 other apparent false grounds in the first selector grading pattern uncovered during the study.

GEEIA personnel briefed AFCS and 1918 Communications Squadron personnel on the IDEM concept.

GEEIA PROJECTS ASSIGNED UNDER THE SYSTEM MANAGER (CREW CHIEF) CONCEPT BY AFLC

For some background history on the AFLC System Manager Concept, it was implemented Oct. 31, 1967, by General T. P. Gerrity, who commanded AFLC at that time.

AFLCM 375-2, AFLC System Manager Handbook contained the criteria, responsibilities, organizational assignments, and working relationships to be used by the System Manager or "Crew Chief."

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General Gerrity desired to optimize the management of systems, subsystems, projects, and major end items under one individual, the AFLC System Manager, in order to achieve the highest degree of supportability and reliability of systems.

Initially GEEIA had fourteen systems identified by AFLC to be operated under this concept. The GEEIA "crew chiefs" were responsible for all aspects of the system ranging from scheme aspects, production status, installation characteristics, financing, and program milestones to recommending improvements on the system.

These first 14 systems were TRACELS, COMMANDO ESCORT, AUTOSEVOCOM, AUTODIN, PEACE RUBY, BUIC III, PRISCILLA ELLEN, 433L, SEA TELEPHONE, 469L, 486L, 490L, 487L, and DEFENSE SPECIAL SECURITY COMMUNICATION SYSTEM.

In November 1969, Hq. AFLC advised all its units that AFLCM 375-2 was rescinded due to manpower economies, and the manpower authorizations given to the AMA's were identified for withdrawal under Project "Panel Top."[4]

GEEIA had not been given any authorizations for this program, so no authorizations were withdrawn from GEEIA. Furthermore, Hq. AFLC left the continuation of the program up to Hq. GEEIA. The number of systems to be continued under this concept was reduced to ten as follows: BASE WIRE COMMUNICATIONS PLAN, WORLD WIDE TECHNICAL CONTROL, IJCS-PAC, SPINTCOM/CRITICOM, AUTODIN, SCOPE COMMUNICATIONS, AUTOSEVOCOM, 490L, PEACE RUBY, AND SECURE TV.

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BASE WIRE COMMUNICATIONS PROGRAM,[5] crew chief, Philip J. D'Antonio: This program, referred to as the "BWCP" was a planning document designed to provide the support, upgrade, and expansion program for the base telephone central office system, whether government-owned or leased. Any related systems were also included to the extent that they occupied circuits in the outside plant.

The BWCP was prepared separately for each base to document the inside and outside communications requirements for a minimum of 3 years. A worldwide program in scope, it involved approximately 650 Air Force bases, sites, or locations. Some 2900 active BWCP schemes were generated yearly under the BWCP procedures.

The program was perpetual and was one of the biggest GEEIA engineering and installation support programs.

Back in Feb. 1968, AFM 100-17, CED 1750 (C1) established the programming document for the BWCP. On Oct. 30, 1968, Hq. USAF delegated the responsibility and authority to Hq. GEEIA for the review of all Air Force bases, and BWCP brochures.

BWCP documents were reviewed by Hq. GEEIA as to (1) technical adequacy (2) application of value engineering principles (3) economic justification (4) manpower utilization (5) material supportability and (6) total program milestone dates to meet the customers' requirements. Hq. GEEIA review comments were forwarded to Hq. USAF for evaluation and determination to effect approval or disapproval action.

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Hq. GEEIA reviewed 410 BWCP brochures and 364 emergency AF Form 783 change requests between July 1969 thru March 31, 1970.

A standard BWCP format, checklist and agenda to be used at all BWCP conferences was published by Hq. GEEIA. Copies were distributed to all GEEIA Regions, Hq. USAF and Hq. AFLC. GEEIA Regions were to compile future BWCP brochures in accordance with the instructions and guidelines outlined in the sample format. The GEEIA BWCP checklist furnished an outline of actions to be taken prior to and after the BWCP conference by GEEIA and the Air Force base whose base telephone central office system was under review. Upon notification from Hq. USAF of the acceptance of GEEIA's proposed revisions to existing BWCP forms, the standardization of the BWCP brochure would be completed.

Two proposed changes by Hq. USAF were under consideration: (1) the AF Form 783 was proposed to be eliminated from the BWCP; (2) major commands were to be given approval authority up to $50,000 per requirement. Base upon the magnitude of the BWCP program and to maintain the degree of technical adequacy and performance arrived at to date, Hq. GEEIA recommended that the $50,000 major command approval be contingent on Hq. GEEIA's review and concurrence as to the technical adequacy of the requirement.

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Hq. GEEIA was also responsible for establishing worldwide BWCP meeting dates involving all major commands. GEEIA's review of BWCP brochures was a worthwhile effort and resulted in many advantages to the Air Force. The review of some 188 BWCP brochures resulted in a cost reduction/avoidance in excess of $1 million. If the cost of handling, shipping, and installation were considered, savings could have amounted to well over $2.5 million. This cost saving was validated by Hq. USAF.

AUTODIN, crew chief overseas portion, Capt Gordon T. Denton, crew chief CONUS portion, 1st Lt R. Phalen:[6] The Automatic Digital Network (AUTODIN) was developed as a computer-controlled, high-speed, worldwide DOD communications network. It was designed to handle and process massive quantities of administrative, logistic, and operational data with previously unobtainable reliability and security.

The program called for the replacement of the currently leased AUTODIN terminals with improved government-owned equipment, as well as expansion of the network to USAF activities previously not served by this network.

With previous decisions having been made that the overseas locations would be the first to receive government furnished equipment AUTODIN, in July 1969 the decision was made to begin the actual call-out and installation of equipment.

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Installation and subsequent cutover to AUTODIN switching centers was completed on 18 terminals by March 1970. Furthermore, by the end of March 1970 there were approximately 21 terminals in various stages of installation. There also were 28 switching centers in the process of being shipped to installation sites. In addition, call-outs of equipment were continuing toward the final goal of some 250 digital subscriber terminal equipment (DSTE) installations at overseas locations.

One of the foremost difficulties experienced with AUTODIN during this historical period was the overall DSTE supply supportability, with specific problems in obtaining spare parts.

Undoubtedly the most significant achievement in the CONUS portion of this program was the installation of 11 DSTEs at the USAF AUTODIN Training Center, Sheppard AFB, Tex. This equipment was to be used to train the very vital USAF AUTODIN maintenance and operator personnel.

During this historical period, all major commands submitted their C-E Implementation Plans (CEIPs) for Hq. USAF approval. With approximately 250 DSTEs programmed for installation in the CONUS, a continued high level of activity on the AUTODIN program could be anticipated for the future.

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(IJCS-PAC).[7] crew chief, Ray Dlugolecki. Back during August 1967, the Secretary of Defense tasked the Defense Communications Agency to provide a high quality circuit between the Philippines and the Kanto Plain area of Japan to be implemented by combined Army/Air Force actions with detailed DCA management.

This system was the first communications system to receive detailed DCA management in accordance with DOD Directive 5105.19. The customer command was Air Force Communications Service. When GEEIA was assigned responsibility for this system, it was decided to exert overall management control from Hq. GEEIA with the detailed management and operations to be accomplished by the Pacific GEEIA Region. The system was to be installed in the Pacific area. A field office was also established in Japan for resolution of problems and accomplishment of day-to-day country actions.

Two tasks were assigned to the Air Force. The first task was the improvement and expansion of the existing Japan Tropo System. This system combined tropo and microwave links running from Ikinawa up through Japan. The quality of the system was improved to accommodate high speed data transmissions. The capacity of the system was increased through the addition of 12 channels. Nippon Electric Company of Japan was

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awarded the contract in Feb. 1969 to accomplish the task by May 19, 1970. As of March 31, 1970, the contractor had completed 85 per cent of the contract, and the contract was on schedule.

The second task assigned the Air Force was the installation of submarine cables. These cables were to run from Okinawa to Northern Taiwan, and from Southern Taiwan into the Philippines. The interconnecting links on Taiwan and the Philippines were to be the Army Microwave System. The United States Underseas Cable Corporation was awarded the contract on March 13, 1970, to engineer, furnish, and install a 60 channel submarine cable system between Okinawa and Taiwan only. The protest against the award to the contract by the competitor contractor, ITT-Federal, was denied. Hq. GEEIA and Pacific GEEIA Region personnel were programmed for TDY during April 1970 to participate in a site and route survey with the contractor personnel.

SECURE TV LINK, crew chief, 1st Lt W. T. Wilson.[8] This Secure TV Link was programmed for Ent AFB, Colorado. The reductions in defense spending that were announced in July 1969 impacted on this program. On Sept. 18, 1969, a memorandum from the Joint Command Control Requirements Group (JCCRG) to the Secretary of Defense stated that budgetary limitations precluded the inclusion of this program in the FY70 and FY71 funding. A suspense date of July 1, 1970, was established for review and determination as to the future of this program.

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PROJECT PEACE RUBY, crew chief, Wesley Misiewicz.[9]

Project Peace Ruby was the code name assigned the integrated aircraft control and warning (AC&W) system, with its interconnecting communications system for the Iranian government. Arrangements for this system were made by the United States Government under the Foreign Military Sales (FMS) program.

A Program Activation Task Force (PATF) was established as the United States government in-country management team with responsibility for the timely completion and turn-over of the system to Iran. The PATF was composed of an AFLC Detachment and a GEEIA Detachment. Det. 15, Hq. AFLC was assigned responsibility for contract management, while Det. 10, Hq. GEEIA was assigned responsibility to insure the technical adequacy of the system.

These four AC&W sites were located along the Persian Gulf Coast of Iran. The communications portion was programmed to connect the AC&W sites with the Air Defense Operations Center (ADOC) in Teheran via a microwave line of sight and tropospheric scatter wideband system. Contained in the communications system was an administrative common user dial telephone system.

The sites for the communications system were located on the Peace Ruby AC&W sites, on Imperial Iranian Air Force air bases and on remote mountain top locations.

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There were four radar sites consisting of one Search Radar - AN/FPS-100A, one Height Finder - AN/FPS-89, and one each UHF/VHF Ground/Air sybsystems. Also included were 13 wideband communication sites consisting of tropo and microwave equipment. Four of these communication sites were collocated with the radar sites.

Built to be completely self-supporting, all utilities, power and buildings were incorporated into the Peace Ruby system. The only exception was the existing support facilities at four of the Iranian air bases.

As the appointed USAF engineering agent, Hq. GEEIA formed an engineering team drawing support from the engineering talents within the Telecommunications Division and the Engineering Support Division. The Search and Detection Branch was assigned responsibility for the Program Engineer and all AC&W engineering. Hq. GEEIA engineers were to evaluate the technical adequacy of the contractor's system design.

The 27 personnel of various engineering disciplines assigned to Det. 10, Teheran, were to monitor and evaluate the system contractor's performance in accordance with the terms of the contract.

The Engineering Requirement Plan (ERP) was developed by European GEEIA Region and was approved November 1968 as an expansion of the existing Spellour AC&W system. The System Design Criteria (SDC) was developed by Hq. GEEIA and was completed by January 1969. The Facility

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Construction Design Criteria (FCDC) and Guide Specifications were developed by Amman & Whitney Inc. under an AFLC contract, and in accordance with the statement of work written by Hq. GEEIA.

At the request of the Iranian Government the complete Engineer, Furnish & Install (EF&I) effort was awarded to the Philco-Ford Corporation. The final contract was signed Nov. 6, 1969, for a firm fixed price of $44,378,975. This price did not include the radar and radar ancillary equipment which would be furnished as government furnished equipment and the provisioning data, spares, and AGE which still were to be negotiated.

The Peace Ruby contract called for the contractor to furnish an Engineering Plan, Construction Drawings, Installation Plans, Test Plans, Installation Drawings and Technical Data.

During Nov. 21-25, 1969, a post-contract award meeting was held in Teheran, Iran. Representatives from Hq. AFLC, Hq. OCAMA, DCASR-Philadelphia, ARMISH/MAAG (US Air Section), the Imperial Iranian Air Force General Staff and Philco-Ford Corporation attended.

Early engineering plans were written, reviewed, and revised during 1969. A supposed final issue was received March 17, 1970, and was under review at the end of this historical period of GEEIA's assignment to AFLC Command, by Hq. GEEIA and PATF personnel.

The construction drawings were submitted by Philco-Ford during February 1970 in two packages. The first package was for use by the

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Imperial Iranian Air Force (IIAF) contractors for construction of all buildings and concrete foundations. The second package of drawings was for Philco-Ford construction effort which would consist of all electrical and mechanical systems.

The review of the preliminary drawings was completed during March 1970 by electrical and mechanical engineers from Hq. GEEIA, members from PATF, and Amman & Whitney for June 1, 1970, at the Amman & Whitney office in Florida.

The installation plan was scheduled for completion September 1970. The installation test plan and installation drawings were scheduled for delivery during April 1971.

The Imperial Iranian Air Force construction effort, being monitored by Philco-Ford and the PATF, was scheduled for completion sometime between August 1970 and February 1971. The completion of the installation and the system test was scheduled for January 1972.

The problems and slippages experienced up to March 31, 1970, were caused by Philco-Ford. Each product submitted according to the contract requirements was initially unacceptable, and some products were repeatedly inadequate.

Hq. GEEIA engineers anticipated, as the engineering positions of the PATF were manned, and as the PATF engineers became experienced, and to the degree the acceptability of the Philco-Ford products increased, that their 12 member Hq. GEEIA team would have "on-call consultation" status only.

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490L OVERSEAS AUTOVON, crew chief, Capt Frank H. Bedser.[10]

The 490L Overseas Autovon Program was the nickname given to the overseas portion of the Defense Communications Agency's program to implement a worldwide automatic voice network. Automatic switches, primary technical controls, transmission media and terminal area equipment were integrated into the DCA automatic voice network.

The Defense Communications Agency requested the integration of the automatically switched voice networks overseas into the CONUS Autovon System in order to provide a global automatic voice network to serve the needs of the Department of Defense.

The basic program started back in October 1963 when ESD awarded the contract to Automatic Electric Company to integrate sixteen switching centers into a global network encompassing Europe, Panama, the Pacific area and the United States. After many slippages due to "bugs" in the system, the contractor completed the job on March 1, 1970.

During an interval from 1967 to March 1970, GEEIA's efforts under this program included the engineering and installation of terminal area equipment, cross-connects within the Air Force operated technical controls, data regenerative repeaters at Air Force gateway station technical controls and minor station reconfiguration equipment. Geographical areas covered were Europe, the Pacific area and Panama.

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Most of GEEIA's efforts were expended in installing the terminal autovon equipment which included PBX trunks at the switchboards and four-wire autovon termination instruments at approximately 100 Air Force bases overseas.

The overseas Autovon program was implemented in three different phases or cutovers. Cutover I was completed on June 14, 1969, and Cutover II on November 1, 1969. These two phases of the 490L gave 916 PBX and 672 four-wire overseas subscribers access into the Autovon system.

All Cutover III schemes were completed during March 1970 with the exception of several last minute changes and additions that were received from CINCUSAFE. The customers were told that these schemes would not be completed prior to the cutover date and they were advised of the GEEIA milestones.

CINCUSAFE tasked GEEIA to engineer, procure and install the necessary equipment to provide network inward and outward dialing capability for 21 Air Force telephone exchanges in Europe. These requirements were programmed under the Base Wire Communications Plan and Eastern GEEIA Region performed the site surveys.

At some future date five additional switches are programmed to be installed at Puerto Rico, Alaska, Japan, Germany and the DCA Systems Evaluation Facility at Reston, Virginia. As of March 31, 1970, no decision

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had been made whether these jobs would be performed organically by GEEIA or not, although it was estimated that a cost savings of some $650,000 could be achieved by GEEIA doing the work rather than Automatic Electric Company.

AUTOSEVOCOM, crew chief, Jefferson S. Boone.[11] AUTOSEVCON was designed as the Defense Communications System Worldwide Secure Voice Network. It was envisioned to be a single worldwide automatic switched secure voice system designed to meet the Department of Defense long haul non-tactical secure voice requirements.

The system also supported State Department, National Security Agency, and Defense Intelligence Agency requirements for secure voice communication.

GEEIA was tasked by ESD to engineer-install the AUTOSEVOCOM system within the Pentagon. During the period 1967 - 1969, GEEIA installed the 756C switches, and completed the interface and installation of over 200 wide-band secure voice subscribers. However, these subscribers are constantly being realigned and relocated as Pentagon offices are shifted into new floor rearrangements.

Other aspects of AUTOSEVOCOM were worldwide in scope. GEEIA was tasked by CEIP action back in 1968 to install the secure switchboards and associated wide-band subscribers at four locations in Europe and 29 locations in the continental U.S. and Canada. Installation completion is estimated for March 1971.

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For the narrow-band subscriber terminals, the task was levied on GEEIA by CEIP action. The total terminals involved are five in the Pacific area, 21 in Europe, and 38 in the continental U. S. and Canada. GEEIA crypto personnel started the jobs in 1968. Completion date is estimated for March 1971.

As of the March 1970 historical period for work completed by GEEIA while assigned to the AFLC command, the installation of programmed CONUS AUTOSECVOCOM subscribers was approximately 50% complete. In addition GEEIA crypto personnel installed an approved AUTOSEVOCOM service for the senior U.S. representative to the United Nations in New York.

SCOPE COMMUNICATIONS, crew chief, Capt. Harrington.[12] Scope Communications was a new wide-band (microwave/tropo) communications system developed to provide the vast "backbone" communications link for the Department of Defense and North Atlantic Treaty Organization activities in Central Europe.

It was conceived to support the high quality circuit requirements necessary for the transmission of high speed data and to accommodate the effective operation of the worldwide AUTOVON and AUTODIN systems. Enormous in breadth, the system connected Berlin to West Germany via tropo. Then microwave linked West Germany through Belgium to England.

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GEEIA was tasked to engineer-install the system for the Air Force Communications Service. However, since Scope Communications was a part of the Defense Communications System, the Defense Communications Agency was assigned overall management responsibilities.

Because of the system's scope and the European countries and areas involved, individual CEIP's were prepared for the various tasks. For example, there were Task 43 Interim, Task 44 in the United Kingdom, Task 21 in England and Belgium, and Task 56 in Germany and Berlin. GEEIA engineering personnel provided technical assistance to Hq. AFCS during the preparation of these CEIP's.

Engineers from the Radio Systems Branch, Hq. GEEIA were in Europe during Nov. 1969. They held conferences with USAFE, EURACOMM Region, UK COMM Region and Army Procurement Center personnel. Major topics discussed were the Feldberg Tower overload problem, allied support, amendments to the CEIP's for Tasks 44 and 56, technical control requirements, a Scope Communications "in theater" office, the interim installation between Martlesham Heath to Hillingdon, and the Siemens contractural efforts.

Early in Dec. 1969, GEEIA engineers attended meetings at the Defense Communications Agency to discuss the feasibility as to modifying the Scope Communications orderwire system concept to comply with

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DCAC 310-50-6. As a result of this meeting, the Chief of Staff, Air Force tasked GEEIA to prepare the amendment to the Statement of Work (SOW) to incorporate an optional orderwire compatible with the new DCS concept for orderwire subsystems.

The first part of Jan. 1970, electrical, structural, and radio engineers from Hq. GEEIA completed site surveys in Germany. They were asked by CSAF to determine the feasibility, cost and schedules for implementing a proposed DCA system realignment (DCA alternate 2). Upon being advised by GEEIA that the realignment was feasible and that it could be implemented at a relatively low cost within a time frame agreeable to all concerned, the Joint Chief of Staff directed its implementation.

During the winter and spring months, government officials endeavored to negotiate the intergovernmental agreements with the Belgium government to determine the administration of the construction work required within that country. These discussions created a five-month slippage, since the final agreements would dictate certain requirements for inclusion in the major contract, and the Air Force would not permit the award of this major contract will consummation of the U.S.-Belgian agreement.

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To preclude any material problems, GEEIA requested the Air Force for release of the material portion of the contract in order to eliminate the dependence of material delivery upon the inter-country agreement.

In the meantime, during February 1970, AFCS and GEEIA personnel jointy reviewed the system acceptance tests that would be required. The Air Force indicated that Scope Creek testing, with some modifications, would be necessary to satisfy DCA requirements. It was estimated that a substantial portion of GEEIA engineering and installation resources would be committed to perform the extensive testing effort directed by DCA. Toward this end a plan was evolved to permit the most efficient use of GEEIA and AFCS resources during the test period.

At the close of this historical period of GEEIA's assignment to AFLC, expectations were that the agreements with Belgium would soon be finalized so that the major contract would be awarded during the summer of 1970.

SPINTCOMM, crew chief, Venanzio Poccia. SPINTCOMM, which stands for special intelligence communications, is a sensitive intelligence program for all major commands. It employs specialized

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equipment configuration to provide expeditious dissemination of intelligence reports to worldwide consumers. This program has no completion date, since it is in a continuing phase.

CRITICOMM, crew chief, Venanzio Poccia. This system provides critical intelligence communications in support of the intelligence community. It was developed for the United States Security Services and the National Security Agency. The project is classified, and has no completion date, since it is in a continuing phase.

WORLD WIDE TECHNICAL CONTROL IMPROVEMENT PROGRAM, crew chief, L. John Evans. The evolutionary growth of defense communications systems from 12,000 circuits in 1964 to more than 60,000 circuits in 1969 created an imbalance in the capabilities of transmission subsystems. Coincidently, transmission speeds increased from 100 words per minute ten years ago to 1600 words per minute today.

To meet this increased communications traffic, the Joint Chief of Staff directed the establishment of the World Wide Technical Control Improvement Program. As a consequence, over 153 Technical Control Facilities were programmed for advanced equipment.

Initially the program consisted of three phases. Phase I was a $50 million program for the procurement and installation of equipment for Technical Control Facilities to ensure their capability to perform the

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prime functions of monitoring, testing, restoring, rerouting and reporting. Phase II consisted of the procurement and installation of automatic quality monitoring devices which predetermine communications failure due to gradual degradation. Phase III was the research and development effort to determine the specific automotion techniques needed for application to the entire Technical Control Facility. The Air Force was given responsibility for the R&D effort.

GEEIA was tasked with managing the WWTCIP, and for providing the EF&I effort to modernize 84 Technical Control Facilities assigned to the Air Force between FY69 through FY74. The Air Force was also responsible for procuring equipment to improve some 73 Army and Navy facilities. Lead engineering responsibility was assigned to the Data and COMSEC Systems Branch, Hq. GEEIA.

Technical Control Facilities were located at large military-owned communications stations. These facilities carried heavy volumes of communications traffic via media such as cable, high frequency radio, microwave, troposcatter or satellite.

Briefly, a description of a Technical Control Facility would be a configuration of racks, patch bays, test and analysis equipment that serve as a management hub for direction and control of the various transmission media of the Defense Communications System.

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To accomplish the direction and management of the transmission equipment, the Technical Control Facility was engineered with the capability to test circuits, monitor circuit quality, restore circuits, and reroute circuits when transmission equipment failed.

A total of 81 Air Force locations were identified for modernization between FY69 and FY75. The number of locations assigned to the various GEEIA Regions was as follows: EUPGER - 41; PACGER - 22; EASGER - 10; GENGER - 3' and WESGER - 5.

Funds were estimated at $33,326,300 for equipment; $21,236,400 for construction; and $521,900 for GEEIA.

GEEIA was assigned the following responsibilities: (1) Configuration of a standard DCS technical control. (2) Program managership. (3) Engineering and installation of all Air Force technical controls. (4) Correlation of Army and Navy requirements.

Following the Air Force, Army, Navy and DCA statement of work review meeting during the week of August 11, 1969, representatives of GEEIA, AFLC, and OCAMA established program schedules for FY69 and FY70 funded locations. Installation completion dates were:

Mt Vergine	Sep 71	Keesler	Sep 71	Fuchu	Mar 72
Aviano	Jan 72	Andrews	Feb 72	Camp Drake	Aug 72
Croughton	Oct 72	Elmendorf	Jul 72	Hickam	Feb 73

On March 13, 1970, equipment lists and fund estimates were forwarded to OCAMA for inclusion on the WWTCIP contract on a "furnish only" basis. Osan was changed to priority one on the FY71 schedule.

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As of the end of this historical period of GEEIA's assignment to AFLC, the GEEIA Statement of Work was approved by Air Force, Army, Navy, and DCA, and it was being processed by OCAMA for procurement.

Future milestones were for bidders briefing by June 1970, technical proposals reviewed by August 1970, bids received by October 1970, and contract awarded by November 1970.

INTRUSION - DETECTION SYSTEMS FOR BURGLARY PROTECTION

With the increased rate of vandalism and incited incidents throughout the country, a complete intrusion detection alarm system for Griffiss Air Force Base was devised.

The Search and Detection Branch, Directorate of Engineering, Hq. GEEIA, was asked to develop a prototype system for Intrusion Detection/Duress alarms.[13]

First, the base security police were asked to identify those facilities requiring protection. The vulnerability of stored funds and the protection of highly sensitive areas were given prime consideration. Each situation was assessed and the most appropriate intrusion detection devices were recommended. In the sensitive areas, GEEIA personnel made a detailed physical survey to examine all security aspects.

Upon completion of their study, GEEIA engineers wrote the Engineering Requirements Plan for the complete alarm system. The Base Civil Engineer Office installed it, and the Base Security Police would operate it. A copy of the ERP was forwarded to Hq. AFLC for use as a guide at other AFLC bases.

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As designed by the GEEIA engineers, the intrusion system used a wide variety of detection and alarm equipment, such as capacitance detectors, ultrasonic motion detectors, duress alarms, magnetic switches, electromechanical, photoelectric, sound electromagnetic and vibration detectors. These detectors required a specialized knowledge of systems and equipment in order to investigate and determine the suitability of circuit arrangement, installation methods, and maintenance service.

RIVET SWITCH (NON-TRACALS)

With each successive year the need for improved and additional transmission channels for voice communications increased. This created a subsequent requirement for updated equipment.

Early in 1969, under the code name RIVET SWITCH, Hq. USAF directed that all existing and authorized VHF/UHF radios, over and above those utilized in Traffic Control and Landing Systems (TRACALS) were to be replaced with new generation equipment. Subsequently, project RIVET SWITCH included both the TRACALS and NON-TRACALS equipment update.[14]

The new generation VHF/UHF ground/air radio equipment was designed to tune in 50 KHz increments and to provide 679 potential channels in the 116 to 149.95 MHz band and 3500 potential channels in the 225 to 399.95 MHz band. This equipment was designed for an RF power output of 50 watts (single channel) and 20 watts (multichannel transceiver).

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It has now been ascertained that the RF power output of the ground station must be significantly greater than 50 watts to fully utilize the UHF band.

This is desirable since most NON-TRACALS applications, notably those of ADC, SAC, MAC, USAFSS, AAC, and the Air Force Test Ranges, require communication over the maximum obtainable radio line of sight range. Over smooth earth with the aircraft at 30,000 feet, this is 255 statute miles or more approximately 50 per cent of the time. The other parameters such as antenna characteristics, receiver sensitivity, circuit losses, etc., require more power in order to gain the most benefit from the UHF band.

At the close of this historical period, a Required Operation Capability (ROC) had been forwarded to Hq. USAF defining this problem. A feasibility study was started on what modifications to the equipment would be needed to provide the additional RF power output. At such date that the advanced modified equipment becomes available for test and mock-up, GEEIA engineering personnel will be tasked to develop standard, interference-free installation designs for the new equipment in the existing environments of several NON-TRACALS users.

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INTEGRATED PROGRAM FOR AIR BASE DEFENSE (IPAD)

The near-term objective of the Air Base Defense Program was to enhance the defense capability of security forces through application of Intrusion Detection Devices and data remoting equipment. The longer range objective was to improve base security/defense worldwide by use of other area denial munitions and detection systems.

At Hq. GEEIA, program management was centered in the Data Collection and Detections Systems Group, Directorate of Operations while the engineering-installation of equipment was the responsibility of the Search and Detection Branch, Directorate of Engineering.[15]

The IPAD encompassed the acquisition, deployment and operational system check-out of new and improved detection equipment and facilities. It was dynamic in nature and open-ended in scope. GEEIA efforts within the program were diverse both in nature and scope.

Specific efforts within the purview of GEEIA's management and engineering responsibilities were:

a. Engineering-installation of the Tactical Security Support Equipment (TSSE) including intrusion detection devices at a Model Base Facility, RADC, at Griffiss AFB.

b. Engineering-installation of a Balanced Pressure Intrusion Detection System for SAC at March AFB, California.

c. Engineering-installation of an Air Base Detection System for PACAF at South East Asia locations.

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d. Engineering-installation of an Intrusion Detection Alarm System for Training of security forces at Lackland AFB, Texas.

GEEIA was the AFLC organization responsible for the installation of USAF ground electronics equipment and as such was responsible for the following major areas for IPAD installations:

a. Management of all phases of installation engineering and the installation of Tactical Security Support Equipment, as required by the System Program Office (SPO).

b. Provide technical assistance and other support to the IPAD, as defined in the ASD/GEEIA Statement of Agreement.

c. Provide members and alternates to the various boards, committees, and teams as defined by the SPO.

d. Conduct site surveys and process Site Concurrence Letters for all installations.

Base defense equipment, sub-systems, and systems were to be deployed to theaters of operation as directed by the SPO. Priorities of locations for deployment were to be determined by the major command headquarters.

Such deployments would be made on a total system basis to the degree feasible. This would not preclude deployment of individual equipment and sub-systems to various locations wherein the need existed for such items prior to deployment of the total system. However, the systems deployment concept should continue to be the objective.

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A total system for the initial phases of the program was described as an instrumented base perimeter detection and surveillance system consisting of detection sub-systems, surveillance sub-systems, and a command, and communication sub-system. The system was designed to do two things:

(1) Provide warning through instrumentation that enemy ground forces were approaching or were penetrating the perimeter of an air base.

(2) Provide the data describing this situation to the proper locations in such manner and in such a timely way as to allow defense forces to make decisions and effectively react.

Beyond the initial phases of the program, systems would be upgraded by the addition of airborne platforms for surveillance and reaction, and remote ground detection and surveillance sub-systems employed at distances from air bases at which threats of stand-off weapons exist. Systems would be further upgraded by the addition of defense sub-systems to counter low flying aircraft, cruise missiles, and rocket and mortar rounds.

Since Intrusion Detection Equipments are fairly new in application for air base defense, at the end of this historical period GEEIA was expanding its role in the installation of such equipment.

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CORTS (496L) CONVERSION OF RANGE TELEMETRY SYSTEM

Military tactical operations made demands on the radio spectrum from 225 Mc to 400 Mc. Therefore, the Department of Defense requested that the VHF telemetry band from 215 Mc to 260 Mc be vacated, and UHF telemetry bands from 1435 Mc to 1540 Mc and 2200 Mc to 2300 Mc be utilized at the Air Force Test Ranges at Air Force Flight Test Center, Edwards AFB, California, the Armament Development Test Center, Eglin AFB, California, the Parachute Test Range, El Centro, California.

The Electronics Systems Division, L. G. Hanscom Field, Mass., was chosen to manage the conversion program from the VHF to UHF under the 469L System. Back in November 1967, a ESD/GEEIA Statement of Agreement was signed to have GEEIA organically install the 469L System based on contractor provided Installation Plans and Checkout Plans.[16]

In March 1968, GEEIA participated in the review of contractor technical proposals. During August 1968, ESD awarded an equipment contract to the Service Technology Corp. of Dallas, Texas. Between August 1968 to July 1969, Hq. GEEIA, Eastern GEEIA Region and Western GEEIA Region personnel reviewed and commented on the Contractor Provided Installation and Checkout Plans and issued schemes. GEEIA provided approximately 90 per cent of the installation hardware items.

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From July 1969 through March 1970, GEEIA performed the installation of the conversion equipment at the three ranges. At AFFTC, there were four sites involved. The following types of major items were installed at these sites: omni antenna systems, RF distribution systems, data receivers (telemetry), optical systems, collimation system, fixed antenna system, and automatic tracking antenna systems.

At ADTC there were five sites involved. The following types of major items were installed at these sites: automatic tracking antennas and towers, optical systems, omni antennas, data receivers (telemetry), steerable antenna systems, retransmission systems, remote pickup antenna and cable systems, and fixed directional antenna systems.

At El Centro there were two sites involved. The following major items were installed: automatic tracking antenna system and tower, optical system, omni antenna, RF distribution system, and data receivers (telemetry).

At the close of this historical period, GEEIA's participation in the 469L program was just about completed. The last AFTO 88 was signed at ADTC site A15A on 31 March 1970. Category II testing was scheduled to start during April 1970. It was expected that ESD would turn over all sites

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to the using test ranges by June 1970. GEEIA was not expected to participate any further unless problems arose during Cat II testing that were a direct result of the installation.

Hq. GEEIA engineering personnel from the Search and Detection Branch were the project engineers for 469L.

SPACE ENVIRONMENTAL SUPPORT SYSTEM

As the United States became more deeply involved in the space program, it became apparent that more information was needed on solar flares, eruptions, and meteor movements for the protection of our space men and their space vehicles.

Back in 1964 the Air Force approved a plan for the development of a Solar Observing and Forecasting Network, which had to be deferred due to lack of funds. Later as funds became available various segments of this plan were implemented.

During 1968, Hq. USAF assigned Air Weather Service the responsibility for establishing and operating a Space Environmental Support System (SESS). This system was designed to forecast and measure high energy proton discharges generated by "solar flares." There were four sub-systems as follows:[17]

a. Solar Optical Telescope Network

b. Relative Ionospheric Opacity Meter (Riometer) Network

c. Solar Radio Telescope Network

d. Ionospheric Sounding Network

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By October 1968, the Air Weather Service officially approved the plan for the Riometer Network, Facility 2273. This network was a cosmic moise power recording system which included an antenna, receiving group, recording group, and power supply.

Primarily this network permitted studies of certain discreet electromagentic noises emanating from the sun. Through the recording of the frequencies and signal levels, a better understanding of surface solar eruptions (flares) would be achieved.

The relative violence and population of solar storms (flares) determine the density and velocity of high energy sub atomic particles (protons) emitted by the sun. The violence and density of the proton storms not only affect earth communications by varying the thickness, height, and particle density of the ionized terrestrial atmospheric layers, but can also affect the life and health of astronauts.

The Riometer Network was designed to record extra-terrestrial electromagnetic radiations and their intensities upon the surface of the earth. The antennas were to be sited as far away as possible from aerial power lines, man-made RF transmissions, electrical equipment and ignition noises. The receiving and recording equipment were to be located in a sheltered area within a few hundred feet of the antenna.

Monitoring cosmic noises required an electronicly quiet location. The Riometer equipment is not able to detect electromagnetic radiation

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generated by the sun if locally generated signals intrude into the spectrum bands under investigation. Therefore, selecting the site is most important. GEEIA personnel expected that each site survey for the 12 worldwide sites involved with the Riometer Network would require 45 to 60 days, dependent upon the geophysical properties and the electronic equipment densities of the local environment. The best site is an electronicly quiet one, located in a depression, rather than on level ground, in order to provide natural shielding.

During 1969, installation of the Solar Optical Telescope Network was completed. Beside visual observation through the eye of the telescope, a more convenient means of watching was provided by closed circuit TV connected to the telescope. GEEIA personnel engineered-installed the sites in Iran and Hawaii.

The Riometer Network, being part of the Space Environment Support System, is colocated, wherever possible, adjacent to the Solar Telescopes and the Radio Telescopes. All contributing sub-systems will be linked by special communications to form the Solar Observing and Forecasting Network (SOFNET).

During 1969, GEEIA personnel were tasked with conducting the site surveys, determining the allied support, power, communication cabling, trenching, and ducting requirements, and estimating fund costs for the 12 sites.

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All Pre-CEIP engineering assistance was to be performed by GEEIA engineering personnel. Project engineer was Rudolph N. Perella, Meteorological Branch, Hq. GEEIA. Program manager was John Kratzert, CEIP Management Division, Hq. GEEIA.

GEEIA also was asked to plan the sites so it would be possible to remote the data received from space to either the SOFNET or the Representative Weather Observation Site (RWOS). By remoting data, fewer Air Weather Service (AWS) personnel would be needed to operate and maintain the equipment.

GEEIA personnel were to organically engineer-install all 12 sites. Responsibility for the sites was assigned as follows: EASGER - 5, CENGER - 2, WESGER - 2, and PACGER - 3. Government furnished equipment was to be used. GEEIA materiel personnel identified the availability of all materiel with the exception of the remoting equipment which required procurement.

At the close of this historical period, two site surveys were completed -- at Colorado Springs, Colorado, and Edwards AFB, California. The Riometer Network was projected for completion by June 1971. The Solar Radio Telescope Network was projected for completion by June 1971.

No work had been done on the Ionospheric Sounding Network subsystem other than rehabilitating the antenna site previously installed by BSD at Vandenburg AFB, California.

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All SESS data was to feed into the Air Defense Command complex at Colorado Springs, Colorado, and to the Manned Space Center, Houston, Texas, as well as to several research laboratories and universities.

CATEGORY II RUNWAY VISUAL RANGE (RVR)

The Meteorological Branch, Hq. GEEIA provided technical engineering Pre-CEIP assistance to the Air Weather Service to install Category II Runway Visual Range (RVR) instrumentation at 18 bases within the continental United States. The system was a part of the program to eventually provide an all weather landing capability for Air Force aircraft. At the close of this historical period, the project engineer, Richard A. Mackey, had completed the Engineering Implementation Plan for the installation work.[18]

OPTICAL RADAR PROGRAM

The Civil Engineering Branch, Hq. GEEIA agreed to support the Rome Air Development Center (RADC) at Griffiss AFB by providing the necessary civil engineering for the development of their Coherent Optical Radar Laboratory (CORAL) project.[19]

GEEIA civil engineers produced the design drawings and a Statement of Work (SOW) for the procurement by RADC of a masonry building addition, a reinforced concrete extension tower for an AB-563 arctic tower, and a 40 foot high cone-shaped stable antenna support.

Additionally GEEIA engineers produced design drawings and the SOW for procurement by GEEIA of modifications to a standard AB-563 tower. These modifications made the AB-503 tower compatible with the 40 foot high cone-shaped stable antenna support.

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Advice was provided to the contract manager to achieve completion of the tower modification contract, and to the 2861st GEEIA Squadron who erected the modified AB-563 tower at the RADC Floyd Test Annex, Floyd, New York.

CPS-9 STORM RADAR FOR OKLAHOMA STATE UNIVERSITY

A CPS-9 Storm Radar was installed at Oklahoma State University to support the Oklahoma State University Weather Phenomena Project. A DOD sponsored project, the equipment will be used to forecast the intensity and speed of movement of storms through "Tornado Alley." Dr. Robert B. Kamm, President of the Oklahoma State University, and Major General Franklin A. Nichols, Commander GEEIA, and a native of the state of Oklahoma, inaugurated the operation of the CPS-9 on March 16, 1970, fifteen days ahead of schedule. Dr. Kamm expressed his sincere appreciation for all the efforts expended by GEEIA personnel on the installation.[20]

SOLAR TELESCOPE PROJECTS FOR GREECE

Representatives of Hq. GEEIA, Eastern GEEIA Region, and the Air Weather Service met with personnel from Air Force Cambridge Research Lab at Hanscom Field on March 24, 1970, to determine the requirements for the combined telescope projects at Pedelli Hill, Athens, Greece.[21]

An existing solar optical telescope was to be removed from the National Observatory in Athens, and erected together with a solar radio telescope at a site on Pedelli Hill.

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When completed the installation would consist of an operations building, an optical telescope shelter, administrative offices, three radio antennas, a riometer system, and an interferrometer. The project was to be mutually funded by AWS and the Greek government. Hq. GEEIA personnel were to perform the Pre-CEIP engineering and to monitor building and antenna site construction by the Greek contractors. Eastern GEEIA Region personnel were to conduct an RFI study and site survey of Pedelli during April. Completion of the entire telescope project was scheduled for September 30, 1970.

Under the Military Assistance Program (MAP), GEEIA helped many foreign countries to improve and modernize their radar and communication equipment.

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NOTES

CHAPTER THREE

1. GEEIA NEWS Release 69-460 and GEEIA NEWS, March 15, 1970, Engineering Corner.

2. GEEIA NEWS Release, 69-505, November 6, 1969.

3. Interview with 2nd Lt Charles Boyer, GEETW.

4. Hq AFLC (MCG) ltr, Subj: AFLC System Manager Program (AFLCM 375-2).

5. Data on Base Wire Communications Program furnished by Philip D'Antonio, GEOC.

6. Data on Autodin furnished by Capt Denton, GEOS-4.

7. Data on IJCS-PAC furnished by Mr. Rodgers, GEETW, and Mr. Ray Dlugolecki, GEOS.

8. Data on Secure TV Link furnished by 1st Lt Wilson, GEOS-1.

9. Data on Peace Ruby furnished by Wesley Misiewicz, GEOS, and James Raymond, GEERS.

10. Interview with Capt Frank H. Bedser, GEOS, on 490L Overseas Autovon.

11. Interview with Jefferson Boone, GEOS, and data furnished by 1st Lt Litzen, GEOS.

12. Data on Scope Communications from Capt Harrington, GEOS; from GEE Staff Digest reports; and interview with Fred Sypek, GEOS.

13. Data from GEE on Intrusion-Detection Systems for Burglary Protection.

14. Data from GEE on Rivet Switch.

15. Data from GEE on the Integrated Program for Air Defense (IPAD).

16. Data from GEE on 469L Conversion of Range Telemetry System (CORTS).

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17. Interview with Rudolph Perella and Daniel Rodgers, GEERM.

18. Data furnished by Richard Mackey, GEERM.

19. Data furnished by Samuel Campanella, GEESS.

20. Excerpts from Staff Digest on CPS-9 Storm Radar.

21. Excerpt from Staff Digest on Solar Telescope Projects.

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CHAPTER FOUR

NEW POLICIES, SYSTEMS, AND PROGRAMS

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GEEIA OBJECTIVES FOR FISCAL YEAR 1970[1]

GENERATE A QUALITY PRODUCT

ELIMINATE ERRORS

EXHIBIT AGGRESSIVE MANAGEMENT

IMPROVE SAFETY

AVOID EXCESSIVE COSTS

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HURRICANE CAMILLE HITS EASTERN GEEIA REGION

One of the worst hurricanes ever recorded in severity and damage to hit the Gulf Coast was Hurricane Camille.

Following the hurricane which did extensive damage around Keesler AFB, Miss., home of Eastern GEEIA Region Headquarters, the Directorate of Operations (GEO) at Hq. GEEIA assumed operational control of Eastern GEEIA Region from August 19 to August 22, 1969.[2]

During this three-day period, the Directorate of Operations, Hq. GEEIA, had the following Regional responsibilities:

a. Rehabilitate Eastern GEEIA Region Headquarters.

b. Direct CEM programs for customer commands.

c. Levy workload on squadrons assigned to EASGER.

d. Monitor the overtime funds.

e. Take action on emergency requests.

Initial messages on the extent of Hurricane Camille's destruction indicated damage to officer and family housing, power lines, and extensive damage to the vast cable plant.

On August 21, 1969, Hq. GEEIA rushed aid from Griffiss AFB, NY, by C-133 special mission airlift to the stricken Biloxi and Gulfport, Mississippi, area.

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The cargo aircraft carried a six-member team from the Griffiss based 2861st GEEIA Squadron, a V-17 construction truck, a six-passenger crew cab, hydraulic cable reel trailers and line maintenance construction trucks, 12 chain saws of various types, and four gasoline power generators.

The team, who were specialist in the radar, radio and telephone fields, carried their own hand tools and personal equipment, dry cell batteries, salt tablets, water purification tablets, and "C" rations.

The 2860th GEEIA Squadron and the 2863rd GEEIA Squadron sent six-member teams with their equipment to give a hand.

At Eastern GEEIA Region headquarters, Keesler AFB, Mississippi, near the striken Biloxi, Miss., area, the initial attention was focused on assurance that GEEIA personnel were safe from injuries. No serious injuries were reported.

Approximately 25 families, military and civilian, employed by EASGER suffered immense financial losses. Many had their homes severely damaged.

Yet, in spite of their own personal experiences and sufferings from Hurricane Camille's power, EASGER personnel provided food, clothing, stoves, ice, water, and medical supplies to the people in Gulfport, Miss., who lost about everything.

Some $4,000 was contributed to the GEEIA Emergency Assistance Fund. In addition, Hq. GEEIA and the 2856th Air Base Group at Griffiss AFB, NY, contributed another $1,348.

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Major General T. E. Moore, Commander of the Keesler Technical Training Center, thanked the Eastern GEEIA personnel for their help during the Hurricane Camille disaster. He wrote a letter to Major General Franklin A. Nichols, Commander GEEIA, that the Keesler communications network was almost nonexistent following the hurricane. He stated that the immediate response and material support in the communications area provided by GEEIA contributed to the rapid recovery of base services and activities.

FY2/70 ECONOMY MANPOWER CUTS

During the summer of 1970, President Nixon asked all his agencies to determine where they could effect economy cuts. In response to Secretary of Defense Melvin R. Laird's August 21, 1969, announcement calling for cuts up to $3 billion in FY 1970 defense expenditures, Air Force Secretary Robert C. Seamans, Jr., stated that 1970 Air Force expenditures were being reduced some $193 million.

Melvin Laird, Secretary of Defense announced on October 29, 1969, that military and civilian manpower reductions were programmed for completion by the end of 1969.

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GEEIA's share of these manpower cuts was as follows:[3]

Hq GEEIA	30 civilian 80 military
Western GEEIA Rgn	49 civilian 25 military
Eastern GEEIA Rgn	39 civilian 56 military
Central GEEIA Rgn	47 civilian 20 military
Pacific GEEIA Rgn	38 civilian 35 military

There were 203 civilian and 216 military positions reduced for a total of 419 positions.

PANEL TOP AND ITEM 612 MANPOWER CUTS

Continuing the economy manpower cuts of FY2/70, the CSAF announced another manpower reduction to take effect during the later quarters of FY/70, continuing on for five years. It was given the code name, "Panel Top."

Under the "Panel Top" concept, GEEIA worldwide, including the 2856th Air Base Group, would have taken a 10.77 per cent cut for a total reduction of 862 authorizations.

Major General Nichols, Commander GEEIA, sent a reclama message to General Merrell, Commander AFLC, requesting that GEEIA be permitted to exempt its direct labor force in accord with the already granted exemption made to the Air Materiel Areas for their direct labor force. He stated that GEEIA had approximately 5,000 authorized direct labor spaces, identified as 1,200 spaces for maintenance, 2,800 for installation, and 1,000 for engineering.

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He indicated that failure to grant this exemption to GEEIA would have an adverse effect on GEEIA's capability to support the many engineering-installation and maintenance projects performed for the major air commands and other operating agencies.

A reconfiguration was gained on the Panel Top exercise. No spaces were to be withdrawn from the squadrons and detachments. The spaces coded SEA support were already exempt. Then in January 1970, information was received from Hq. AFLC that Hq. USAF had suspended the balance of Project Panel Top actions on the grounds that the original program had been overtaken by events such as workload shifts, manpower reductions, and hiring restrictions.

Simultaneously there was another manpower reduction exercise called Item 612, Project 703. GEEIA lost 426 spaces under this project as follows:[4]

	2/70				3/70				4/70			
	OFF	AMN	CIV	TOT	OFF	AMN	CIV	TOT	OFF	AMN	CIV	TOT
Hq GEEIA	17	23	21	61	0	0	0	0	10	30	17	57
EASGER	6	6	19	31	0	0	0	0	5	39	20	64
WESGER	0	0	0	0	7	4	34	45	5	9	15	29
CENGER	0	0	0	0	7	13	47	67	0	0	0	0
PACGER	0	0	0	0	11	24	37	72	0	0	0	0
TOTALS	23	29	40	92	25	41	118	184	20	78	52	150

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The total recapitulation was as follows:

	OFF	AMN	CIV	TOT
HQ. GEEIA	27	53	38	118
EASGER	11	45	39	95
WESGER	12	13	49	74
CENGER	7	13	47	67
PACGER	11	24	37	72
TOTAL	68	148	210	426

These reductions represented a 15 per cent cut in the direct labor positions rather than the 26 per cent initially indicated. Included in the above reduction was the elimination of the Inspection Division and the Civil Engineering Staff Office for Hq. GEEIA.

The 2856th Air Base Group was reduced 7 Airman and 72 Civilian positions for a total reduction of 79 spaces.

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Shown at the last GEEIA Commanders' Conference are from the Left: Colonel Gilbert H. Bertie, Commander Western GEEIA Region, McClellan AFB, California; Colonel Orville K. Reilley, Commander Pacific GEEIA Region, Wheeler AFB, Hawaii; Colonel Peter C. Fenlon, Commander Central GEEIA Region, Tinker AFB, Oklahoma; Major General Franklin A. Nichols, Commander Headquarters GEEIA, Griffiss AFB, New York; Colonel L. L. Bradley, Commander Eastern GEEIA Region, Keesler AFB, Mississippi; and Colonel Wesley E. Britting, Commander 2856th Air Base Group, Griffiss AFB, New York.

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LAST GEEIA WORLD-WIDE COMMANDERS' CONFERENCE

Commanders of world-wide units of the Ground Electronics Engineering-Installation Agency (GEEIA) convened at Griffiss AFB from November 5-6, 1969, for what later turned out to be their last conference. Major General Franklin A. Nichols, Commander GEEIA, was the host.[5]

Attending were Colonel Orville K. Reilley, Commander, Pacific GEEIA Region, Wheeler AFB, Hawaii; Colonel Gilbert H. Bertie, Commander, Western GEEIA Region, McClellan AFB, California; Colonel Peter C. Fenlon, Commander, Central GEEIA Region, Tinker AFB, Oklahoma; and Colonel Lewis L. Bradley, Commander, Eastern GEEIA Region, Keesler AFB, Mississippi.

Col Charles K. Moran, Commander of the 2874th GEEIA Squadron, Ramstein AB, Germany, attended as the representative from the European area. Also in attendance were the GEEIA personnel serving in an engineering liaison capacity at major Air Force commands. They were: J. B. Rives at U.S. Air Force Security Services, Kelly AFB, Texas; N. L. Tonsi at Air Force Communication Services, Scott AFB, Illinois; R. F. Harwood at Aerospace Defense Command, Ent AFB, Colorado; and S. N. Appleman at Electronics Systems Division, Bedford, Massachusetts.

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Supply officers assigned to monitor the shipment of equipment from Air Materiel Areas to GEEIA work sites were also present. They were: CWO J. P. Gatlin at Sacramento Air Materiel Area, McClellan AFB, California, and Captain J. P. Carroll at Oklahoma City Air Material Area, Tinker AFB, Oklahoma.

Colonel Wesley E. Britting, Commander, 2856th Air Base Group, Griffiss AFB, was also asked to attend.

The conference provided an opportunity for the commanders to exchange ideas and to discuss mutual problems encountered in the field during the engineering, installation or maintenance of ground communication electronics facilities and equipment.

In welcoming the conferees, General Nichols commented that he was pleased with the progress made during the year in reducing scheme delinquencies, and at the same time he reminded them that his goal was zero delinquencies at the year end.

Highlight of the conference was the presentation of special awards. Western GEEIA Region again received the GEEIA Management Performance Trophy for surveillance by the Commander GEEIA, with Colonel Bertie accepting the award from General Nichols.

The dubious honor, known as the "Old Dog" Award, was presented to Eastern GEEIA Region's Colonel Bradley for having the oldest scheme on the books.

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Colonel Reilley, Commander Pacific GEEIA Region, was surprised with a Cost Reduction Award for having accomplished the highest percentage of cost reduction savings toward his first quarter fiscal year 1970 goal.

The Meritorious Service Medal for outstanding service to the United States was presented to Colonel Fenlon, Commander, Central GEEIA Region, by General Nichols. While serving as Deputy Chief of Staff of Plans and Programs at Hq. AFCS, Scott AFB, between March 1968 to July 1969, Colonel Fenlon resolved complex problems of major importance to the national security posture of the country. His contributions improved the tactical, strategic and administrative communications capability of the United States Air Force.

Central GEEIA Region was the only region to win a savings bond award.

Topics of special importance to the region commanders were presented by each of the headquarter's directorates. The impact of economy programs in relation to the availability of funds and skilled manpower to accomplish engineering installation projects was discussed by the management staff.

Of mutual interest was the briefing relative to the modernization programs for Radar Approach Control (RAPCON) and control towers, and central office telephone communication systems.

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Another feature of the conference was a demonstration of a time sharing computer, which was conducted by the Directorate of Engineering personnel.

Region sergeant majors assembled with CMSgt Walter J. Chapman, GEEIA Sergeant Major, on the new promotion programs, on-the-job training programs, on facilities available to GEEIA military personnel in the field, and other items related to morale, welfare and esprit de corps.

Ground safety personnel worldwide developed their GEEIA accident prevention plan for 1970. Reporting systems, training specials, safety inspections and surveys, and 1970 goals and statistical rates were discussed. They also toured the laser laboratory at Rome Air Development Center, Griffiss AFB, for familiarization on safety features to be applied in adjusting the laser to eliminate hazards while operating it.

Training personnel from Hq. GEEIA and the regions gathered to plan on-the-job training workshops, to identify technical training requirements on specific equipment about to be installed by GEEIA in the field, and to discuss military training and career motivation programs.

At the conclusion of the conference, General Nichols hosted the annual GEEIA Christmas party for members of his staff and the conference attendees.

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MAINTENANCE SUPPORT FOR USAFSS ANTENNAS PROVIDED BY GEEIA

A quarterly working level USAFSS/GEEIA conference was conducted on March 10-12, 1970. GEEIA's on-site maintenance support for USAFSS antennas was discussed. The following agreement was made:[6]

a. GEEIA was to provide maintenance support for USAFSS antennas classified as standard Air Force equipment in accordance with TO 00-25-108.

b. For USAFSS antennas classified as non-standard, GEEIA was to provide support to the extent of existing skills, tools and test equipment. USAFSS was to furnish all required technical data, drawings and material support peculiar to the antennas.

c. GEEIA standard bill of material type tiems were to be utilized to the fullest extent. Substitute or interchangeable type items were to be used only when authorized by USAFSS.

d. GEEIA was not to scrape, clean or paint towers or maintain CEM supporting structures classified as real property in accordance with AFM 93-1.

AUTODIN DIGITAL SUBSCRIBER TERMINAL EQUIPMENT

The Directorate of Materiel, Hq. GEEIA, was responsible for the shipment of Digital Subscriber Terminal Equipment for operational AUTODIN requirements. Initial shipments of the materiel commenced in July 1969.[7]

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The first 16 of a total of 620 sites were delivered to GEEIA installation teams in the European and Pacific areas. At the close of this historical period, a total of 81 sites had been called out. Installation was completed at 44 terminals with the AFTO 88 accomplished.

The CSAF and AFCS then restricted the call-out of DSTE terminals due to deficiencies in follow-on support from the US Army Communications Systems Agency, who was responsible for Tri-Service procurement and follow-on support.

COMBAT FOX

The Directorate of Materiel, Hq. GEEIA, received an emergency request from CINCPACAF to augment existing C-E capability in SEA under the project name "Combat Fox." This request was authorized by Hq. USAF. Total requirements were segregated into two increments to be shipped to two distinct SEA destinations.[8]

Hq. AFLC directed Hq. GEEIA and OCAMA to aggregate all major and minor items at the SMAMA assembly area for GEEIA scheme assemblies. Concurrently with this, AFLC further directed OCAMA to prepare and process an Air Force Supply Directive (AFSD) for all major equipment related to the program which were shipped to the SMAMA assembly area for marriage with the installation items.

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To obtain all items contained in the required SFEL packages, GEEIA materiel personnel mechanically programmed against available assets in the Griffiss and SMAMA storage areas. All material requirements were identified and documented by individual, distinctive SFEL package.

For expediency, and to maintain the integrity of each SFEL package, GEEIA prepared all documents required to substantiate the material shipments. Some 32,000 documents, reflecting total Combat Fox requirements to be assembled, packaged, and subsequently shipped, were sent to SMAMA for processing.

SMAMA personnel cleared a complete warehouse bay, making 6,000 square feet available for the individual SFEL requirements. Installation material was drawn from stock, placed in identified SFEL areas, inspected, crated, and marked on an assembly line concept. Thus, the Increment One and Increment Two requirements were completed within the established time-frame.

Material requirements in support of Increment One consisted of 184 SFELs containing 5,264 installation items and 144 major items. The three C-141 aircraft airlifted a combined total of 648 pieces, weighting 105,495 pounds and 29,038 cube. In addition to the 184 SFEL packages there were 1750 field phones, 500 telephone instruments, 500 miles field wire, and 30 miles of spiral four wire.

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Material requirements in support of Increment Two consisted of 91 SFELs containing 3,440 installation items and 62 major items. SEA Express was utilized for the movement of all material. Shipment consisted of 188 pieces, weighting 54,907 pounds, and 3,677 cube.

The material requirements aggregated and processed by GEEIA for Combat Fox were unique as opposed to normal scheme processing procedures. This program set a precedence for scheme aggregation of major and minor items at a central assembly point under the "Closed Loop" concept.

Hq. USAF and Hq. AFLC kept a close surveillance over the entire program progress and accomplishment.

PACAF CEM IN-THEATER STORAGE PROGRAM

To satisfy emergency situations as they arose in the Southeast Asia area, CINCPACAF felt that a quick reaction capability response should be developed to ensure the availability of material to restore "downed" ground communications electronics equipment in the field. Hq. USAF approved this concept and tasked Hq. GEEIA to develop SFEL package commodities that would meet the needs of CINCPACAF.[9]

Pacific GEEIA Region identified the major and minor equipment item requirements which were submitted to Hq. GEEIA for processing. A total of 224 commodity packages were identified under a management scheme.

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The Directorate of Materiel, Hq. GEEIA prepared some 23,000 outshipment documents, reflecting 6,200 installation items and 305 major items to support 224 individual kit/SFEL packages. These were forwarded to SMAMA for processing. The amount of materiel actions generated by this CINCPACAF request is statistically depicted below:

ITEM	DATA ELEMENT
Number Schemes	224
Number Major Items	305
Number Minor Items	6,200
Outshipment Documentation	23,000
Number Pieces	501
Weight	119,254
Cute	9.511

AN/GPA-73 IRAN PROGRAM (GERMANY)

GEEIA was tasked to perform the IRAN of the AN/GPA-73 system located at six sites in Germany. To obtain the minor items so GEEIA maintenance personnel could accomplish the IRANs, the Controlled Projects Branch, Hq. GEEIA, requested a listing of the required 452 items. Necessary actions were initiated to obtain these items from the appropriate

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Federal Supply classes and the local procurement for the NSL items. All the equipment was shipped to Ramstein AB, Germany, in time for the first IRAN start at Kindsbach. The accumulation of this equipment represented approximately $200,000.00 in the inventory.[10]

487L SURVIVABLE LOW FREQUENCY SYSTEM

The Directorate of Materiel was tasked with the responsibility to provide the installation and check-out spare support for the 487L follow-on program, as well as for the Northern Area Ultra High Frequency (NAUHF) Test Mission and the Re-Inspection and Test Mission at Ramey AFB, Puerto Rico. The latter was a segment of the basic 487L System.

This entailed the controlled movement by serial numbers of approximately 130 components of the Receiver TTY Set Radio AN/FRR-77 from Westinghouse Electric Corp., seven GEEIA Squadrons, and two GEEIA supply account locations.[11]

GEEIA's efficient control and movement enabled the timely installation of 32 scheme facilities for the follow-on program, and the reinstatement of the specific NAUHF sites and the Ramey AFB facilities to operational status without loss of manhours, material and additional cost to the government.

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ENIWETOK PHASE-DOWN EQUIPMENT DIVERTED TO SCOPE HEAD

One usually expected GEEIA material personnel to get scheme assembly items to the installation sites, but there also were times when GEEIA had to decide where to most advantageously utilize excess scheme material.

Such was the case when the CSAF ordered the phase-down of the Western Test Range station at Eniwetok by September 1969. When this decision was made, there was approximately $2 million in C-E scheme material on the atoll waiting for installation.

The decision was made to utilize the excess major items at the National Range Division C-E facilities programmed under the former Blue Swan project in support of the Western and Eastern Test Ranges. Under the current Scope Head project, there was an annual effort to upgrade these C-E facilities.

As a result, 31 schemes were cancelled, 27 major items were utilized for Minuteman III, and 22 major items were utilized at Vandenberg AFB, California, for Scope Head requirements. There were 28 excess major items which were returned to the Air Force inventory for future utilization.[12]

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MANAGING SPECIALIZED TOOLS AND EQUIPMENT FOR GEEIA

The equipment management personnel at Hq. GEEIA insured the timely acquisition of tools and test equipment used by GEEIA teams at the site locations. Some of the major ground CEM projects supported during this historical period were Scope Communications, Bamboo Tree, Scope Scoop/Scope Sand, DOD-AIMS, Blue Bar/Green Bar, AN/GPA-73, and many "L" systems.[13]

Field testing and the evaluation of the latest, potentially more efficient and economical equipment on loan from manufacturers was another prime program. This actual testing conducted under "field" conditions, proved most beneficial, not only from a GEEIA point of view but from the manufacturer's point of view because of the tremendous variation in geographical and climatic environments. Some 50 new wire/cable crimping tools, cable/wire pulling and cavuum blower fishing systems, headsets, hand tools and other equipment were adopted for GEEIA use through this method.

Another major accomplishment for GEEIA was the inclusion of GEEIA Mobile Depot Maintenance equipping allowances in Table of Allowance 713. This coordinated action completed several years of invalid allowances with the expansion to include some 1,000 items required by GEEIA.

Some 160 new units valued at over $225,000.00 were brought into the AF system in response to GEEIA's peculiar equipment requirements and

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allowances to support programs such as Circuit Conditioning, Electromagnetic Compatibility, Survey and Measurements, Radiation Hazards and Interference Reduction Programs. These new units were generally for the latest state-of-the-art equipments and were over and above the needs of GEEIA Regions and the Prototype Laboratory for standard stock-listed items.

The field testing and evaluation of new wire and cable splicing techniques and tools resulted in the authorization and adoption of PIC-A-Bond connectors and tooling to GEEIA splicing teams. The adoption of these connectors and tooling resulted in an approved Cost Reduction Program savings for the first year of $700,000.00. This was brought about through manhour savings, simplification of work methods and higher quality connections with less interruptions to service and error-free work.

During this historical period the equipment managers obtained the final delivery of 16 additional type GPC-28 AF Utility Trailers to CONUS and European GEEIA Squadrons. This quantity was in addition to 42 each previously procured for the Squadrons. These self-contained units, consisting of water pump, compressor, generator and special spot/warning/ hazard lights mounted on a 2-wheel trailer chassis, eliminated many cumbersome and individual pieces of equipment.

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Each $4,500 piece of equipment was used to provide a mobile source of power (5 KW) light, a pumping capability, and a compressor for small hand tools, pressure testing cables, and air for ventilating manholes. They proved to be well worth the investment.

During this time period, considerable effort was expended on modernizing the GEEIA vehicle fleet. For example, nine medium size crawler trenchers, Davis Model TF-1000 to meet GEEIA CONUS and European workload, were procured. These trenchers proved so successful that after seeing them operate, Hq. AFCS queried GEEIA for information data.

GEEIA also obtained 44 of the latest type new construction and maintenance trucks with a rotating hydraulic derrick and auger. The early outside plant workload was accomplished with V-17/V-18 line construction vehicles. Recognizing the need for a more modern line construction truck, a "high profile" construction/maintenance commercial truck, the McCabe Powers PM20 Polemaster was procured for GEEIA units for partial replacement of the V-17s and V-18s.

As more experience was gained, particularly with the Pacific GEEIA Squadrons in SEA, an extremely heavy duty, "low profile," state-of-the-art construction truck was developed, authorized and procured. This vehicle is rugged enough to set a 90-foot pole, yet is air transportable in a C-130. All deliveries of these vehicles were completed early in 1970.

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Further experience with medium size trenchers in the Pacific area revealed a need for tilt deck trailers to transport items back and forth between the aircrafts and the sites. Service tests of excess tilt trailers, available through the inventory managers, proved them to be unsafe and not entirely suitable.

GEEIA equipment management personnel procured 33 specifically designed 12,000 lb. capacity tilt deck trailers capable of hauling the medium size trenchers at a cost of $1,150 each. These trailers were also used for intra-site movement of scheme materials and supplies. They proved readily air transportable along with the trenchers. Without the trailers, the GEEIA vehicle inventory would have had to be increased by a significant number of truck tractors and low bed semi-trailers at a much greater expenditure.

Under the vehicle economies directed by Project 703, during FY 4/69, a thorough "grass roots" review of all GEEIA vehicle authorizations was accomplished. An initial 84 vehicles were turned in and at a later date 138 more vehicles were reduced from the inventory.

The materials handling capability was improved, particularly in the SEA area through the procurement of additional Rough Terrain Forklifts for the Pacific based GEEIA Squadrons. These facilitated the handling of scheme material, poles, cable reels and other bulky items in unsurfaced

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muddy or sandy areas. Other vehicles that proved their value were seven and 10-ton hydraulic cable trailers, industrial tractors, telephone trucks, M-151A jeeps and several types of cargo vehicles.

Transporting GEEIA team personnel received continued emphasis. Since commercial vehicles deteriorate rapidly even under adequate maintenance support, it was necessary to program a balanced fleet of M-series and commercial trucks. Consequently, M-52 Truck Tractors, M-715 Utility Trucks and M-151A jeeps were obtained for inclusion into the GEEIA vehicle fleet inventory.

A total of 176 new vehicles of 13 various types were delivered to GEEIA units worldwide. The receipt of these vehicles, valued at approximately $2.5 million for filling open authorizations and replacing obsolescent vehicles, significantly increased unit response posture to command customer requirements.

On the other hand, there also were reductions to the GEEIA vehicle fleet due to the impact of Project 703 economies. As a consequence GEEIA equipment management personnel effected realignment and redistribution actions Intra-GEEIA and Inter-Command for a quantity of 206 vehicles, totaling to $1.3 million.

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GEEIA QUALITY CONTROL MANUAL

The Quality Assurance Office, Hq. GEEIA, published a revised GEEIA Quality Control Manual which standardized quality methods and procedures throughout GEEIA. It was designed to provide information to all levels of management regarding the quality of the product in relation to the engineering, installation, and materiel aspects. Additionally, the quality of the work performance at the sites was analyzed as a management tool to determine quality trends.[14]

GEEIA's AIR NATIONAL GUARD UNITS PERFORM MISSION TASKS DURING FIELD TRAINING

One of the means used by GEEIA in accomplishing its various mission responsibilities was the assignment of its 19 Air National Guard Squadrons to perform actual site installation or maintenance work out in the field on training exercises.[15]

Work performed covered the gamut of all types of work included in the mission responsibilities, such as; outside telephone plant installation and maintenance, telephone central office installation or maintenance, revamping ground-air navigational aids or air weather systems, and the installation or rehabilitation of crypto and communication centers and huge Air Defense Command heavy radar sets.

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During the calendar year 1969, all 19 ANG Squadrons performed actual exercises at Air Force bases located throughout the United States. It was estimated that approximately 100,000 productive manhours were gained by GEEIA through their ANG units.

Another example of work performed by the GEEIA ANG Squadrons was the removal of antennas, radomes, communications cables, waveguides, coaxial cables and various other electronic equipment from a USAFSS site at Samsun AB, Turkey, for return to the Air Force inventory. This project was dubbed "Turkey Realignment." The task was started in February 1970.

Some 60 guardsmen worked about 30 days to remove the equipment, less than one-third the time allotted.

Following this task about 75 guardsmen worked about 60 days to install equipment for Project Straw Hat for USAFSS at Karamursel, Turkey. Guardsmen were sent from the 130th, 138th, 202nd, 205th, 212th, 215th, 216, 219th, 241st, 243rd, and 272nd GEEIA ANG Squadrons.

The GEEIA 202nd Communications Maintenance ANG Squadron at Cochran Field, Macon, Georgia, won the Outstanding Unit Award trophy for the third year in a row.

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ZERO DEFECTS PROGRAM

During the calendar year 1969, GEEIA personnel showed increased interest in the ZD Program. The quarterly submission of CARE Forms increased from 550 to 898. The cumulative total for 1969 was 7,597 contrasted to 5,239 in 1968.

By the same token during 1969, there were 1,287 gold awards, 2,927 silver awards, and 7,575 bronze awards.

The three significant ZD awards presented to Hq. GEEIA personnel during 1969 were (1) Group ZD Award presented to the Management Analysis Division for constant improvement in GEEIA operations resulting from the competitive aspects of the GEEIA Management Performance System. (2) Change of TDY routing of personnel to and from Griffiss AFB to Elmendorf AFB through MAC flight to McGuire AFB instead of McChord AFB as being more economical and expeditious. (3) Achievement of 100 per cent participation in the ZD Program through the personal efforts of the program monitor for the Directorate of Materiel.[16]

COST REDUCTION PROGRAM

The Air Force Logistics Command levied a dollar goal of $699,000 on GEEIA for FY 70. In February 1970, the goal was increased, as a result of additional DOD emphasis, to $1,871,000. This was a 168 per cent increase.[17]

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At the end of the third quarter, GEEIA accomplishment registered $2,522,300 or 135 per cent. Input reports for this record were received from Hq. GEEIA staff elements, the four GEEIA Regions and all staff elements of the 2856th Air Base Group.

The nature of the reports reflected management improvements in such areas as the 2845th USAF Hospital report of $1,700 cost saving through the use of disposable operating packs versus the former reuseable packs which required a full process of cleaning, sterilizing, inspection, etc., to a report of $689,800 or a 3-year savings of $2,193,800 which placed a cable splicing tool called "Pic-a-Bond" wire connector into the GEEIA installation tool kit. This new advancement in telephone cable hand tools provided the GEEIA installer with the latest labor-saving device.

Another cost reduction effort was the establishment of the Engineering Computer Application Group within the Directorate of Engineering, Hq. GEEIA, for the performance of studies to determine the feasibility of applying engineering tasks to the computer to accomplish the job faster and more efficiently at a reduced cost. Approximately $1,344,295 was anticipated to be saved in this area over the next two years.

Another significant management achievement was accomplished in the World Wide Technical Control Improvement Program (WWTICP) wherein GEEIA pursued a course to modify a DCA technical criteria for

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the AUTOVON System from the one established in 1964 to a 1970 version which required less hardware, hence less cost. In order to convince DCA of the change requirement, the Telecommunications Systems Division, Hq. GEEIA, conducted a "self-generated" study, proposed the changes to the Army & Navy and finally won DCA approval. This revised criteria should save in excess of $2 million during the next three years, and will be used as the basis for a revised MIL standard.

SUGGESTION PROGRAM

Hq. GEEIA's fiscal year goal for 1970, established as of 30 June 1969, equated to 30 per cent of the assigned strength or 76 military suggestions and 224 civilian suggestions.

As of 31 March 1970, Hq. GEEIA personnel submitted 63 military suggestions and 186 civilian suggestions. Supervisors were urged to exert maximum efforts to obtain the goal. Only 13 military suggestions and 38 civilian suggestions were needed to meet the goal.[18]

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GEEIA WORLDWIDE ASSIGNED STRENGTH AS OF 31 MARCH 1970

	DAFC	FN 07	OFF	AMN	TOTAL ASGND
HQ GEEIA	741		109	168	1018
EASGER	838	34	114	1115	2101
CENGER	505		73	641	1219
WESGER	503		94	695	1292
PACGER	272	169	99	1204	1744
TOTALS	2859	203	489	3823	7374
2856TH ABGp	2060		118	402	2580
TOTAL	4910	203	607	4225	9954

Among other GEEIA resources were the 698 Air Force Engineering Technical Services positions, 23 Contract Field Services positions, and one Field Service Reserve position.

Also from its 19 Air National Guard Squadrons, GEEIA realized advantages from the 150 Officers and 2,649 Airmen assigned to these units.

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NOTES

CHAPTER FOUR

1. GEEIA Objectives as developed by GEVP.

2. Hurricane Camille. CSAF message, 21 Aug 69. GEEIA NEWS articles, issues of Sept 2, Sept 15, and Oct 1, 1969.

3. GEEIA release to News Media on 29 Oct 69 about impact of DOD economy cuts of FY 2/70 on GEEIA.

4. Hq. GEEIA (GEV) ltr, Subj: Headquarters GEEIA Reductions under project 703 - Item 612, dated 9 Oct 69 to Hq. AFLC (MCVM); Hq. GEEIA (GEVP) ltr, subj: Project 703, 22 Oct 69 to the AFLC Met Team (SGVMG); GEG message Nov 6, 1969, to all GEEIA Commanders on Project 703 reductions. GEV ltr, subj: Status of Panel Top, 13 Jan 1970.

5. GEEIA NEWS Release 69-531 about Commanders' Conference, 9 Dec 1969 and Conference Agenda.

6. Excerpts from Staff Digest on Minuteman Support for USAFSS Antenna.

7. Data from GES on Autodin Digital Subscriber Terminal Equipment.

8. Data from GES on Combat Fox.

9. Data from GES on PACAF CEM In-Theater Storage Program.

10. Data from GES on the An/GPA-73 Iran Program (Germany).

11. Data from GES on the 487L Survivable Low Frequency System.

12. Data from GES on the Eniwetok Phase-Down Equipment.

13. Data from GESE on Equipment Management actions.

14. GEEIA NEWS article, 15 Jan 1969, "What Does Quality Really Mean".

15. Interview with Lt Col William Nesbit, Special Assistant for ANG Affairs for GEEIA.

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16. Interview with ZD Project Officer, James Rogers, GEVE.

17. Data furnished by the Cost Reduction Monitor, Mrs. Ann Tyler, GECM.

18. Hq. GEEIA (GEG) ltr, Subj: USAF Suggestion Program, April 16, 1970.

19. Assigned strength figures from Personnel Office, GEA; ANG strength, and AFETS strength from GEV.

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CHAPTER FIVE

STATISTICAL DATA AND MISSION PROGRESS

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FY 70 ENGINEERING & INSTALLATION CONTRACT SERVICES FUNDS
AS OF 24 APRIL 1970[1]

GEEIA Activity	Approved	Initiated	Obligated
Headquarters	$2,222,058	$2,222,058	$1,089,618
Eastern	827,933	826,561	764,549
Western	604,961	598,046	502,899
Central	315,745	262,273	216,285
Pacific	484,381	484,381	471,001
TOTALS	$4,455,078	$4,393,319	$3,044,352

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GROUND SAFETY

GEEIA ended the year 1969 with a new all time safety record, meeting all Air Force goals in "Mission Safety 70" Campaign. GEEIA was the only unit within AFLC to accomplish this feat.[2]

101 Critical Days Safety Campaign for 1969 showed a reduction of accidents when compared with statistics of the previous two years.[3]

	1967	1968	1969
Military Disabling Injuries	19	13	12
Civilian Disabling Injuries	4	5	0
Govt Motor Vehicles	8	14	11
Private Motor Vehicles	11	4	4
Property Damage	0	2	1
Fatal	3	1	1

GEEIA was nominated for the coveted National Safety Council's Award of Honor. It was significant to note the ground accidents in GEEIA were reduced 37.4 per cent during 1969 as compared to the 1968/1967 averages.

The one fatal accident occurred on July 11, 1969 when SSgt Donald L. Blalock, 2868th GEEIA Squadron fell to his death with a pole while

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working at a remote Alaska site. Unfortunately he intentionally violated instructions and safety procedures to expedite work.

Hq. GEEIA experienced no reportable accidents during the period Jan. 1 through March 31, 1970.[4]

ADVANCES MADE IN DATA AUTOMATION

The Burroughs 3500 Computer was installed primarily for Griffiss Air Force Base support during October 1969. After lengthy delays, approval of the GEEIA recommendation to convert and transfer GEEIA workload to the B3500 was obtained from Hq. USAF. The reprogramming of the GEEIA Management System data from the UNIVAC 1105/1004 Computers to the Burroughs 3500 was initiated and completed during the second and third quarters of FY 70 with a projected cost reduction savings of $681,000.[5]

A long distance computer communications capability was initiated between the Data Automation Division, Hq. GEEIA at Griffiss AFB and the Eastern GEEIA Region headquarters at Keesler AFB, Miss. Thus the computer at Griffiss AFB was able to provide direct data support to the Eastern GEEIA Region during a period when local support at Keesler AFB was not available. The original configuration started with

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a Data Line Terminal modified to transmit the GEEIA Management System data from the UNIVAC 1004 in Bldg 311, Griffiss AFB to another UNIVAC 1004 at the Keesler AFB terminal, using a UNIVAC 9200 Computer. During Feb. 1970, the UNIVAC 1004 at Griffiss was replaced with a UNIVAC 9300, multiplying the speed of transmission.

GEEIA BUDGETARY DATA [6]

1 July 1969 - 30 April 1970 ($ In Thousands)

Elem of Expense	Program	Obligation	%
Mil Pay	29,239.6	24,304.3	83
Civ Pay	35,827.2	29,812.1	83
Travel	10,052.5	8,414.0	84
Contracts	5,489.0	2,837.8	52
Supplies	13,745.1	9,760.0	71
Equipment	154.6	62.2	40
Other	1,553.1	1,476.6	95
TOTAL	96,061.1	76,667.0	80

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GEEIA SCHEMES ON HAND AS OF 31 MAR 1970

GEEIA schemes refers to engineering/installation workload that is a part of, or in support of, the C-E-M implementation program. Scheme workloads were for: (1) initial installation or planned modernization of facilities (2) rehabilitation of C-E-M facilities (3) removal of C-E-M facilities (4) on-base relocations and (5) minor installation orders.

The following statistics indicate the schemes on hand between July 1969 and March 1970.

July 1969	8619
Aug 1969	8600
Sep 1969	8164
Oct 1969	8127
Nov 1969	7942
Dec 1969	7648
Jan 1970	7603
Feb 1970	7380
Mar 1970	7093

The downward trend in the number of schemes continued. The drop to 7093 jobs in March marked the eighth consecutive monthly decline.

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Decreases were noted in all regions. During March 1970, 445 new schemes entered the system, 409 were completed and 323 were deleted.[7]

ENGINEERING JOBS ON HAND AS OF 31 MAR 1970

Engineering jobs covered engineering workload responsibilities beyond the direct implementation of C-E-M programs. These jobs included engineering effort associated with: (1) pre-engineering (2) electromagnetic compatibility surveys for the correction of radiation hazards that existed in the field (3) preparation of statements of work and exhibits (4) preparation of engineering surveys or studies with the objective of determining the need for updating C-E-M facilities or equipment (5) development of technical data (6) development of test standards and test capability (7) monitoring of subsystem/system tests and (8) development of facility/equipment standards.

The following statistics indicate the engineering jobs on hand between July 1969 and March 1970.

July 1969	1257
Aug 1969	1220
Sep 1969	1214
Oct 1969	1225
Nov 1969	1217

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Dec 1969	1096
Jan 1970	1071
Feb 1970	1022
Mar 1970	990

There was a consistent decrease in engineering jobs. During March 1970, 168 new job orders entered the system, 168 were completed and 32 were deleted. 8

MAINTENANCE WORK ORDERS ON HAND AS OF 31 MAR 1970

Maintenance work orders were concerned with depot level maintenance in support of T.O. 00-25-108. These jobs generally covered the following types of workloads: (1) on-site IRAN in support of IM/SSM project directives (2) modifications (3) in-house maintenance of C-E-M equipment maintenance support.

The following statistics indicate the maintenance work orders on hand between July 1969 and March 1970.

July 1969	1417
Aug 1969	1244
Sep 1969	1024
Oct 1969	899
Nov 1969	908
Dec 1969	781

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Jan 1970	743
Feb 1970	800
Mar 1970	1700

The significant increase of maintenance jobs in March 1970 was due to the FY 71 workload entering the system. Eastern GEEIA Region received the bulk of this increase. During March 1970, 1179 new work orders were entered, 182 were completed and 97 were deleted.[9]

AFTO 88 EXCEPTIONS AS OF MARCH 1970

An AFTO 88 exception identified an installation job completion, accepted by a Base C-E Officer, which still had an outstanding action to be accomplished, such as providing additional supply items or installing additional equipment. An arbitrary standard of three months was established to evaluate GEEIA performance in clearing AFTO 88 exceptions.

The number of exceptions outstanding decreased to 38 in March 1970. Central GEEIA Region maintained its level of zero outstanding. GEEIA-wide the total of schemes over three months old rose slightly to 13.

Major problems cited by the GEEIA Regions in completing the installation job were materield shortages, additional installation requirements and systems that required operational checkout or testing.[10]

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SCHEMES AWAITING APPROVAL AS OF MARCH 1970

The number of schemes awaiting approval decreased from 1480 in July 1969 to 1170 in March 1970. There were 530 schemes for the Base Wire Program, 622 CEIPs, and 18 for other programs.11

SCHEMES HELD IN ABEYANCE AS OF MARCH 1970

The total number of schemes held in abeyance throughout GEEIA increased from 240 in July 1969 to 468 in March 1970.

Some of the programs affected by hold in abeyance orders were: (1) Worldwide Control Tower Installation which was delayed pending USAF funding approval (2) Brite II system cabinet which was involved in procurement delays (3) VORTAC installation which was waiting for military construction program approval and (4) automation of weather net which was delayed due to a change in command requirements.12

FULLY SUPPLIED SCHEMES IN THE FIELD

In a letter to Region Commanders, Major General Franklin A. Nichols, Commander GEEIA, stressed the importance of improving the timeliness of materield callouts. He further stated that management should review installation jobs not started within 60 days after receipt of materiel in order to recommend retention or release of assets. Since

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premature callouts of equipment and supplies often lead to costly storage problems in the field and ineffective utilization of C-E-M assets, General Nichols reiterated that installation jobs should be started as timely as possible.

Statistical data indicated that there were slightly over 600 fully supplied schemes in the field less than six months in July 1969. These decreased to 490, the lowest level, in March 1970. For those fully supplied schemes in the field for over six months, the number ranged from 222 in July 1969 to 158 in March 1970.[13]

FIRST TERM REENLISTMENT RATES

The Air Force goal was to reenlist 35 per cent of those first term airmen eligible for retention.

The following statistics depict that GEEIA consistently fell short of this goal.[14]

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Eligible	33	35	14	16	15	52	46	38	49
Reenlisted	13	7	2	7	4	2	2	4	2
Monthly Rate	39.4	20.0	14.3	43.8	26.7	3.8	4.3	10.5	4.1
Yearly Rate	39.4	29.4	26.8	29.6	29.2	21.2	17.5	16.5	11.1

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LABOR UTILIZATION SUMMARIES

Labor Utilization Summaries prepared by the Management Analysis Division, Hq. GEEIA indicated that the direct labor percentage of total manhours expended by engineers GEEIA-wide ranged from 69.5 per cent in July 1969 to 86.8 per cent in March 1970.[15]

The established direct labor percentage goal was set at 84.7 per cent. During March 1970, Eastern GEEIA Region achieved 91.7 per cent and Central GEEIA Region reached 89.0 per cent. Falling short of the goal with the following percentages were: Western GEEIA Region - 83.9 per cent; Pacific GEEIA Region - 80.5 per cent; and Hq. GEEIA - 82.3 per cent.

The direct labor percentage of total manhours expended by maintenance and/or installation personnel ranged from 60.2 per cent in July 1969 to 75.8 per cent in March 1970.[16]

The 1969 pre-established goal was 76.9 per cent. However, a fluctuating goal was developed for FY 1970 which took into consideration manhours expended by maintenance/installation personnel for lagtime, indirect labor, acting supervision, training, duty absence and non-duty absence.

DISTRIBUTION OF ASSIGNED MANHOURS PERCENTAGE WITHIN GEEIA REGION

The distribution of assigned manhours was broken out into the five main categories, namely, engineering, maintenance/installation,

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indirect, supervision, and training. Charted by the Management Analysis Division, Hq. GEEIA on a monthly basis, the percentages in engineering ranged from 8.6 per cent to 14.1 per cent per Region. Maintenance/ Installation assigned manhours percentage ranged from 34.7 per cent to 48.2 per cent. The indirect staff support ranged from 23.3 per cent to 29.4 per cent. Supervision ranged from 13.5 per cent to 22.2 per cent. Training ranged from .7 per cent to 6.2 per cent.[17]

The charts below for August 1969 and February 1870 depict the range in these categories by Region during the early and later time frames of this historical period.

Distribution of Assigned Manhours Percentage Within Region

August 1969	Eastern	Central	Western	Pacific	Europe
Engineering	8.7	13.0	14.1	8.6	12.2
Maint/Instln	48.2	34.7	38.9	43.9	41.7
Indirect	23.9	29.4	25.3	27.2	29.4
Supervision	13.5	19.6	17.5	18.2	16.0
Training	5.7	3.3	4.2	2.1	.7
February 1970					
Engineering	8.6	10.3	12.7	9.4	Deactivated
Maint/Instln	46.2	34.9	39.1	37.4	"
Indirect	26.8	28.3	23.3	28.1	"
Supervision	13.9	20.3	22.2	19.0	"
Training	4.5	6.2	2.9	6.1	"

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GEEIA'S CUSTOMER SUPPORT - JULY 1969 TO MARCH 1970

Customer support was measured in terms of direct mission manhours expended on engineering, installation and maintenance workload performed for customer commands and other operating agencies on ground C-E-M facilities, systems, or equipment.

During this historical period of GEEIA's final assignment under the Air Force Logistics Command, GEEIA expended a total of 3,934,509 direct mission manhours. Most of these manhours were in support of ten major commands.

During the previous six-month period from January 1969 to June 1969, the highest percentage of GEEIA's manhours were devoted to PACAF. This was 18.9 per cent.

At the end of March 1970, the highest percentage of GEEIA's manhours were expended on AFCS. This was 18.3 per cent. PACAF was in second place having received 16.4 per cent support from GEEIA.

GEEIA received its workload in engineering, installation and on-site depot level maintenance from the major air commands through Air Force Manual 100-18 procedures, Air Force Regulation 375 series procedures, Technical Order 00-25-108, and through the Military Assistance Program.

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The following statistical chart depicted GEEIA's manhours utilized on ground C-E-M projects for customer commands.[18]

GEEIA EFFORT EXPENDED FOR CUSTOMER SUPPORT
July 1969 through March 1970

Customer	Manhours Expended	%
AFCS	718,654	18.3
PACAF	645,912	16.4
AFSC	447,187	11.4
AFLC	437,847	11.1
ADC	370,132	9.4
SAC	207,938	5.3
USAFE	197,327	5.0
AWS	147,876	3.8
ATC	143,195	3.6
AAC	122,815	3.1
TAC	110,197	2.8
Other	385,429	9.9
Total	3,934,509	100.0

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NOTES

CHAPTER FIVE

1. Data from Staff Digest on FY 70 Engineering and Installation Contract Services Funds.
2. Data from GEF for Final History of GEEIA dated 12 May 1970.
3. 101 Critical Days Safety Campaign for 1969 Statistics.
4. Extracted from Staff Digest.
5. Data from GECSA on Computers.
6. GEEIA Budgetary Data Status upon Transfer to AFCS as Furnished by ROBFB, Mr. Mattia.
7. Extracted from the March 1970 "Management Analysis Digest" Prepared by ROBF.
8. Ibid.
9. Ibid.
10. Ibid.
11. Ibid.
12. Ibid.
13. Ibid.
14. Ibid.
15. Ibid.
16. Ibid.
17. Ibid.
18. Prepared by Mr. Van Horn, Management Analysis Divsion, 5 June 70.

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CHAPTER SIX

BASE-WIDE ACTIVITIES

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THE 2856TH AIR BASE GROUP

The 2856th Air Base Group had the housekeeping responsibilities for Griffiss AFB.

On August 21, 1969, Colonel Wesley E. Britting replaced Colonel James B. Randels as Base Commander.

As of May 1970, key personnel of the 2856th ABGp were as follows:[1]

Deputy Commander	Lt Col John R Dunn
Base Sergeant Major	CMSgt Donald L. Fenner
Administration Division	Ivan T. Yost
Security Police Division	Capt Leo Price
Chaplain	Lt Col Paul Kilde
Comdr, 2845th USAF Hospital	Col Henry Haerle
Civil Engineering Division	Col Robert Horschman
Comptroller	Lt Col John Cole
Special Services Division	Robert Yeager
Headquarters Squadron	Lt Alfred Ferenczhalmy
Staff Judge Advocate	Col William Packer
Information Office	Richard E. Sanderson
Materiel Division	Col Felix Turnipseed, Jr.
Base Operations & Training Div.	Major George Finck (Actg)
Personnel Division	Mr. Jon Loomis
Base Services Division	Thomas B. Sheehan
Safety Division	Lt Col Richard Nelson

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GRIFFISS ASSETS, PERSONNEL AND PAYROLL

As of December 1969, Griffiss AFB had 629 buildings of various types and purposes with a dollar value of $70,551,538.

The dollar value of construction projects in progress amounted to $1,107,100.

Concrete runways and ramps throughout the base equated to a 24-foot wide highway extending for 94 miles. There were 58 miles of roads and 10 miles of railroad track. For conducting government business, personnel at Griffiss AFB had 8,450 telephones. There were 885 vehicles in the fleet.

Industrial facilities available at the base comprised 2,371,512 square feet. There was 648,260 square feet of laboratory space, 759,850 square feet of office space, and 963,402 square feet of maintenance and shop space.

Ten years ago storage facilities had 5,039,438 square feet. With the phase down and loss of the ROAMA functions, storage facilities were gradually converted either to laboratory or office space so that by December 1969 storage facilities had decreased to 2,021,139 square feet.[2]

As of December 1969, there were 8,090 civilian and military personnel assigned to Griffiss AFB. The fiscal year 1969 civilian and military payroll amounted to $67,508,599.10.[3]

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MAJOR ORGANIZATIONAL CHANGES - AIR BASE GROUP

Effective March 1, 1970, the functions of the Personnel Services Branch, excluding education services, were realigned from branch level under the Personnel Division to division status, reporting directly to the Base Commander. The new division was named Special Services, with GEBF as its organizational code. Under the division were two branches--Recreation Services Branch, GEBFR, and the Nonappropriated Fund Branch, GEBFN.[4]

The education services function was established as a separate branch under the Personnel Division as the Military Education Branch, GEBPE.

Effective April 14, 1970, the Comptroller and the Information Office, formerly assigned to Hq. GEEIA, were assigned to the 2856th Air Base Group. The Comptroller organizational code was changed from GEC to ROBF, and the Information Office was changed from GEK to ROBK.[5]

TRANSFER OF ACCOUNTABILITY FROM STEWART AFB AND NIAGARA FALLS IAP TO GRIFFISS AFB

With the closing of Stewart AFB, N.Y., and the phase-down of Niagara Falls AFB, N.Y., Griffiss AFB assumed host base responsibilities during December 1969 for the Saratoga, Benton, and Lockport Air Force Stations; the ROTC Detachments at Buffalo and Rochester Universities; and the OSI and ADC units at Niagara Falls International Airport.[6]

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This involved the management of budget dollars ranging from one to 1.4 million. Also included were all accounting and financial transactions, the complete support for all supply and equipment requirements, including duel oil, and the performance of major maintenance of buildings.[7]

The Equipment Management Office, 2856th ABGp also established computerized decks to control the equipment accountability for these locations.[8]

MAIL EMBARGO

Due to the first postal employee strike in the history of the United States Postal Department, the Postmaster General ordered an embargo on the acceptance of all classes of mail destined for the New York City, Long Island, and Patterson, New Jersey areas. The embargo included all zip codes whose first three digits were 100 - 104 and 110 - 119.[9]

Additionally all APO and FPO mail destined for Europe and the Far East was restricted. At Griffiss AFB, the embargo went into effect on March 17, 1970, and was lifted March 30, 1970.

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PHOTOGRAPH

COLONEL HOWARD BURHANNA, JR.

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BURHANNA ROAD

For the second time in the history of Griffiss AFB a street was named to honor a former Griffiss Air Force Base member.

On December 1969, Burhanna Road was dedicated in honor of the late Air Force Colonel Howard Burhanna, Jr.[10]

Colonel Burhanna, who died suddenly January 22, 1969, in North Carolina, had been cheif of the Rome Air Development Center's Procurement Division from 1956 until he retired in 1968.

Burhanna Road runs east-west past the RADC Procurement Division building and enters the center's fenced-off compound.

A number of Griffiss officials, Congressman Alexander Pirnie and Rome Mayor William A. Valentine joined Mrs. Burhanna, her son Howard III, and daughter Mrs. Bruce Phelps of Potsdam at the dedication ceremony.

Colonel Burhanna served his country over 30 years. A command pilot, he had nearly 6,000 flying hours and served in both the Caribbean and European theaters during World War II.

The first street at Griffiss AFB named to honor an Air Force member was Gaverich Road, which was named in 1942 to honor First Sergeant William Gaverich, a member of the first medical cadre to come to the Rome Air Depot.

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PHOTOGRAPH

The flagpole was moved on 29 September 1969 from in front of the old headquarters building, which burned several years ago, to this spot in front of Hq GEEIA at Depot Number One. On 30 September 1969, this flag raising ceremony was held at the new site prior to the retirement ceremony at 1600 hours. A first for Griffiss took place when civilians retired from federal service along with military personnel. Prior ceremonies had never included eligible civilian retirees.

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GRIFFISS FIRE DEPARTMENT SIGNS MUTUAL AID PACT WITH ONEIDA COUNTY

The Griffiss Air Force Base Fire Department again signed the mutual aid agreement with Oneida County during ceremonies held at the base August 14, 1969.[11]

About 360 volunteer firemen and 50 fire chiefs from the Oneida County Fire Chiefs Association assembled at the base to honor the occasion.

The mutual aid pact binds the base fire department and the Oneida County fire departments together to assist each other during a major fire or aircraft accident.

The ceremonies began with a demonstration of aircraft fire suppression given by the Griffiss fire fighters along with the Maynard and New Hartford volunteer fire departments.

Then the base firemen showed how to rescue personnel from an aircraft. They simulated how to cut hoselines to deactivate the seat ejector system, and the proper way to free the aircraft pilot from his seat and chute.

Colonel Wesley E. Britting, then Deputy Base Commander, and Robert Hess, Oneida County Mutual Aid Coordinator, signed the mutual aid agreement.

This was the second time that the Griffiss fire department entered into the mutual aid agreement.

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MOTOR VEHICLE ACCIDENTS

During calendar year 1969, the 2856th Air Base Group reduced the Air Force motor vehicle accident by 45 per cent, and the private motor vehicle accidents by 75 per cent.

There was even a greater reduction in non-reportable government motor vehicle accidents. In 1968 there were 177 non-reportable while in 1969 there were only 86 non-reportable.

The base Safety Office conducted several safety programs during the year toward the reduction of accidents. They had a Traffic Safety Education Program, gave pre-holiday traffic safety briefings at the Base Theater, publicized the 101 critical days between Memorial Day and Labor Day, and posted jumbo signs at the main entrance gates and other locations on the base.

The Driver Improvement Course was continued. Given during duty hours, this course is mandatory for military personnel who have an assessment of eight points, and for any driver adjudged at fault in an accident. Civilian personnel could also be scheduled for this course.[12]

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STATUS OF FACILITY PROJECTS

Base Exchange: Funds available for the Base Exchange amounted to $445,000. The first designs submitted by the architect exceeded this fund figure, so he was directed to redesign his drawings to stay within the dollar fund figure. It was anticipated that the architect's plans would be submitted during June 1970 to the Base Civil Engineer. The civil engineering personnel at Griffiss had a target date of June 16, 1970, to finish the specifications. Bid negotiations would then be started. It was hoped that the construction would start about September 1970.[13]

Old Chapel: Future plans called for the old chapel to be converted into a youth center. With AFLC relinguishing host responsibilities for Griffiss AFB to SAC, funds budgeted for this project by AFLC were withdrawn. It was anticipated that SAC would fund for this project.[14]

Theater: The Theater Service estimated $565,000 would be needed to construct a 500-seat theater at Griffiss. Final approval had to be obtained from the Secretary of the Air Force. The approval request was forwarded to Air Force on January 15, 1970. Upon approval, the final design would be completed, and reviewed. Then the invitations for bids would be issued. Completion date was estimated for August 1971.[15]

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Golf Course: The request for a waiver so Griffiss could have an 18-hole golf course was resubmitted on January 26, 1970. Hq AFLC approved the waiver. Mr. Foster Mackenzie was the architect designing the back nine holes. A meeting was to be held in June 1970 in Washington, D.C., to review his drawings. It was anticipated that monies from the Air Force welfare fund would be furnished for the project.[16]

Golf Course Clubhouse: A new wing was completed during June 1970 for a new kitchen and dining room. The former kitchen and dining area was added to the former lounge to make a much larger lounge area. New wall-to-wall carpeting was installed.[17]

Hospital: Monies for the new Griffiss hospital were funded in the 1971 military construction program at a cost of $6,145,000. A pre-design conference was held on February 18, 1970. The architect was hired. The hospital will include the dental clinic. A conference was to be held in Washington, D.C., during June 1970 on the conceptual design. It was hoped that the hospital would be completed by mid 1973. Current plans were to locate the hospital in the area between the new Chapel and the Silver Wings Service Club.[18]

Barracks Rennovation (400, Headquarters and 49th): The original plans called for paneling all rooms, but insufficient funds were available so the paneling was limited to only the halls and entrances. Bids for the job were to be opened during June 1970. If the bids are within the estimated cost, Hq AFLC was to furnish the monies from FY 1971 funds.[19]

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Water Storage Tank: At the rear of the old Chapel and the Officers' Club, a 250,000 gallon water storage tank was under construction in the spring of 1970 at a programmed cost of $250,000.

Since Griffiss AFB received its supply of water from the city of Rome, Griffiss civil engineers could not increase the pressure on the water lines because that would have an adverse effect on the city's water pressure. With the advantage of a large reservoir of water in the storage tank, Griffiss would be able to regulate the water pressure on the base water lines, as well as have a reserve for fire protection.

The contractor, INDO-DHEM Construction Corporation started the construction on March 2, 1970. Scheduled for completion about July 15, 1970, the actual water tank installation cost was $187,096.

Eastern Division of the Naval Engineering Facilities Command was the agency which supervised the construction. All construction for the Air Force over a certain cost is handled by the Naval Agency. Norman Clark was the resident engineer from the Navy.[20]

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ROME EXTENSION CENTER DIVISION OF MOHAWK VALLEY COMMUNITY COLLEGE

Plans for setting up an extension division of Mohawk Valley Community College at Griffiss AFB moved into high gear when the Oneida County Board of Legislators approved the center's establishment by an overwhelming vote.

Three Griffiss buildings near the Floyd Avenue gate were made available at $1.00 per year for the Center's use by Major General Franklin A. Nichols, Commander GEEIA.

Renovation and redecoration of the interior was paid for by the Rome College Foundation, an organization of civic minded individuals interested in the development of higher educational facilities in the Rome area.

The Rome Extension Center was formally opened on September 9, 1969. During the fall semester, sixteen courses were taught with an enrollment of some 650 students.[21]

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579TH UNITED STATES AIR FORCE BAND

Traveling some 300,000 miles annually by air or land to present about 250 performances, the 579th USAF Band brings the enjoyment of band music to area residents through parades, concerts, and features at school auditoriums.

The 579th USAF Band came to Griffiss AFB on December 1, 1969, from Stewart AFB which closed its doors on December 31, 1969.

An Aerospace Defense Command band, this was the first time in history for a ADC band to be assigned as a tenant at a base.

The band was composed of 35 military members--one officer and 34 airmen--all musicians.

The 579th was able to play for performances as a marching band, a concert band, or a show band in the "Glen Miller style." It had three combos for dancing, a brass quartet and a woodwind quintet.

Since assigned to Griffiss, the band gave presentations in most schools, marched in loyalty day and firemen's field day parades, performed in the Memorial Day exercises in Boston, appeared at Michigan State University, played at the dedication of the Griffiss Chapel, and played for the change of command to Northern Communications Area and for General Nichols' retirement ceremony.[22]

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FAMILY (FAM) CAMP

About two acres of Griffiss AFB land between the Mohawk River and the golf course was reserved for a travelers stop so that Air Force or military personnel traveling through the area with their trailers or campers could spend the night, or stay for several nights if they were sightseeing in the area.[23]

Spaces were provided for 10 trailers or campers. Power, electricity, water, and a latrine were available.

Although in use by May 6, 1970, the official opening was scheduled during June.

SETTLEMENT OF WATER PROBLEMS WITH CITY OF ROME

Back in 1957 residents of Pennystreet, Wright Settlement and Bell Roads complained that the construction of the main base runway and related facilities served to reduce the water table and make their wells useless or unsatisfactory.

In an effort to preclude litigation with the landowners, and in the interest of amiable public relations, the decision was made by John M. Ferry, Assistant Air Force Secretary for Installations, after much review and discussion, to provide the residents with water from the city of Rome via a main to be installed by the base up to the base boundary.

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Records in the Staff Judge Advocate's office indicate that the water line was constructed on Air Force property in the spring of 1958 by government contract, at a cost of $24,850.00. The project included the installation of 4,700 feet of 8-inch unlined steel pipe. According to personnel employed in the Base Engineer's office, this pipe acquired from Camp Drum was salvaged from the Redistribution and Marketing Branch.

In conjunction with the laying of the base connection, the city laid a main along North Bell Road to serve several homes involved. The residents at that time paid $11,500 for the 1,850 feet of main and related work.

From early 1958 to January 1964, the water line "compromise" apparently operated without undue incident. On January 24, 1965, Mr. E. Griffith, Rome attorney, wrote to the Base Commander to file a complaint for real property owners along North Bell with Griffiss AFB relative to rusty water from the steel pipe.

Considerable correspondence then was written as to which party had responsibility for correcting the situation. Through letters to their congressmen, congressional leaders were also brought into the dispute between the city of Rome and Griffiss.

In June 1969, City Engineer Stephen H. Zingerline said he proposed to base officials that a 12-inch line be laid from the main city trunk at Ridge Mills across Wright Settlement Road, utilizing the bridge over the Mohawk to connect with the North Bell main.

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He estimated the trunk line cost at $1,500, and proposed that the Air Force pay the $7,500 estimated cost of a 6-inch extension, the same as any other outside district petitioner, with the city to pick up the difference.

After several months of negotiations the City Council of Rome decided that it would take full responsibility for the construction of the water main on Wright Settlement Road.

A letter from Maj Gen Nichols, Commander GEEIA, to Congressman Alexander Pirnie on October 13, 1969, advised the congressman that the City of Rome's Board of Estimate and Contract on October 1, 1969, authorized Mayor Valentine to enter into a contract with Ross Graves Construction Company for the construction of a new water main on the Wright Settlement Road. The Ross Graves Construction Company laid the line at its low bid price of $22,326.

The 1,250 foot line from a 20-inch trunk at Ridge Mills was connected to the 6-inch main at the corner of Wright Settlement and Pennystreet Roads.

The long-standing problem of the rusty water was resolved on December 1, 1969, with the opening of a 12-inch main from Ridge Mills to replace the steel line from Griffiss AFB.[24]

GRIFFISS AIRCRAFT

On January 10, 1970, Griffiss AFB lost its only T-39 to Wright-Patterson AFB, Ohio. This was followed by the loss of its only C-54 on June 1, 1970, to Ramey AFB, Puerto Rico.

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Replacement aircraft received by the base was a T-29A which arrived on January 15, 1970, from Warner Robins AFB, Georgia. This aircraft was followed later on by a second T-29A which came from Tinker AFB, Oklahoma on May 15, 1970.

The T-29A was a 24-passenger aircraft.[25]

DISPOSAL OF OLMSTED HOUSING STATUS

With the deactivation of Middletown Air Materiel Area at Olmsted AFB, Pa., and the closing down of this base, the 2855th Air Base Group at Olmsted was assigned responsibility for the final disposal of the government's real property.

The 2855th ABGp was scheduled to be discontinued effective July 1, 1968. So prior to that date, on June 13, 1968, the accountability of the remaining base property was transferred to the jurisdiction of the Civil Engineering Division, 2856th Air Base Group at Griffiss AFB, NY.

Roughly this consisted of the Capehart Housing units on base known as Meade Heights, which were later acquired by Penn State University on November 20, 1968. The hospital area was also sold to Penn State.

Additionally included were the Lanhan Act Housing in the Middletown Borough which was commonly known as the Pine Ford Acres Family Housing Annex. This annex was disposed of by the General Services Administration.

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As of May 1970, the Griffiss civil engineering office had only a .60 acre tract of land 1,183 feet of railroad track remaining for disposal. A letter was forwarded on May 25, 1970, by Col Robert L. Horschman, Chief Civil Engineering Division to the Corps of Engineers, Baltimore, Maryland, which requested that consideration be given toward the transferral of accountability of these last two items to the GSA, effective July 1, 1970.[26]

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PHOTOGRAPH

NEW CHAPEL INTERIOR

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NEW BASE CHAPEL

Four hundred people attended the dedication of the new base Chapel on Sunday, May 31, 1970. Preceding the formal dedication, Maj Gen Franklin A. Nichols presented the facility to the Installation Chaplain, (Lt Col) Paul R. Kilde.[27]

Air Force Logistics Command (AFLC) Chaplain (Col) Paul Tomasovic delivered the main address.

Ground for the multi-faith center was broken on Easter Sunday, 1969. Built in a wooded area on Kirtland Drive, the center seated 504 personnel. It also afforded an activity room with kitchen facilities, classrooms and offices.

The new Chapel Center was beautified with seven stained glass windows. Donations from Griffiss personnel raised $4,335 for the redesign of three windows from the old chapel building, and the design and fabrication of four new windows.

The Ten Commandments window, located to the left of the altar area, was given by the officers, airmen and civilians of GEEIA.

Immediately next to it is the Hand of God window, a gift of the officers and airmen of the 49th Fighter Interceptor Squadron.

The Trumpet window, located closest to the altar in the East wall, was contributed by the officers and airmen of the 416th Bomb Wing.

Donated by the Officer's Wives Club, the new Bible window was the one placed furthest from the altar.

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Located between the two are the three memorial windows moved from the old chapel building.

The Hosanna window was given in memory of Capt Posie M. Clinton, who was, for part of his career, Gen Dwight Eisenhower's pilot, and died March 23, 1950. Organizations who contributed to the redesign and relocation of this window were the 2019th Communications Squadron, the 579th Air Force Band, the 211C and 211S Field Training Detachments, the Office of Special Investigations, the 2701st Explosive Ordnance Disposal Squadron, the 15th Air Weather Detachment, the Resident Auditor USAF, and the NCO Wives.

The Lilies and Crown window was given in memory of four RADC men: Colonel Paul C. Schauer, Major Russell B. Kraus and A1C Frederick W. Walker, all who died January 10, 1954, and 1st Lt Charles R. Rough, who died January 24, 1954, as the result of an aircraft crash. RADC people, civilian and military, contributed for this window.

The Dove window, in memory of Major Charles J. Boise, Jr., who died March 25, 1950, was donated by the 2856th Air Base Group.

Bronze plaques were installed next to each of the memorial windows to identify the contributing units.

The chapel was also equipped with an unusual loudspeaker system that provided an equal level of sound to every seat in the room.

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The building was also equipped with a conduit for a closed circuit television system. Future plans called for the TV facility to be used as a visual aid in the religious education program, allowing many students to hear a single instructor or to see a film. It was also planned to have a ground line which would allow Sunday church services to be piped to bedridden patients at the base hospital.

A Blessed Sacrament Chapel was located in a small room next to the chapel sacristy. Here the Blessed Sacrament was kept when Catholic services were not being held. This chapel was also used for meditation and baptisms.

The seven classrooms of the new center, plus three more, which are created by moving dividers in the activity room, housed the one division of the base religious education program. Other divisions continued to hold classes in building 709 and 710 adjacent to the old chapel.

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PLAN FOR ADMINISTRATIVE RELOCATIONS (PAR)

On March 3, 1969, Colonel Curtis L. Frisbie briefed General Nichols on the future utilization of various Griffiss AFB facilities.

The proposed plan was the culmination of a series of facilities reviews and periodic actions by the Host Base Activity to prepare for effective utilization of facility resources following the phase-out of the Rome Air Materiel Area and the resultant reduced scope of base activity.

Approved by General Nichols on April 4, 1969, an implementation plan for the consolidation/utilization of base administrative facilities was prepared by Civil Engineering. On June 13, 1969, a Plan for Administrative Relocations (Project PAR) was initiated. Distribution of the plan was made to all Air Base Group Divisions and tenant organizations on that date.

The total plan (PAR) was intended to provide for proper and full use of the permanent and best available administrative facilities and to vacate those obsolete and inadequate facilities for adherence to the Facility Disposal Program. As approved, Project PAR provided that:[28]

a. Building 14 would become a Personnel Actions Center, occupied by the Chief of Personnel, Military and Civilian Personnel, the Administrative Services Division of the Air Base Group and the AFLC Manpower team. Non-administrative area included the existing cafeteria, Occupational Health/ Military Public Health, and a proposed Photo Lab in the basement.

b. Building 428 would be used as a Services Center - with Base Services Division, Personnel Services, Family Services, Red Cross, and the offices plus courtroom of the Judge Advocate.

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c. Building 309 would become a Consolidated Training Center, containing Ground Training, Traffic Safety Training, Civilian Training, Military Training, and the Syracuse University Resident Center. Centralized classrooms would be for general use.

d. Building 301 would be utilized completely by Civil Engineering Division, placing the Division management adjacent to consolidated shops.

e. Building 115, already occupied (approximately half) by the Air Training Commands 211C and 211S Field Training Detachments, would be the new location of the Procurement Branch of the Material Division (locating the Branch adjacent to the building housing the Division Office as well as other related functions) and be the new home of the Resident Auditor and the Hq GEEIA IG.

f. Building 1, Headquarters GEEIA, was approved as the location of the Base Commander and his staff of Deputy Commander, Base Sergeant Major, and clerical personnel. The move displaced the Office of Information to a vacant area still within the Headquarters and provided a suite for the Base Commander. Other related PAR moves placed the Administrative Services Division's Publication Branch and Records Storage into a combined warehouse and administrative facility of Building 6 and proposed that the vacated courtroom (Building 412) would be the new home of the Headquarters Squadron.

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As of June 15, 1970, physical moves completed in accordance with the Project PAR plan (plus deviations) included:

a. Building 14 was occupied by the organizations as stated in the plan with the exception that the photo lab was not currently planned for relocation to Building 14.

b. Building 428 relocations were completed for Base Services, Personnel Services and Family Services. Work for the Judge Advocate requirement was in progress. The Red Cross moved to Building 14 instead to be adjacent to Military Personnel. The safety Division, not originally scheduled for move, was also relocated in this building.

c. Building 309 schedule slipped with work completed for only Ground Training. The remaining work was in process and no further changes were anticipated.

d. Building 301 was occupied by the Civil Engineering Division in accordance with the plan.

e. Building 115 was occupied in accordance with the proposal with the exception of the GEEIA IG who remained in Building 1.

f. The related moves noted are not complete. The Publications Branch was relocated to Building 6 as proposed and the Base Commander relocated to Building 1 but the Headquarters Squadron was not in 412 as the facility was still used as a courtroom.

Required facility maintenance and alteration for approved PAR relocations was accomplished by in-house Civil Engineering forces. The physical moves of furniture, etc. were accomplished by coordinated efforts of Air Base Group Divisions.

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SUMMARY OF MOVES

ORGANIZATION	FROM	TO	APPROX. DATE
Publications Branch	115	6	15 Aug 1969
Military Personnel	428	14	10 Sep 1969
Procurement Branch	14	115	20 Oct 1969
Resident Auditor	1	115	4 Nov 1969
AFLC MET	14	14	15 Nov 1969
Red Cross	428	14	19 Dec 1969
Administrative Services	301	14	5 Jan 1970
Civilian Personnel	301	14	19 Jan 1970
Office of Information	1	1	26 Jan 1970
Base Commander	301	1	9 Feb 1970
Safety	921	428	12 Mar 1970
Base Services Division	301	428	17 Mar 1970
Special Services Division	301	428	24 Mar 1970
Civil Engineering Division	309	301	15 Apr 1970
Ground Training Branch	308	309	15 Jun 1970

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CHAPTER SIX

NOTES

1. Data from Base Commander's Office.
2. Data from the Base Civil Engineering Division.
3. Data from the Accounting and Finance Division.
4. Extracted from Daily Bulletin, 5 March 1970.
5. Extracted from Daily Bulletin, 14 April 1970.
6. Extracted from Staff Digest.
7. Interview with Mr. Ray Boehlert, GECB.
8. Interview with Capt Kelley, Equipment Management Office.
9. GEBAM Ltr, Subject: Mail Embargo, dated 18 March 1970.
10. Special Order G-24, 30 Dec 1969 and RADC News Release 69-328 on Burhanna Road.
11. News Release 69-365, August 15, 1969, on Mutual Aid Pact.
12. Minutes of the 2856th ABGp Integrated Safety Council Meeting, 26 Feb 1970.
13. Data from Base Civil Engineer.
14. Ibid.
15. Ibid.
16. Ibid.
17. Ibid.
18. Ibid.
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21. Mohawk Flyer article, Base Donates Buildings to House Rome Extension, 28 August 1969.

22. Interview with MSgt Kranz, 579th USAF Band.

23. Data furnished by Base Civil Engineer.

24. Data from Staff Judge Advocate files and GEG ltr Subject: Replacement of Water Line Connection to Bell Road Area, 28 Feb 1969.

25. Interview with Major George Finck, ROBO.

26. Interview with Mr. Thomas, Chief Real Property Branch, Civil Engineering Division and ROBEPR ltr Subject: Olmstead AFB, dated 25 May 1970.

27. Extracted from Mohawk Flyer, May 27, 1970.

28. Data furnished by the 2856th ABGp Civil Engineering Division.

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CHAPTER SEVEN

HONORS ACCORDED TO GEEIA

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GENERAL THOMAS P. GERRITY LOGISTICS AWARD

GEEIA won second place among all major Air Force units in the General Thomas P. Gerrity Logistics Award program for outstanding accomplishment of its mission.1

Winning this award was a singular distinction for GEEIA and Maj. Gen. Franklin A. Nichols ranked this achievement among the top ten accomplishments at the 1969 end-year review.

The award was based upon GEEIA's accomplishment of its engineering, installation and maintenance functions as well as on its on-site depot level maintenance and emergency restorations.

Also noted was how GEEIA reacted to emergency conditions resulting from hurricanes, earthquakes, etc., and when high priority programs of national interest require immediate action to provide facilities.

GEEIA's monthly average of schemes on hand was more than 8,000 which included installation, rehabilitation, removals or relocations and minor installation orders. Each month GEEIA averaged more than 1,000 on-hand engineering jobs and 1,200 maintenance work orders.

The percentage of completions without exceptions illustrated the professional manner in which GEEIA accomplished its workload. During the first quarter of fiscal year 1969 the percent was 98.1 per cent. For

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the second quarter of fiscal year 1969, GEEIA obtained 98.9 per cent and the third quarter's per cent was 98.5.

GEEIA SUPPORT TO HQ. TAC's CORONET BARE BASE EXERCISE

How to move tactical forces with their supporting facilities quickly was a problem even with military commanders in ancient times.

Rapid deployment continued to be a problem in today's aerospace age. When a tactical force moved to an airfield, they had to have an operational strike capability or show of force only hours after arrival.

Toward this goal the Tactical Air Command (TAC) developed concepts for light, air transportable, reusable shelters and base support equipment of modular design.

These were used during an actual demonstration exercise at North Field, South Carolina during October 1969, when a tactical fighter wing was transported to a bare base, offering no physical facilities other than a runway, taxiways, parking area, and a source of water.

Upon completion of this bare base demonstration known as Coronet Bare, GEEIA received high praise for its expeditious support and fine cooperation from General William M. Momyer, commander TAC.2

Many tasks were performed by GEEIA several months in advance to prepare for the actual exercise.

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Last January, TAC asked for assistance in the engineering design of telephone, intercomm, radio and metro communications and radar scopes for the bare base shelters, which would be provided through the Ogden and Warner-Robins Air Materiel Areas. After consultation with AFLC, this job was assinged to GEEIA.

Approximately 700 shelters were involved. Panels made from laminated foamboard flashed on both sides with a polyurethane cover or aluminum, were pre-wired. GEEIA engineers prepared the wiring diagrams, cost estimates, and ordered the necessary equipment.

During the installation phase in the summer months of 1969, teams from the 2870th GEEIA Squadron, Hill AFB, Utah pre-wired the transportable shelters being assembled at Ogden Air Materield Area. Hill AFB, Utah for this bare base concept.

Intercom equipment was installed. The shelters were wired for telephone and intercom quick disconnect plugs and jacks for direct hook-up to the master communications system network stations. Once transported to the site, as soon as electrical power was plugged in, all shelter facilities would be operational.

At Warner-Robins Air Materiel Area, Robins AFB, Ga., teams from the 2860th GEEIA Squadron at that base, performed similar pre-wiring tasks on the shelters being assembled there.

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Other GEEIA teams installed the wiring for the master communications system network stations at the TAC Wing Headquarters Command Post, the TAC Fighter Squadron Command Post, the Weather Forecast Shelter, the Civil Engineering Operations Maintenance Shelter, and the various types of maintenance shelters. This was also accomplished during the summer months.

The next phase toward the Coronet Bare base demonstration called for a simulated training exercise in an isolated area at Seymour Johnson AFB, North Carolina to ensure that the developmental power distribution system was operable.

In September 1969, request for assistance was again made by Hq. TAC to GEEIA. This time trenching equipment was needed.

GEEIA personnel from the Directorates of Operations and Materiel at Hq. GEEIA, Griffiss AFB, and from the GEEIA Regions at McClellan AFB, Calif., Tinker AFB, Okla., and Keesler AFB, Miss. worked together to screen which GEEIA communication-electronics schemes would be least affected by the loss of trenchers.

With the available trenchers identified, GEEIA equipment management officers next pinpointed the exact area where the trenchers were working or where they were down for shop overhaul. Then they decided which trenchers could be spared.

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GEEIA trucked one trencher from the 2860th GEEIA Squadron, Robins AFB, Ga. to Seymour Johnson AFB, No. Car. Two trenchers were airlifted from Patrick AFB, Fla. and another one was airlifted from Andrews AFB, Md.

Based on experience gained during the training exercise, TAC notified GEEIA that the three small-tracked trenchers were inadequate due to the volume of trenching required in hard ground. The larger trencher worked fine. Three substitute large tractor-mounted trenchers were requested to be at North Field by Oct. 10, 1969 to prepare for the demonstration between Oct. 14 and Oct. 27, 1969.

This gave GEEIA's equipment management officials about eight days to decide which ones could be spared and to get them to the demonstration field.

In fulfillment of this request, trenchers were sent from the 2861st GEEIA Squadron, Griffiss AFB, N. Y.; the 2862nd GEEIA Squadron, Patrick AFB, Fla.: and the 2865th GEEIA Squadron at Chanute AFB, Ill.

Upon conclusion of the successful demonstrations that proved the feasibility of the developmental bare base mobile shelters and equipment, GEEIA was commended by General Jack G. Merrell, commander AFLC, for "its fine performance and 'Can-Do' attitude" in support of Coronet Bare.

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This demonstration showed that mobility concepts were practical. In the future, instead of building costly fixed bases in foreign countries, the United States Air Force would have the capability to deploy full wings or any of their elements to any geographical area in the world to meet an emergency.

GEEIA PERSONNEL WIN PRAISE FROM GENERAL NICHOLS FOR REDUCING DELINQUENT SCHEMES FROM 1700 TO ZERO

At the beginning of calendar year 1969, Major General Franklin A. Nichols discussed the 1,700 delinquent schemes carried on GEEIA's books, and stated that he wanted to be able to brag at the end of 1969 that GEEIA had no delinquent schemes. This was a goal that he asked everyone in GEEIA to help him meet.[3]

One of the aggressive management devices instituted by General Nichols to reduce these delinquencies was the command and control room. This specially designed room was equipped with data display boards to portray the progress and problem areas of every engineering, installation and maintenance job assigned to GEEIA.

Data, from computer cards received daily from each GEEIA Region, was posted to these boards, showing an accurate accounting of each region and squadron workload.

Each day, the GEEIA Commander and his staff was briefed on the status of every job assignment, every GEEIA team by skill composition,

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the percentage of job completion, manpower requirements, dollar expenditures, and the status of supplies and equipment. Orders were than issued to correct job deficiencies and to insure that all requirements were adequately met.

Another management device was the bane of all Region Commanders. Known as the "Old Dog," this sad-faced hound mounted on a plaque represented the oldest scheme on the books, and to the embarrassed Region Commander receiving the "Old Dog," it meant that he better get his people "cracking" to complete the delinquency.

At the end of Oct. 1969, when the General learned that there were still one hundred eleven delinquent schemes he sent a message to his Region Commanders to express his appreciation to each man and woman for the job well done, but he also reminded them that his goal still was to be met.

He asked in the final two months of 1969 that each delinquent scheme be completely monitored to ensure that everything required to complete the scheme was done.

According to the records GEEIA Regions had the following delinquent schemes: Eastern 15, Central 3, Western 7, Pacific 56, and Europe 30.

By mid-December 1969, there were six delinquent schemes left. There were four contract jobs in Western GEEIA Region, all of them at

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Vandenberg AFB, Calif. Three were CCTV schemes, and one was a microwave job.

The other two delinquencies were at Eastern GEEIA Region. One was a FCC-32 multiplex system at Balikeshir, Turkey, and the other was a cable job at Eglin AFB, Fla. Both were in-house jobs.

All six delinquencies were completed by the end of December 1969. As evidence of intense work activity as the calendar year drew to a close, GEEIA completed a total of 301 jobs during the last two weeks of 1969. In fact several jobs were completed which were scheduled for completion sometime during calendar year 1970.

On January 1, 1970, General Nichols started the new year with not a single delinquent scheme on the books.

In a letter to all GEEIA personnel he said, "Faced with this task and initially not too much faith, we began to believe that we could improve not only in our work, but in our attitude. We became the "Can Do" agency. He continued, "You have eliminated all delinquent schemes. You have just accomplished what was previously described as an impossible task."

He concluded his letter, "GEEIA personnel throughout the world whether in remote or hostile locations under all weather conditions and without regard to personal privation or hardships have in the finest

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tradition of the United States Air Force accomplished a mission that will inspire pride and esprit for those that follow."

PEACE TOPAZ

During the period between October 9th to November 3rd, 1969, a GEEIA team composed of a radar engineer, electrical engineer, structural engineer, telephone engineer, and a supervisory engineer were guests of the Imperial Ethiopian Air Force. Under provisions of the Military Assistance Program, they reviewed four locations selected by the Ethiopian government to recommend the site most suitable and accessible for an AC&W Station.

Since the four sites were widely dispersed, the team covered a 900-mile expanse, ranging from blazing desert waste areas to volcanic ash mountain regions. They were airlifted by C-54 aircraft or helicopters furnished by the Ethiopian government.

Most of the time they camped out in the bush country with only primitive support facilities available, eating native food and "C" rations.

Upon their return to Hq. GEEIA the team prepared their survey report and developed the engineering requirements plan.

The GEEIA team was praised for their professional engineering efforts by Brig. Gen. G. W. McCaffrey, chief of the U.S. Military Assistance Advisory Group to Ethiopa.4

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GEEIA SOLVES RADAR FREQUENCY INTERFERENCE PROBLEMS FOR SAFEGUARD ANTI-BALLISTIC MISSILE SYSTEM

Following measurement tests for electromagnetic propagation path-losses around Minuteman missile sites, GEEIA personnel won high praise for their superior efforts to achieve electromagnetic compatibility of Air Force equipment.

Back in 1968 it appeared that the Sentinel Anti-Ballistic Missile (ABM) system would be located to defend the Minuteman missile system. The Minuteman was the Air Force's strategic missile deterrent to general war.

It was the most complex system in the world, short of the proposed Sentinel, but it was not clear what the electromagnetic compatibility impact would be between the Minuteman and the Sentinel.

GEEIA was charged with the responsibility for the QFIRC study as the single focal point under AFLC for areas of the Department of Defense Electromagnetic Compatibility Program. Hq. GEEIA was represented on the Ad-Hoc Air Force Committee on Safeguard radar frequency interference problems.

During the period between June 1968 and July 1969, GEEIA personnel under great personal sacrifice and physical hardship, collected data during the winter storms and spring floods in North Dakota and Montana.

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This data was studied and analyzed to isolate and identify the required measurements for predicting the susceptibility of the Minuteman to the Safeguard radar signals. The electromagnetic propagation path-losses were also determined.

The GEEIA RFI team finalized their tests and made their recommendations in time to permit the Air Force to prepare the electromagnetic compatibility program to keep the missiles ready.

Lieutenant General Marvin L. McNickle, Deputy Chief of Staff for Research and Development at Hq. USAF, praised the work performed by the GEEIA personnel stating, "GEEIA's service has been invaluable in the Sentinel-Minuteman analysis."[5]

Major General William W. Snavely, Deputy Chief of Staff for Materiel Management, Hq. USAF, added his command's appreciation to Major General Franklin A. Nichols, Commander GEEIA, for the professional performance of his people.

PRAISED FOR PLANNING COMPUTER COMMUNICATIONS NETWORK TO SERVE THE AEROSPACE DEFENSE COMMAND

Henry J. Buss and George J. Morris were praised by four commanding generals for their technical development plans for a computer communications network to serve the Aerospace Defense Command (ADC). Both were engineers assigned to the Directorate of Engineering, Hq. GEEIA.[6]

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Known as the Aerospace Defense Command Integrated Command Control System (ADICCS), it provided this operational command with an automated system for forces control and resources management.

The system afforded the ADC Commander the capability to instantaneously appraise and control all his operations. Following issuance of his orders, he would be able to study their impact and transmit any additional instructions.

First the GEEIA engineers studied the entire organizational structure of the command to learn how it functioned. Then they explored the command's future potential in order to ensure their recommended system would be adequate for several years.

Other factors they considered involved the weaving together of the new system between the ADC units, the air divisions, and the command headquarters. Final plans concerned the hook-up with communications lines such as Automatic Digital Network (AUTODIN) and Automatic Voice Network (AUTOVON).

Since it was GEEIA's responsibility to engineer and install the system, the GEEIA engineers provided technical advice to Electronic System Division (ESD) personnel to ensure adequate environmental and operational conditions were considered in designing the system.

They also worked on the electrical interface of the various message entry devices with the communication lines. They developed the physical layouts and floor plans for the facilities.

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Coordination was effected with other agencies and bases, so that the civil engineer officer at a base where consoles for the system were planned for installation would have advance knowledge of his responsibilities and monies required.

Plans called for the elimination of the manual method of transmitting command control information by telephone and teletypes.

The proposed system envisioned using on-line processors at command level, format message composer consoles at unit levels, and remote data processor query consoles at both air division and command level. There would be a large panel display at the headquarters command post.

Basically the system consisted of high speed message entry devices and storage memory units tied into communication lines.

Data programmed into the consoles would be in a specified format. The operator would press a button to have the format data already programmed into the memory bank flashed on the attached television screen.

Then the operator would add only the variable data to update the memory bank--something like filling in the blank spaces.

Provision was made so the data in the consoles could be transmitted to higher headquarters by AUTODIN. At air division questions could be referred to memory banks via AUTOVON. Commanders at all levels would hold conferences over the consoles via AUTOVON.

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The 900 page final plan document consisted of 16 sections, covering all technical facets such as facilities, data communications, message entry devices, data displays, civil engineering, hardware, funds, and manpower requirements.

The complimentary letters of appreciation for their high quality professional job were received from Lt Gen Arthur C. Agan, Commander ADC, Gen James Ferguson, Commander AFSC, Maj Gen Joseph J. Cody, Jr., Commander ESD and Maj Gen Franklin A. Nichols, Commander GEEIA.

GEEIA INSTALLED WEATHER RADAR AT OKLAHOMA UNIVERSITY

GEEIA cooperated with the Air Weather Service to install a CPS-9 weather radar set at Oklahoma State University for a special project associated with a "tornado watch" of the well known "Tornado Alley."[7]

Started in January 1970, the weather radar tower was erected, the antenna pedestal installed, and all electrical components and cables were connected by March 1970.

As a native son of Oklahoma, Maj General Franklin A. Nichols, Commander GEEIA, commissioned the weather radar, along with his father, Senator Allen G. Nichols of the Oklahoma State Legislature.

Dismantled at Stewart AFB, Tenn., and reinstalled at the Oklahoma State University project site, Stillwater airport, for special weather research, the 75-foot tower and antenna would detect thunderstorms within a 250-mile radius.

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William L. Hughes, Head, School of Electrical Engineering at Oklahoma State University, expressed the university's gratitude to General Nichols, and extended thanks from the personnel working on the THEMIS Project. He further stated his pleasure that the radar was operational for Oklahoma's spring storm season.

APOLLO 11's BUZZ ALDRIN WAS A GEEIA TEAM CHIEF

If someone told you that a GEEIA Team Chief went to the moon, you had better believe it because it was true.

In a letter to Aldrin shortly before Apollo 11 left Cape Kennedy on its historic flight to the moon in July 1969, Major General Franklin A. Nichols, Commander GEEIA, notified him of his selection for the honorary title.[8]

A GEEIA hardhat accompanied the letter. On it was inscribed the words, "Colonel Aldrin, Apollo 11 Moon Flight, Honorary GEEIA Team Chief."

In his letter to Aldrin, General Nichols said, "It would be in the finest Air Force tradition if you would honor GEEIA by installing the first communications equipment on the moon and affix a GEEIA installation label to it as our honorary representative."

Captain Robert Utz of the 2868th GEEIA Squadron, Elmendorf AFB, Alaska, originated the idea and prepared the special hardhat.

Thus, Astronaut Colonel Edwin E. "Buzz" Aldrin was an honorary GEEIA Team Chief when he followed Neil Armstrong out the hatch of the lunar module and became the second man in history to walk on the moon's surface.

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GENERAL NICHOLS COMMENDED FOR ESTABLISHING A BRANCH OF MOHAWK VALLEY COMMUNITY COLLEGE AT GRIFFISS

Major General Franklin A. Nichols, Commander GEEIA, received a letter from General Jack G. Merrell, Commander AFLC, commending him for the exemplary manner in which he furthered relations between the Air Force and the civilian community of Rome, New York. He wrote, "I am fully cognizant of your distinguished, untiring efforts in the establishment of a branch of the Mohawk Valley Community College in Rome. This is the type of community relations support that has earned this Command such an enviable reputation throughout the Air Force."[9]

The Rome Extension Center was made possible by the donation of three buildings in the 900 area of Griffiss AFB for use by MVCC. After refurbishing, the new center provided 18 classrooms, lounges, offices and facilities for late afternoon as well as evening classes, with emphasis on social sciences, technical fields and English.

The Center was officially opened on September 9, 1969, with Major General Franklin A. Nichols, Commander GEEIA, cutting the ribbon.

During the fall semester, sixteen courses were taught with an enrollment of some 650 students. There were 27 faculty members employed by MVCC as part-time instructors at the Extension Center.

Dr. W. Stewart Tosh, MVCC president, stated that the Griffiss extension was an important step forward for higher education in Rome.

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PHOTOGRAPH

Major General Franklin A. Nichols, Commander GEEIA, and Emlyn Griffith, of the Rome College Foundation, hang the sign designating the new Rome Extension Center established on-base. Buildings 901, 904, and 905 were set aside for this new educational facility. August 1969.

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COMPLIMENTARY LETTERS ON GEEIA'S ACCOMPLISHMENTS

As GEEIA's deactivated date approached, complimentary letters from the major air commands were received by the Commander GEEIA.

General James Ferguson, commander Air Force Systems Command, wrote that the merger of the Air Force Communications Service and the Ground Electronics Engineering-Installation Agency (GEEIA) would terminate one of former Air Force Logistics Command organizations which provided outstanding service to his command.[10]

General Holloway, commander Strategic Air Command, extended his appreciation to the GEEIA staff for their outstanding efforts in support of the Strategic Air Command. He cited the constant improvement in the response and approach of GEEIA personnel to the unique problems of SAC during General Nichols' tenure. In particular he praised GEEIA's responsiveness to SAC's requirements in Southeast Asia and the manner in which GEEIA provided Command Control Communications and Air Traffic Control facilities, vital to SAC's mission.[11]

Lieutenant General Sam Maddux, commander Air Training Command, complimented GEEIA for its high standards of technical proficiency and personal dedication. He cited some of GEEIA's exceptional performances in support of his command. The transfer of Columbus AFB, Miss. from

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SAC to ATC required numerous and substantial changes to the C-E inventory and configuration, which were expeditiously accomplished by GEEIA. A requirement to relocate a GCA unit at Williams AFB, Ariz. coupled with a change of equipment type and short lead time operational date, placed an unusual workload on GEEIA, but the job was completed with minimum interruptions to mission requirements. Additionally GEEIA personnel met the request for emergency assistarce on training GCA and VOR installations rapidly and effectively.12

As Major General Paul R. Stoney, commander Air Force Communications Service, passed these complimentary letters along to the GEEIA commander, he stated that he was confident that in our new organization the same professional accomplishments of the engineering, installation, and mobile depot mission would continue. He envisioned the combined team of AFCS and GEEIA as a major step in enhancing the communications electronics posture of the United States Air Force.13

WHAT IS A GEEIAMAN?

Somewhere between the freckle-faced, burrheaded, wide-eyed innocence of a Lackland recruit and the sophisticated, balding, horn rimmed, educated eyes of the degree bearing engineer, we find the foot weary, nimble fingered countenance of a GEEIAman.

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The GEEIAman is found in every size, shape, condition and country from Thule to Honolulu, from Elmendorf to Cape Kennedy, from Madrid to Manila. The base comm officer loves him, gophers in prairie states despise him, custom officials quiz him, service clubs welcome him and Uncle Sam pays him.

He is efficiency with wire cutters in his hands, experience with knowledge in his head, imagination with improvisation at his side and quality with fatigues on his back.

A GEEIAman has the intestinal fortitude of a tight rope walker, the energy of a three year old, the curiosity of your favorite maiden aunt, the lungs of Tarzan and the professionalism of a family doctor.

He likes tape, solder, pole climbers, polygon panels, well written tech orders, letters from home and good transient quarters. He isn't much for slogans, posters, speeches, clutter, clatter or waste.

No one else is so early to the MAC terminal or so often away from home. No one else can cram two star drills, seven different reamers, three wire strippers, one cold chisel, five C clamps, four hand shovels, a blowtorch, a post hole digger, three drift pins, an orangewood stick, and a pendulum astrolobe into his gear without forgetting his supply of sox, two clean shirts, and T.O. 31-1-8.

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A GEEIAman is a small boy with a crystal radio kit in his lap and a masters degree on the wall. You can keep him away from home; but, you can't keep him from finishing his job. You can frustrate his peace of mind; but, you can't frustrate his ambition. You can top his jokes; but, you can't top his work. He's your Paul Revere, your favorite telephone installer, your site surveyor, your Paul Bunyan, your most traveled friend and your ground C-E requirements "Can-Do" man. [14]

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THE GEEIA EMBLEM

Against a blue background representing space and the limitless bounds of GEEIA's functions, a globe in the lower right corner represents GEEIA's world-wide mission. A lightning flash, the symbol of Communications-Electronics emits from the globe.

The gear wheel inscribed in the globe indicates GEEIA's engineering capabilities and accomplishments, while the large star encircled by five smalier stars represents Hq. GEEIA and the five Regions.[15]

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CHAPTER SEVEN

NOTES

1. GEEIA News Release, Dec 15, 1969, entitled "GEEIA Achieves Second Place - Gen Thomas P. Gerrity Logistics Award."

2. GEEIA News Release, Dec 15, 1969, entitled "GEEIA's Role in Coronet Bare Exercise" and GEG Ltr, Subject, Coronet Bare, dated 19 Nov 1969 with attached MCG Ltr, 12 Nov 69 and General Momyer Ltr, 12 Nov 69.

3. News Releases on Delinquencies or Old Schemes extracted from the GEEIA News dated Nov 15, 1969, Dec 15, 1969, and Jan 15, 1970.

4. News Release in GEEIA News, March 1, 1970, on Ethiopian Adventures Related by GEEIA Engineers and GEG Ltr, Subject, Ethiopian Radar Survey Team, 25 Nov 1969, with attached MAAG Ltr, 4 Nov 69.

5. Hq. USAF (AFRDC) Ltr, Subject, Letter of Appreciation, Mr. John E. Wagner, dated 25 Aug 69 and Hq. AFLC (MCN) Ltr, Subject, Letter of Appreciation, 11 Sep 69.

6. Hq. AFSC (SCG) Ltr of Appreciation, 24 Nov 69, Hq ADC Letter of Appreciation, 30 Nov 69, ESD Letter of Appreciation, 2 Dec 69, and GEG Letter of Appreciation, 10 Feb 70.

7. Ltr from Mr. Hughes, Oklahoma State University, 16 Mar 1970.

8. Extracted from GEEIA News, Sept 2, 1969.

9. Hq AFLC (MCG) Ltr, Subject, Commendation to GEG, Gen Nichols, 22 Sept 69.

10. Hq AFSC (SCG) Ltr of Appreciation to GEEIA, 23 Mar 1970, forwarded by Hq AFLC (MCG) Ltr, 30 Mar 1970 to GEEIA.

11. Hq SAC (CINC) Ltr of Appreciation to GEEIA, 24 Apr 1970, forwarded to Hq AFLC, thence to to Hq AFCS to GEEIA.

12. Hq ATC (C) Ltr of Appreciation to GEEIA, 27 Apr 1970, forwarded to Hq AFLC, thence to Hq AFCS to GEEIA.

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13. Hq AFCS (CSCCR) Ltr of Appreciation to GEEIA, 15 Mar 1970.

14. Extracted from GEEIA News, May 28, 1964.

15. Ibid.

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APPENDIX - SUPPORTING DOCUMENTS TO FINAL GEEIA HISTORY
JULY 1969 - MARCH 1970

NUMBER	SUBJECT
1	Rome Sentinel, Oct 9, 1969, "New Electronics Center at Griffiss Is Considered."
2	AFCS/GEEIA Conference 27-28 Oct 1969.
3	Rome Sentinel, 18 Nov 1969, "Chamber Pledges Effort for Housing."
4	Utica Daily Press, 19 Nov 1969, "C of C Vows Effort to Meet Proposed Air Force Merger."
5	Utica Daily Press, 23 Dec 1969, "Senator Javits Contacts Pentagon on GEEIA."
6	Daily Press, 25 Nov 1969, "Pirnie Assures Rome on AFB."
7	Rome Daily Sentinel, Dec 11, 1969, "AFCS Transfer Decision Due Soon."
8	Daily Press, 16 Dec 1969, "GEEIA Move Unconfirmed."
9	Rome Daily Sentinel, 15 Dec 1969, "Survey Team Suggests AFCS Go To Missouri."
10	Rome Daily Sentinel, 12 Dec 1969, "1,270 Housing Units Being Built or Planned For Area, AF Is Told."
11	Observer Dispatch, 30 Dec 1969, "Major Decisions Pending on AF Base."
12	Kansas City Times, 2 Jan 1970, "AF Official Plans Visit Here."
13	Rome Daily Sentinel, 9 Jan 1970, "Pirnie To Inspect Midwest Bases As Part of AFCS-GEEIA Study."
14	Rome Daily Sentinel, 14 Jan 1970, "Chamber President Asks Members to Urge Merged Facility at GAFB."

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NUMBER	SUBJECT
15	Letter from Mayor Valentine, City of Rome, to Maj Gen Nichols, Commander GEEIA, Jan 19, 1970.
16	GEEIA Commander's letter to Hq AFLC civil engineer, Subject, Release of Government Land for Housing, 22 Jan 1970.
17	Message 141728Z Jan 70, that Mr. Turner would visit AFCS bases, and Griffiss AFB.
18	Rome Daily Sentinel, 23 Jan 70 "Pentagon Team Visits GAFB."
19	Visit of Mr. Turner, 23 Jan 1970.
20	Harry Daniels, Co. Executive, letter to Mr. Turner, 23 Jan 1970.
21	Rome Daily Sentinel, 23 Jan 1970, "Washington Parley On GEEIA Set."
22	Rome Daily Sentinel, 26 Jan 70, "Pentagon's Decision In a Month."
23	Daily Press, 26 Jan 70, "Rockefeller's Joining GAFB Effort Might Swing Pendulum In Our Favor."
24	Rome Daily Sentinel, 27 Jan 1970, "Where We Stand in GEEIA Situation."
25	Syracuse H-J, 31 Jan 70, "Goodell Joins Forces to Safe AF Unit."
26	Status of GEEIA Campaign, 2 Feb 1970.
27	Observer Dispatch, 5 Feb 70, "Effort to Keep GEEIA In Rome Described as Best Yet."
28	9 Feb 70, Memo to Neal L. Moylan, Commissioner New York Dept of Commerce.
29	Syracuse H-J, 19 Feb 70, "Rocky Picks Panel to Save AF Facility."

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NUMBER	SUBJECT
30	Rome Daily Sentinel, 21 Feb 70, "State and Area Support to AF."
31	Post Standard, 23 Feb 70, "Office Space Search Stirs Optimism."
32	Rome Sentinel, 26 Feb 70, "State Sending Delegation" and "County Approves Land Transfer."
33	Rome Daily Sentinel, 28 Feb 70, "Council Offers Wright Park Land."
34	Rome Daily Sentinel, 4 Mar 70, "Consolidated HQ Going West."
35	Observer Dispatch, "GEEIA to Become GEA" and "After GEEIA, Rome Ready to Secure Future."
36	Rome Daily Sentinel, Mar 5, 1970, "GAFB Survives Cutbacks."
37	Press Conference Notice.
38	Hq AFCS Press Release 70-38, Mar 6, 1970.
39	Rome Daily Sentinel, 4 Mar 70, "Shift of 541 Civilian Posts to Missouri Base Scheduled."
40	Special Order GA-9, 24 March 1970.
41	Minutes of 1 April 1970, Hq GEEIA Staff Meeting.
42	April 1, 1970 message from Maj Gen Stoney.
43	Special Order GS-7, 12 March 1970.
44	Special Order G-24, 1 April 1970.
45	Programming Plan 70-1, Deactivation and Activation of AFCS/GEEIA Units.
46	AFCS/GEEIA Consolidation Brochure, 31 March 1970.
47	GEG Ltr, Subject, Activation of Hq GEEIA Steering Committee, 19 Mar 1970.

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NUMBER	SUBJECT
48	MCK Message from Commander AFLC, Gen Merrell, on 1 April 1970.
49	GEG Ltr, Subject, Hq. AFCS/GEEIA Merger Communications, 26 Mar 70.
50	Special Order GA-20, 15 Oct 1969.
51	Special Order GS-21, 16 Oct 1969.
52	EASGER/EupGER Merger--Authorizations extracted from PP-691R.
53	Identification and Location of GEEIA Units Worldwide.
54	Special Order G-62, 2 April 1970.
55	GEEIA News Release No. 69-460, October 16, 1969.
56	GEEIA News Release No. 69-505, 6 Nov 1969.
57	Hq AFLC (MCG) Ltr, Subject, AFLC System Manager Program, 26 Nov 1969.
58	Elimination of AFLC System Manager Program, 2 Dec 1969.
59	Ltr GEOC, Subject, System Manager Program, 10 Apr 1970.
60	Program History--AUTODIN (July 1969 through March 1970).
61	Program History--IJCS-PAC (July 1969 through March 1970).
62	Program History--Secure TV Link, Ent AFB.
63	Project Peace Ruby.
64	Scope Communications.
65	Spintcomm and Criticomm.
66	World Wide Technical Control Improvement Program.

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NUMBER	SUBJECT
67	Intrusion-Detection System for Burglary Protection.
68	Rivet Switch.
69	Integrated Program for Air Base Defense (IPAD).
70	Conversion of Range Telemetry System (CORTS).
71	Category II Runway Visual Range (RVR).
72	GEEIA Support of RADC Optical Radar Program.
73	AN/CPS-9 Meteorological Radar for Oklahoma State University.
74	Solar Telescope Projects at Federal Hill, Greece.
75	Message on Hurricane Damage and notes on transfer of EASGER to operational control of GEO temporarily.
76	GEEIA Commander's Conference Agenda.
77	News Release on economy manpower cuts.
78	AUTODIN DSTE Program.
79	Combat Fox.
80	PACAF CEM In-Theater Storage Program.
81	AN/GPA-73 Iran Program (Germany).
82	487L Survivable Low Frequency System.
83	Scope Head.
84	Equipment Management Division.
85	What Does Quality Really Mean.
86	Project 703 Manpower Reductions.

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NUMBER	SUBJECT
87	Status of Panel Top Manpower Reductions.
88	USAF Suggestion Program.
89	Engineering & Installation Contract Services Funds.
90	Ground Safety Data.
91	GEEIA Projects & Programs Accomplished--Burroughs 3500.
92	GEEIA Budgetary Data.
93	Mail Embargo--Postal Strike.
94	Special Order G-24, 30 Dec 1969.
95	RADC Release #69-328, Burhanna Road.
96	Safety Council Meeting Minutes.
97	GAFB Retention Statistics.
98	GEEIA Effort Expended for Major Command Customer Support.
99	Replacement of Water Line Connection to Bell Road Area.
100	Olmsted Air Force Base, Pa.
101	GEEIA News Release #69-453 on Gen Gerrity Award.
102	GEEIA Release #69-548 on Coronet Bare Exercise for TAC.
103	Ethiopian Radar Survey Team.
104	GEG Ltr of Appreciation to John E. Wagner, 17 Sep 1969.
105	GEG Ltr of Appreciation to George Morris and Henry Buss, 10 Feb 1970.
106	Oklahoma State University letter to GEEIA Commander, 16 Mar 70.

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NUMBER	SUBJECT
107	Letter of Commendation from Gen Merrell to Maj Gen Nichols, 22 Sep 1969.
108	Letter of Appreciation from Hq AFLC to Hq GEEIA, 30 Mar 1970.
109	Letter of Appreciation from Hq AFCS to Det 15 (AFCS), 15 May 1970.

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New Electronics Center At Griffiss Is Considered

By FRITZ S. UPDIKE

The Air Force is considering a consolidation of missions that would make Griffiss AFB its center for ground electronics systems.

A decision will be made by the end of the year with implementation by July of 1970.

Should this happen it would materially increase personnel — particularly civilians — at Griffiss AFB. If it does not come to pass, there is another plan in the works which would maintain personnel strength at about the present 8,000 level, even if Ground Electronics Engineering Installation Agency (GEEIA) is eventually moved from Rome.

The Defense Department will issue, later this month, a list of some 80 installations which will be closed or reduced in functions. Griffiss AFB, Rep. Alexander Pirnie has been informed by the Air Secretary, is not on the list.

The Congressman was told Griffiss AFB has "total health."

Involves ESD

The consolidation under study for Griffiss would involve Rome Air Development Center (RADC), GEEIA, Air Force Communications Service (AFCS) and certain elements of Electronics Systems Division (ESD). AFCS is at Scott Field, Ill.; ESD at Bedford, Mass.

This would be a "cradle-to-grave" concept, putting together under one command and at one base the research, development, installation, maintenance and use of all types of Air Force ground electronics devices.

A reliable source tells The Sentinel:

"This makes so much sense it probably will not happen."

Housing Big Factor

One of the problems which might mitigate against this plan would be the requirement for some 4,000 additional family housing units in the Griffiss AFB area.

The reported merger of GEEIA and AFCS, The Sentinel learns from sources outside Rome, is definite whether or not the four-way organization is established. GEEIA presently has headquarters at Griffiss AFB.

Should the all-inclusive concept be rejected, for housing, political, or other reasons, the new AFCS-GEEIA group may eventually be relocated in Hamilton AFB, Calif., with the ESD elements in question coming to join RADC at Griffiss AFB. The eventual departure of GEEIA to some degree would relieve the housing demand.

The major plan calls for the dissolving of Electronics Systems Division (ESD) of Air Force Systems Command, at L.G. Hanscom Field, Bedford, Mass., with some one-third of that operation being shifted to Rome, one-third to Washington, D.C., and one-third to Dayton, Ohio.

Of Great Prestige

Creation of a ground electronics systems organization would result in the location here for a considerable number of off-base contractor representatives, considerably more than at present.

If carried out, this project would establish Rome as the center of Air Force ground electronics and assure the expanding future of Griffiss AFB.

The Air Secretary told Congressman Pirnie he could expect Griffiss AFB to continue to have about the same 8,000-personnel strength regardless of what changes current studies might produce.

8,023 at GAFB

The personnel — military and civilian — totals at Griffiss AFB as of this date are:

Headquarters, GEEIA, 930; 2861st GEEIA Squadron, 300; 2845th Air Force Hospital, 231; 2856th Air Base Group, 2,550; Rome Air Development Center, 1,430; 416th Bombardment Wing, 1,700; 49th Fighter-Interceptor Squadron, 450; other, 432; total, 8,023.

The Sentinel sources see the all-inclusive consolidation as the ultimate possibility which may not come to pass but which is under serious consideration. Should this not be adopted, there is a reasonable assurance of an addition of scientific personnel at Griffiss AFB.

Doubted at ESD

While there are rumors among ESD personnel of impending changes, the idea of the dissolution of Electronics Systems Division is not accepted in that command. It doesn't look likely here, was one unofficial reaction, due to the fact that the Air Force is presently engaged in expanding housing facilities there.

The Belleville, Ill., newspaper yesterday carried a story reporting the possibility of AFCS moving to Hamilton AFB.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13441

REPLY TO ATTN OF: GEV

SUBJECT: AFCS/GEEIA Conference, 27-28 October 1969, at Hq GEEIA

TO: GEK

1. Following is agenda and schedule of events for the AFCS/GEEIA Conference to be held at Headquarters GEEIA for the period 27-28 October 1969:

a. 27 October (Conference will be held in GEG Conference Room)

SUBJECT	TIME	OPR
GEEIA Organization and Mission	0800-0830	GEV
GEEIA Management System	0830-0900	GEV
Project 703 Impact	0900-0930	GEV
AFLC Support	0930-1000	AFLC
Break	1000-1015	-
Hq GEEIA/2856th ABGp Relationships	1015-1045	GEB/V
Host Base/Tenant/Satellite Relationships	1045-1130	GEB
Hq GEEIA and AFCS Counterparts Arrange for Continued Meeting at 1300 hrs	1130-1145	-
Lunch	1145-1300	-
Counterpart Working Group Meetings	1300-1630	-

b. 28 October

Counterpart Working Group Meetings	0800-1430	-
AFCS Personnel Depart GAFB	1430-1500	-

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2. Attachment #1 contains a listing of visiting AFCS personnel, organizational assignment and security clearances. In addition, the attachment contains the most current information on the Hq AFLC Team that will attend conference.

3. Attachment #2 contains a listing of Hq GEEIA attendees at conference scheduled on 27 October between the hours of 0800-1145.

Francis A Kelly

FRANCIS A. KELLY, Colonel, USAF
Chief, Plans and Management Office

2 Atchs:
1. AFCS/AFLC attendees
2. GEEIA attendees

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LIST OF AFCS ATTENDEES

Name	Orgnl Assignment	Security Clearance
Colonel Milton J. Scott	Comptroller	TOP SECRET
Ralph P. Wessel	"	" "
Arthur L. Berbyshire	"	" "
Colonel Roscoe Murray	Civ Eng	" "
Captain James Garbart	" "	" "
Lawrence Donna	" "	" "
David R. Morgan	" "	" "
Colonel Wayne P. Orr	Office of Info	" "
Joe H. Wilson	" "	" "
Captain Dennis J. Berens	Admin	" "
CMSgt Paul Potish	"	" "
Lt Colonel Thomas K. Wyseman	Judge Advocate	" "
Lt Colonel M. L. Henry	Inspector General	TS/Crypto
Colonel E. R. Dayton	Materiel	" "
Lt Colonel F. W. Sixt	"	" "
Captain Joe Mullins	"	" "
Gordon Wernz	"	SECRET/Crypto
Colonel Jesse F. Swan	*Plans & Prog	TS/Crypto
Colonel Marvin E. Key, Jr.	* " "	" "
Colonel Thomas E. Ivey	* " "	" "
Colonel James R. Hyde	* " "	" "
Paul Flam	* " "	TOP SECRET
Lt Colonel Nelson Kasten	" "	TS/Crypto
Lt Colonel Roy Anderson	Flight Fac	TOP SECRET
Myrl J. Piokering	Personnel	" "
John R. Cavanaugh	Operations	" "
Major Raymond D. Wheeler	"	TS/Crypto
Major John D. Gore	Plans & Prog	TOP SECRET

NOTE: * Identifies Steering Committee

In addition to the above a Hq AFLC team of 10 people will also attend conference. The team will be lead by Colonel F. Bockelman, Jr. (MCVM). The names of the AFLC attendees will be furnished when supplied by Hq AFLC.

Atch #1

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LIST OF GEEIA ATTENDEES

Organization	Number
GEA	1
GEI	1
GEK	1
GEL	1
GEC	1
GEV	2
GES	1
GEE	2
GEO	2
GEB	7

Atch #2

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in Air Force installations around the world.

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Expans of Griffiss Missions

Chamber Pledges Effort for Housing

Rome Sentinel
18 Nov 1965

The Rome Area Chamber of Commerce has moved to assure the Air Force it is prepared to do all it can to provide whatever community services — particularly housing — the Air Force will require in any expansion of missions at Griffiss AFB.

Directors of the Chamber took this action Monday in light of indications that AF Communications Service headquarters will be moved to Griffiss AFB and after receipt of a report of the Chamber's housing committee.

The committee requested:

1. That a letter be sent to the Congressional delegation in regard to retention of existing Griffiss AFB missions and the welcoming of larger responsibilities there.

2. That a letter be sent to the commander of GEEIA giving assurances that every possible step will be taken to provide suitable family housing for personnel associated with new missions at the base and to alleviate existing housing shortages.

3. That a letter be sent, when needed, to all who want to expand existing Rome or area activities or to locate here to the effect of assuring all-out effort to provide suitable family housing.

Andrew J. Ryan, Chamber president, dispatched this letter to Congressman Pirnie:

"The Rome Area Chamber of Commerce has learned of the study now in progress as to the feasibility of uniting Headquarters, AF Communications Service, and Headquarters, GEEIA. As a member of the Armed Services Committee you are, without doubt, familiar with this.

"The availability of housing could be a factor which would influence the Air Force decision. We know of your representations to the Air Force as to the desirability of the use of all the facilities available at Griffiss AFB. Such a decision would accomplish this goal.

"The Rome Area Chamber of Commerce has established a housing committee, composed of representative members in the field, under the chairmanship of Benjamin H. Shiffrin, a retired Air Force colonel and in the 1950s base commander at Griffiss. A report of this committee is attached.

"The Rome Area Chamber of Commerce has been in consultation with the Utica Chamber and has been assured of that organization's cooperation. This housing problem is an area one.

"This letter is to request that you personally assure the proper Air Force officials — at the highest appropriate levels — that the Rome Area Chamber of Commerce is prepared to do all in its power to meet whatever community services — particularly housing — the Air Force will require.

"Your influential service in this respect is appreciated."

Housing Report

The housing committee report included:

"We acknowledge difficulty in bringing about an increase in availability of adequate housing . . .high cost of suitable land, non-availability and-or high cost of money, uncertainty of requirement, etc., all add to the difficulty.

New College Noted

"We have heard stories about new industries and added workloads to existing ones becoming discouraged from coming to our area because of lack of suitable housing. . .It has become evident we cannot limit our interest to Rome alone but must broaden our area of concern to what may be called the Rome-Utica Metropolitan Area. Our principal interest, of course, is in people who work and live in Rome.

"The committee takes special note of the new State University of New York Upper Division College. This new activity, of extreme importance to Rome, will be located a short 10 miles to the east. We should do all we can to encourage the faculty and staff to live in Rome. Within the next five years, we will require no less than 400 family housing units.

"Currently, Rome has 2,640 substandard housing units. As Rome grows older, this number will increase unless something is done about it. We must take care of the housing needs of our citizens displaced by the Urban Renewal program and in such a way that replacement housing is on our tax rolls.

"As for Griffiss AFB, the community should recognize the importance of adequate housing for military and civilian personnel. By now we have all become familiar with base closing and major readjustments in mission...

"Let's take a look at Griffiss AFB. As of now, about 500 military families are housed inadequately in the community as judged by Air Force and Department of Defense criteria.

Waiting List

"There are 739 Capehart military family housing units on base, all occupied, with a waiting list...these were built in the late 50s because Rome and her neighbors could not provide adequate family housing support to the growing military mission. Today, even this sort of government on-base housing for military personnel is becoming almost impossible to get. Instead, missions and personnel are assigned elsewhere where community support is more favorable.

"Adequacy of housing for its civilian personnel is more difficult to assess since there is no routine USAF program to determine it. However, new missions bringing significant numbers of additional civilian personnel from other locations may hinge on available housing. Many of the civilian employes of Griffiss AFB now live outside the Rome area..."

In Contact With State

The committee reported it will keep the Congressional delegation informed, would assist those interested in locating in Rome would enlarge its contacts with the State Division of Housing and Community Renewal with the objective of providing a greater number adequate family units, current and future, and look into the housing needs of the Upper Division College and take steps to provide them in Rome, if possible.

On the housing committee with Col. Shiffrin are Frank Clark, Leon A. Clifford, Thomas A. Clinton, Joseph J. Egan, Albert H. Humez and Edward D. Parry.

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C. of C. Vows Effort To Meet Proposed Air Force Merger

Utica Daily Press
19 Nov 1969

By JONAS KOVER

ROME — The Chamber of Commerce assured the Air Force this week that it would do all it can to provide community services — especially housing — for an additional 1,000 personnel at Griffiss AFB if a proposed merger of commands occurs.

Reacting to an Air Force study which may result in the consolidation of Headquarters AF Communications Service (AFCS) and Headquarters, Ground Electronics Engineering Installation Agency (GEEIA), Andrew J. Ryan, chamber president, wrote a letter to Congressman Alexander Pirnie.

The letter reported the results of a housing committee study which said the committee would assist those interested in locating here, would enlarge contacts with the state Division of Housing and Community Renewal to obtain a greater number of housing units, and would try to provide them in Rome.

Although there has been no determination of an AFCS transfer from Scott Field, Ill. to Griffiss and other air bases under consideration, if authorized it could mean the addition of some 1,000 personnel at Griffiss.

• • •

SHERWOOD BOEHLERT, executive assistant to Congressman Pirnie, said yesterday that the study to remove AFCS from Scott AFB has been under way for some time, with no determination as of yet.

It would basically be an economic move to cut operating budgets by splicing two similar Air Force components, he said. Pirnie, as a ranking member of the House Armed Services Committee, has been on top of the events and has conferred with various Air Force officials about Griffiss Boehlert said.

The congressman, in a one-hour talk with Dr. Robert Seamans, secretary of the Air Force six weeks ago, informed him that Griffiss has the facilities, land, labor forces and strategic location for additional commands, Boehlert said.

Pirnie told Seamans that he was hopeful that if a change is considered, the units would be added to Griffiss as it has more of a capability than other bases, he said.

Boehlert added that the congressman suggested to the Chambers of Commerce of both Utica and Rome that the Air Force be informed of their "immediate response capability" to such increase so that an idea of the community facilities may be readily available.

• • •

THE ROME Chamber of Commerce housing committee suggested:

1—That a letter be sent to the congressional delegation in regard to the retention of existing Griffiss AFB facilities and the welcoming of larger responsibilities there.

2—That a letter be sent to the commander of GEEIA assuring him that every possible step will be taken to provide suitable family housing for personnel associated with new missions and to alleviate existing housing shortages.

3—That letters be sent, when needed, to all who want to expand existing Rome or area activities or to locate here, to assure that all-out efforts will be made to provide suitable housing.

The housing committee report acknowledged "difficulty in bringing about an increase in availability of adequate housing" due to high cost of suitable land, non-availability of money and uncertainty of requirements.

"It has become evident we cannot limit our interest to Rome alone, but must broaden our area of concern to what may be called the Rome-Utica Metropolitan Area," the report said.

It noted that in the next five years the city will require no fewer than 400 housing units, and that currently there are

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Sen. Javits Contacts Pentagon On GEEIA

U. S. Sen. Jacob K. Javits has urged Defense Secretary Laird and Air Force Secretary Seamans to give consideration to consolidating Air Force Communications Service with GEEIA at Griffiss AFB.

Telling the top military civilian leaders that he was "deeply concerned" about reports of consolidation of Headquarters, GEEIA, with the Communications Service headquarters at Richards Gebaur AFB, Mo., Sen. Javits said, in a telegram:

"As you know, I am strenuously opposed to the disproportionate share of reductions in defense personnel and facilitiees New York has sustained since 1960. My analysis of these personnel reductions and transfers on a state-by-state basis reveals that while the Defense Department's civilian employment has increased 27.6 per cent between 1960-1968, civilian employment in New York has diminished by 40.5 per cent in that same period.

"After losing two-fifth of its civilian defense employes between 1960-1968, New York lost another 6 per cent of these employes as a result of the department's October 1969 directive.

"Moreover, the number of military employes in the state were reduced by 8 per cent between 1968-1969 and another 14 per cent were lost under the October 1969 directive."

Utica Daily Press
24 Dec 69

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Pirnie Assures Rome on AFB

ROME — Congressman Alexander Pirnie (R-New Hartford) has assured Romans that Air Force officials have been "thoroughly briefed" on his (Pirnie's) interest in strengthening Griffiss AFB.

The congressman's remarks were in reply to a letter from Andrew J. Ryan, Chamber of Commerce president, which asked that he (Pirnie) inform appropriate Air Force officials of the Chamber's preparations to assist in meeting a need for housing.

Congressman Pirnie, high-ranking Republican members of the House Armed Services Committee, said he was working closely with Rome Mayor William Valentine and that all concerned will be posted as regards information on matters affecting Griffiss AFB.

He cited September and November meetings with Secretary of the Air Force Robert C. Seamans Jr. including a discussion of the possible merger of the Air Force Communications Service and the Ground Electronics Engineering Installation Agency.

He noted that such a consolidation may not occur, noting that an initial rumor to that effect came to his attention some five years ago. He added that a number of high-level studies have resulted in AFCS remaining at Scott AFB, Ill.

Rep. Pirnie said he feels the area should maintain a perpetual inevntory of available housing and have an immediate response capability plan to meet any emergency requirements.

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ROME DAILY SENTINEL Thursday, December 11, 1969

— Editorial Opinion —

AFCS Transfer Decision Due Soon

Transfer of Headquarters, AF Communications Service, from Scott AFB, Illinois, to Griffiss AFB may be decided before the end of the month.

Detailed studies of the benefits possible in moving the headquarters of AFCS to Rome to combine it with Headquarters, GEEIA, have been completed and will be presented Dec. 15 to higher levels of the Air Force.

Decision, it is known, will hinge on the economy factor. If the long term savings in combining the direction of the missions of GEEIA and AFCS outweigh the immediate cost of making the transfer the Rome base is likely to receive up to 1,000 additional personnel, many of them military.

If this happens, the future of Griffiss AFB will be much brighter in these days of cutbacks in the military services.

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The Utica Daily Press 16 Dec 1969

GEEIA Move Unconfirmed

ROME — Reports that the Air Force Council has been asked to make a move that could take GEEIA away from Griffiss Air Force Base could not be confirmed by Rep. Alexander Pirnie's Washington office last night.

The council did meet yesterday but whether it was asked to transfer Headquarters Air Force Communications Service to Missouri instead of Rome could not be verified, according to a Pirnie aide.

There had been a strong indication that AFCS would be moved to Griffiss where it would absorb the command functions of GEEIA (Ground Electronics Engineering Installation Agency) which is headquartered at Griffiss.

Should the Air Force Council move AFCS to Richards Gebaur Air Force Base in western Missouri as reports indicate, a decision on the fate of GEEIA would be expected to follow.

An Air Force survey team which has been studying the AFCS move since 1964 reportedly ruled out Griffiss because there's more space and housing on the Missouri base and it would cost less to move from Scott Air Force Base in Illinois where AFCS is now located.

There are more than 1,000 personnel involved in the AFCS move. GEEIA's command function at Griffiss has 800 military and civilian employes.

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Daily Sentinel, Rome NY
15 Dec 1969

WRUN AM—1150 • WRUN FM—104.3

Survey Team Suggests AFCS Go to Missouri

By FRITZ S. UPDIKE

An Air Force survey team was to recommend to the Air Force Council today that Headquarters, AF Communications Service, be transferred from Scott AFB, Ill., to Richards Gebaur AFB, in western Missouri.

Until a few days ago, there was strong indication that Headquarters, AFCS, would be moved to Griffiss AFB where it would absorb the command functions of Headquarters, GEEIA.

The Air Force Council, composed of several lieutenant generals and the Vice Chief of Staff, Air Force, will pass the recommendation on to the Air Force chief of staff. From AF Headquarters it would go to the Secretary of the Air Force and then to the Secretary of Defense.

If finally accepted, the status of GEEIA in Rome would be up for decision, it being likely that AFCS will absorb GEEIA command functions.

The recommendation went against Griffiss AFB because of the availability of space and housing at the Missouri base at a less expensive cost of conversion. Headquarters, 10th Air Force, an Air Defense command, is leaving Richards Gebaur AFB.

There are more than 1,000 personnel slots involved in the transfer of AFCS.

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22 Dec 1969

DAILY SENTINEL, ROME, N.Y., MONDAY EVI

Report by Chamber

1,270 Housing Units Being Built Or Planned for Area, AF Is Told

A report on Rome - Utica - Oneida area housing submitted by the Rome Area Chamber of Commerce to top Air Force officials puts at 1,270 the housing units under construction or planned for a spring start and says 400-600 more will be initiated under state programs.

"These new units," according to the report over the signature of Andrew J. Ryan, Chamber president, "should house adequately all personnel now assigned to Griffiss AFB and personnel who might come to Griffiss by virtue of mission realignments. If more units are needed, more will be built."

The information for the report was compiled by Chamber's housing committee, Benjamin H. Shiffrin chairman.

Follow-Up Letter

The letter is a follow-up to one written Dec. 17 in connection with reported consideration by the Air Force of consolidation of the Air Force Communications Service with the Ground Electronics Engineering Installation Agency at Griffiss.

It took note of last Thursday's meeting of area civic leaders with officials of the State Division of Housing and Community Renewal.

"We have surveyed the rental units now available or under construction," the report said, "and we have developed a realistic plan to build additional units."

New housing under way or planned for a spring start was listed as:

Four hundred and forty middle-income apartment units in Rome; 50 refurbished garden apartment units in Rome; 200 senior citizens apartment units in Rome and Oneida; 300 low-income family units in Utica, and 280 apartment units of all types in Utica.

The projects over and above that 1,270 total being initiated in the "immediate vicinity of Griffiss AFB" are described as:

One hundred senior citizens apartment units, for rent; 200-300 garden apartment units, for rent, and 100-200 individual houses or apartments, for purchase on a cooperative basis.

State Program

"Some of these projects," the letter says, "are being initiated under the limited profit housing program of New York State. They are financed with long-term, low interest mortgages designed to serve middle-income families.

"Important is a rental subsidy feature which gives low-income occupants, such as airmen and junior officers, an opportunity to live in middle-income projects at reasonable rents.

"New York State also has the HOPE loan program, whereby state funds are made available to prospective owners for long-term, low-interest loans to finance down payments on units in middle-income cooperative projects."

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Major Decisions Pending on AF Base

30 Dec 69 O-D

ROME—Congressman Alexander Pirnie (R-New Hartford), speaking yesterday at the Rome Area Chamber of Commerce's annual "Meet Your Congressman" luncheon, said that major decisions affecting Griffiss AFB "are yet to be made."

Commenting on recent reports which have had the base both gaining and losing personnel, Pirnie said he was not at liberty to reveal information on classified studies that may or may not reflect on the base.

He said, that he is doing all in his power to urge that facilities at the base be utilized to a maximum.

"I'm handicapped as I address this subject," he said. "First, there is the danger that whatever I say will be misinterpreted. The tone of my voice, the choice of an adjective or the general manner of my approach could lead some to conclude that I was positive, others to assume that I was negative.

"Second, while I have reported that studies involving Griffiss are being made, the fact is that they are classified and therefore there are severe restrictions on what can be said about them.

"The inevitable leaks have occurred, and as a result classified information has been made public a bit at a time. This is unfortunate because people have attempted to piece together the puzzle and develop the over-all picture and conclusions when a number of the parts are still missing."

Three points made, however, included:

(1) Each Air Force command is under orders to conduct studies on economics—cut where can without loss of efficiency. Griffiss operations are under such scrutiny along with every other AF installation.

(2) No final determination has been made as relate to new missions at Griffiss or transfer of some to another installation.

(3) AF officials have been appraised by him (Pirnie) of his feeling that facilities at Griffiss should be utilized to the maximum extent possible.

The congressman vowed to retain efforts for continuation of the aid program for school districts, similar to this city's which serve children of federal employes—civilian and military.

"Despite our efforts in the House of Representatives," he said, "where we have made it clear that the Public Law 874 'Impacted Aid Program' should be fully funded, educators are still in doubt about the exact amount of federal reimbursement for educating children of U.S. employes. (The Rome school system has some 4,000 of these).

"As matters now stand, the Senate will have to make a determination by Jan. 31. Until then, the U.S Office of Education is apportioning funds to local school districts based upon a House-initiated and Senate-endorsed mandate that 90 per cent of the federal obligation be met."

Terming 1969 as one of substantial progress for Rome, he cited federal approval of the Fort Stanwix-downtown renewal project as the headliner for the future.

Other 1969 highlights, Pirnie noted, included (1) federal approval for a $91,000 grant for a Senior Citizens Civic Center (2) Economic Develiopment Administration approval of a grant enabling the Mohawk Valley Economic Development District to proceed in building a stronger economy in Central New York and (3) EDA approval of a $206,000 grant for development of the West Rome Industrial Park.

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-History-

THE KANSAS CITY TIMES ★ Saturday, January 3, 1970

AIR FORCE OFFICIAL PLANS VISIT HERE

Assistant Secretary to Tour Richards-Gebaur Facilities

An assistant secretary of the Air Force is scheduled to tour the Richards-Gebaur Air Force base Friday to determine if it might be suitable for two newly consolidated Air Force units.

Rep. William J. Randall (D-Independence), working with the Kansas City Chamber of Commerce, has invited Lewis Turner, assistant secretary in charge of Air Force installations, to meet with metropolitan area civic leaders after touring the base.

Randall said he hoped Richards-Gebaur, which has about 150,000 square feet of vacant office space, will be selected by the Air Force for a consolidated headquarters of the communication service of the Air Force now at Scott Air Force base in Belleview, Ill., and the ground electronics engineering installation agency at Rome, N. Y.

In Belleview last night, Col. Wayne P. Orr, information officer for the communications service, said about 1,500 persons—officers, enlisted men and civilian employees—would be involved in the combined headquarters.

About 1,000 civilian and Air Force jobs were lost at Richards-Gebaur when the headquarters of the Tenth Air Force were moved in a government economy move. The move was effective Wednesday.

Robert J. John and Paul Jobe of the chamber staff said the Air Force was looking for a base for the consolidated agencies and that use of the vacated space at Richards-Gebaur would be a logical utilization of existing facilities that would represent a savings to the Air Force.

Jobe said some of the vacated space at the base had recently been renovated.

"Our job" Randall said "is to get the appropriate head in the Air Force who will have some measure of decision in this to try to achieve the relocation in vacant space here."

Richards-Gebaur is among several sites still in the running, Randall said.

Thousands of readers know about the selling power of Star Want Ads. Dial BA 1-5500—Adv.

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970 Rome Sentinel Jan 9, 1970 WRUN AM—1150 • WRUN FM—104.3

Pirnie to Inspect Midwest Bases As Part of AFCS-GEEIA Study

WASHINGTON — Rep. Alexander Pirnie will depart Monday on a special inspection assignment which will include conferences with officials at Scott AFB, Illinois, and Richards Gebaur AFB, Missouri. These two midwest installations, along with Griffiss AFB, Rome, have been under review at the Pentagon in line with a study involving the Air Force Communications Service, headquartered at Scott, and Ground Electronics Engineering Installation Agency, headquartered at Griffiss.

The congressman reported he is undertaking the mission to "obtain a first-hand briefing on the present and anticipated role of AFCS and the relation of that organization to GEEIA."

Mr. Pirnie confirmed reports that the Air Force is considering the consolidation of AFCS and GEEIA in an effort to reduce costs and improve efficiency. He said the Illinois base, which is also the headquarters location for Military Airlift Command, would not be able to accommodate both operations if they were to be merged.

Still Under Study

The congressman emphasized that "no final determination has been made. The matter is still under study by Gen. John D. Ryan, Air Force chief of staff."

Before any major change could take place a plan would have to be approved by Gen. Ryan, Air Force Secretary Robert C. Seamans Jr., and finally by Defense Secretary Melvin R. Laird.

Rep. Pirnie acknowledged that there is "some support within the Air Force for an AFCS-GEEIA consolidation at Richards Gebaur while others favor Griffiss."

He said, "there have also been scattered expressions of support for other installations but at the present Richards Gebaur and Griffiss are receiving the most prominent mention."

Costs Considered

The congressman said preliminary figures assembled by an AFCS survey team indicated consolidation at the Missouri base "might be less costly." But, he pointed out, those figures "were only preliminary."

Rep. Pirnie said the AFCS study "apparently failed to give proper consideration to a number of factors and those of us in favor of the Griffiss location are in the process of correcting that deficiency."

He praised Mayor William A. Valentine of Rome, the Rome Chamber of Commerce and the Rome Mayor's Committee on Griffiss AFB for their "cooperation, timely response and valuable support."

Seeks Facts

The congressman said he has conferred on the subject with Secretary Seamans and Gen. Ryan and reported "both men have been responsive to my request for a more complete and objective analysis of the entire matter."

Pirnie said his visits to Scott and Richards Gebaur are "in line with my continuing effort to get all the facts in order."

Following his visits to Scott and Richards Gebaur, Pirnie, a senior member of the House Armed Services Committee, will proceed to Lackland AFB, Texas, to review operations of the Air Force Training Center. He will continue on to the Air Academy at Colorado Springs before returning to Washington at the end of next week.

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Rome Sentinel - 14 Jan 70

Chamber President Asks Members To Urge Merged Facility at GAFB

The Rome Area Chamber of Commerce is mounting a letter-writing campaign among its membership to get the proposed consolidated headquarters of the Ground Electronics Engineering Installation Agency (GEEIA) and the Air Force Communications Service (AFCS) located at Griffiss AFB.

The appeal was issued to the membership today by Chamber President Andrew J. Ryan in a bulletin to the membership.

In a cover letter, Ryan indicated that an initial recommendation may be made next week and urged the membership to write, telegraph or telephone promptly to key lawmakers and others to pursuade the Pentagon to locate the proposed merged facility at the Griffiss AFB.

Here's Ryan's appeal to the membership in which he details the situation on GEEIA and its possible impact on the future of Griffiss AFB:

"The future of Griffiss Air Force Base (the largest single employer in the Upper Mohawk Valley) may depend upon what happens to the Ground Electronics Engineering Installation Agency (GEEIA).

"As the organization responsible for engineering and installation of Air Force ground communications - electronics equipment throughout the world, GEEIA has more than 8,000 highly skilled personnel. Its headquarters has been located at Griffiss AFB in Rome since June, 1958. Its parent organization, the AF Logistics Command (AFLC), is the "owner-landlord" of Griffiss AFB.

"On the basis of current Air Force Studies, GEEIA is about to be consolidated with the AF Communications Service (AFCS). A major command with 60,000 personnel, AFCS is responsible for the operation and field maintenance of most of the facilities GEEIA engineers and installs. Its headquarters is currently located at Scott AFB, Illinois. The Air Force anticipates a saving of 1,800 personnel from the merger of GEEIA and AFCS.

"If the consolidated GEEIA-AFCS headquarters is assigned to Griffiss AFB (as recommended prior to Secretary Laird's facilities reduction announcement in October, 1969), the permanence of the Base in Rome will be reasonably assured. As a major command headquarters with a [illegible] dealing directly with Headquarters, Air Force for budget and facilities consideration. Its up - to - date facilities will tend to attract new military missions and peripheral civilian activities in the computer and electronics fields. Griffiss AFB then would be a "hard-core" installation like Andrews, Langley, Offutt and Wright - Patterson AF Bases.

Vulnerable Position

"If the consolidated headquarters is transferred to Richards-Gebaur AFB, Missouri (which lost the 10th Air Force headquarters in the recent facilities reduction Griffiss AFB will be in a vulnerable position. No major command will be anxious to "own" the Base and spend appropriated funds for housekeeping purposes. The AF Systems Command (AFSC), which is the parent organization of the Rome Air Development Center (RADC), needs all of its dollars for research and development and might even move RADC to vacant National Aeronautics and Space Administration (NASA) facilities near Boston. Both the Strategic Air Command (SAC) and Aerospace Defense Command (ADC) which have units at Griffiss AFB, face budget reductions. Hence, the possibility of a base no Air Force command would want.

"Should the GEEIA-AFCS consolidation materialize and the new headquarters move to Missouri, every effort must be made to have equivalent headquarters transferred to Griffiss AFB. A viable alternative would be re-location of the Electronics Systems Division (ESD) of the AF Systems Command from Hanscom AFB, Mass., to Griffiss AFB. Hanscom is leased from the Commonwealth of Massachusetts and needed for commercial airport expansion, while Griffiss is the home of AF Systems Command's primary ground electronics laboratory, i.e. Rome Air Development Center.

"To preserve Griffiss AFB as the largest Air Force installation in the Northeast and to retain its economic impact (more than $100 million annually) on the computer and electronics industires of New York State, we should fight to secure the consolidated GEEIA-AFCS headquarters for Rome or, in the alternative, seek retention of ESD headquarters to Griffiss AFB.

"Diminution of missions at Griffiss AFB will have immediate economic impact on wage-earners and taxpayers in New York State. Our pocketbook will be affected seriously by loss of payroll dollars (up to $43 million per year) and related procurement dollars (up to $80 million per year). Politics being what it is, we need to mount maximum political pressure in support of Griffiss AFB. Your help is essential."

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Historian

WILLIAM A. VALENTINE
MAYOR

CITY OF ROME, NEW YORK
OFFICE OF THE MAYOR

January 19, 1970

Major General F. A. Nichols
Commander, GEEIA
Griffiss AFB, New York, 13440

Dear General Nichols:

We are intensifying our efforts to provide more and better housing for our citizens, particularly USAF personnel assigned to Griffiss AFB. We are at the point in our planning when we need to know whether or not the U. S. Government will consider giving the City of Rome the area (some 32 acres) on GAFB formerly known as "Air City".

It is our plan to give this land, in turn, to the Rome Housing Authority, an agency of the City of Rome, for the purpose of building apartment-type rental family housing in numbers from 300 to 400, depending upon density. We intend to give priority of occupancy to uniformed personnel of the Air Force, civilian employees of the Air Force and private citizens of Rome, in that order. The same priorities would govern a waiting list.

We are mindful of the information given us by the Rome Area Chamber of Commerce Housing Committee (source: Griffis AFB Housing referral Office) to the effect that, as of January 12, 1970, 157 commissioned officers and 423 non-commissioned officers and airmen are housed inadequately. Also that there is no way to estimate the additional number of Air Force civilian employees housed inadequately since such records are not maintained by the base.

We are mindful, too, that over 2,600 family now reside in sub-standard housing in Rome, and that 100-140 of these will require relocation soon as a result of our Urban Renewal Program. The construction of family dwellings on the Air City site would go a long way to easing the shortage of housing for Air Force personnel and increase the flexibility of the community at the same time.

May we hear from you at your earliest convenience.

Sincerely,

William A. Valentine

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GEG/Col Herschman/GEBE/3416 22 JAN 1970

Release of Government Land for Housing

AFLC (MCE)
Wright-Patterson AFB OH 45433

1. Attached letter from the City of Rome is forwarded for your consideration. As a matter of background, for the past few weeks the City of Rome has been informally discussing the use of approximately 32 acres of base land. This area that formerly housed 250 units of our Lanham Housing has been cleared since 1965 and has been the continual proposed site of additional housing required at this base (Atch #2). The road network as shown is existing along with water, sanitary sewer and gas. The electrical distribution system was disposed of with the housing. The local Chamber of Commerce is proposing utilization of avenues available to the State of New York Division of Housing Community Renewal utilizing the limited project housing program. Apparently under this system which must be part of Housing Urban Development, the possibility exists of a low interest rate loan to a non-profit organization for building this type of housing. It is the Chamber of Commerce intent that the donation of the base land would suffice as the "community interest portion" (generally a 10% downpayment) which must be realized before the HUD Program can go into effect.

2. I discussed the need for family housing with Brig Gen "Tex" Reilly when he was here on 29 Dec 1969. He informed me that there were avenues where the Government could make land available to a non-profit organization to construct housing to fulfill the needs generated by a base. The annual housing survey for the past two years has shown a need for approximately 550 sets of quarters. Requests for additional quarters have been submitted; however, the Annual Family Housing Program has not provided for any additional quarters at this base. I believe the most expeditious method to relieve our requirements for family housing is to release the Government land to the City of Rome.

3. It is requested that the avenues of approach that could be taken to make this land available for construction be researched as soon as

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possible so as to provide information to the local community at the earliest possible date.

Original Signed By

FRANKLIN A. NICHOLS
Major General, USAF
Commander

2 Atch
1. Ltr, City of Rome, 19 Jan 70
2. Site Plan

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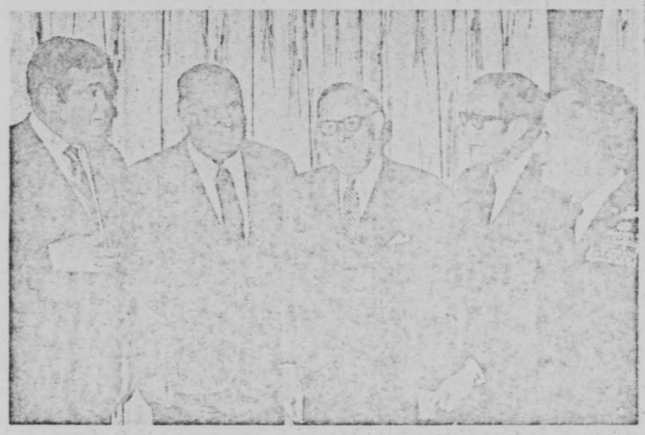
OME, N.Y., FRIDAY EVENING, JANUARY 23, 1970



BEFORE BRIEFING — Pictured at Griffiss AFB today where Air Force inspection team was briefed are, from left: State Commerce Commissioner Neil L. Moylan, Lewis E. Turner, an Air Force assistant secretary; Rep. Alexander Pirnie, Emlyn I. Griffith of the Mayor's Committee on Griffiss and Maj. Gen. Franklin A. Nichols, commander of GEEIA.

State, Local Officials Brief Group

Pentagon Team Inspects Griffiss

Gov. Rockefeller sent a delegation of state officials to Griffiss AFB today to help plead the case for retention of the Ground Electronics Engineering Installation Agency Headquarters here.

Headed by Commissioner of Commerce Neil L. Moylan, the state officials joined area representatives today's session with a Pentagon inspection team that inspected facilities at Griffiss and space available for added missions.

Accompanying Moylan were C. J. Urstadt, commissioner of the Division of Housing and Community Renewal and William F. Meyers, assistant commissioner for field services.

Pirnie Request

The Air Force inspection team, led by Lewis E. Turner, deputy assistant secretary in charge of installations, was asked to take a first-hand look at the base by Rep. Alexander Pirnie. The congressman came from Washington last night and took part in today's effort to convince the Air Force that Griffiss should be selected for a proposed new consolidated command of GEEIA and the Air Force Communications Service.

Others at Griffiss for the briefing session and inspection tour were Mayor Valentine, Utica Mayor Dominick Assaro, Rome Chamber of Commerce president Andrew J. Ryan, Dr. Robert Pender, president of the Utica Chamber of Commerce; Fritz S. Updike and Emlyn I. Griffith of the Mayor's Committee on Griffiss AFB; County Executive Harry S. Daniels, Charles George of General Electric at Utica and County Aviation Commissioner Daniel C. Doubleday, retired AF major general who once commanded Griffiss AFB.

Maj. Gen. Franklin A. Nichols, Moylan discussed the importance of the base to the state. The base's strategic location in the computer and electronic complex was detailed by George, a General Electric vice president.

The state's commitment to housing was the topic for Commissioner Urstadt of the Division of Housing and Community Renewal, while expanded housing — rental and purchase — was described by Col. Benjamin Shiffrin, USAF Rel., a former base commander who is chairman of the Rome Chamber's housing committee.

Education Facilities

Expanded education in the Rome-Utica Metropolitan Area was discussed by Griffith, chairman of the board of trustees of the Rome College Foundation. Area transportation was detailed by County Aviation Commissioner Doubleday.

Cultural and recreation facilities and base - community relations were topics for Updike, chairman of the Mayor's Committee on Griffiss.

Expressions of community support were voiced by Ryan and Pender as spokesmen for the Rome and Utica Chamber of Commerce.

Rome's urban renewal program was outlined by Mayor Valentine and Utica's expanded housing program was explained by Mayor Assaro.

The economic impact of Griffiss and a summary of the discussions were given by County Executive Daniels.

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Visit of Mr. Lewis E. Turner Jan. 23, 1970

AGENDA

1. Welcome and Introductions -	Congressman Alexander Pirnie
2. Importance of Griffiss Air Force Base to New York State -	Neal Moylan, Commissioner, N.Y. State Department of Commerce
3. Strategic Location in Computer & Electronics Industrial Complex -	Charles George, Vice President, General Electric
4. State Commitment to Local Housing -	C. J. Urstadt, Commissioner, N.Y. State Division of Housing and Community Renewal
5. Expanded Housing (Rental & Purchase -	Benjamin Shiffrin, Colonel, USAF (Ret), Former Griffiss Air Force Base Commander, Chairman, Chamber of Commerce Housing Committee
6. Expanded Education (Elementary, Secondary and College)	Emlyn I. Griffith, Chairman, Board of Trustees, Rome College Foundation
7. Improved Transportation (Air, Auto, Bus and Rail) -	Daniel C. Doubleday, Major General, USAF (Ret), Commissioner of Aviation, Oneida County
8. Cultural and Recreational Facilities and Base-Community Relations	Fritz S. Updike, Editor, Rome Sentinel, Chairman, Mayor's Committee on Griffiss Air Force Base
9. Expression of Community Support -	A. J. Ryan, President, Rome Chamber of Commerce Dr. Robert Pender, President, Utica Chamber of Commerce
10. Rome and Its Urban Renewal Program -	Hon. William A. Valentine, Mayor, Rome
11. Utica's Expanded Housing -	Hon. Dominick Assaro, Mayor, Utica
12. Summary -	Hon. Harry S. Daniels, Oneida County Executive

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COUNTY EXECUTIVE
ONEIDA COUNTY
COURT HOUSE
UTICA, NEW YORK 13501

HARRY S. DANIELS
County Executive

January 23, 1970

Hon. Lewis E. Turner
Deputy Assistant Secretary of the Air Force
The Pentagon
Washington, D. C.

Dear Mr. Turner:

The citizens of Oneida County, including the Utica-Rome area, are vitally concerned about the future of Griffiss Air Force Base--the largest military installation in New York State and the biggest single employer in the Upper Mohawk Valley.

We understand that the Ground Electronics Engineering Installation Agency (GEEIA), which has its headquarters at Griffiss AFB, may be consolidated with the Air Force Communications Service (AFCS), which has its headquarters at Scott AFB, Illinois.

Further, we understand that a decision is forthcoming as to the location for the consolidated AFCS-GEEIA headquarters. Reliable sources have indicated that preliminary studies recommended Griffiss AFB as the most logical location but that recently Richards-Gebaur AFB, Missouri, and Hamilton AFB, California, have come under consideration.

This presentation is intended to demonstrate that the Utica-Rome metropolitan area has the capability to support expanded missions at Griffiss AFB. Among the factors which create this capability are the areas:

1. Strategic location in the heart of the nation's computer and electronics industries
2. Intensified housing programs (rental and purchasing)
3. Expanded educational facilities (college, secondary and elementary)
4. Modern transportation (air, auto, bus and rail)
5. Cultural and recreational opportunies ... and outstanding base - community relations

In addition, we want you to know that the Utica-Rome area has the desire to support expanded missions at Griffiss AFB. The people of Oneida County have earned a reputation for responding to the needs of the Air Force and cooperating with "our Base." This we are committed to do when the consolidated AFCS-GEEIA headquarters comes to Griffiss AFB.

Respectfully,

Harry S. Daniels
County Executive

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Capability of the Utica-Rome Area

To Support Expanded Missions at Griffiss AFB

Strategic Location in the Computer and Electronics Industries

A. Northeastern United States has most of the computer and data-processing technology developed by the nation's private and public sectors. This complex is composed of the large computer and electronics oriented firms in New York (upstate and downstate), Massachusetts, Connecticut, New Jersey, Pennsylvania, northern Ohio and eastern Michigan, together with many small hardware and software firms throughout the Northeast.

Griffiss AFB has easy access to this entire area, where research and development as well as manufacturing activities are flourishing. Most of this hemisphere's leading computer and electronics companies are found within 300 miles. Immediately within the Rome-Utica area are located manufacturing facilities of Aerospace Electronics Division of General Electric Company, UNIVAC Division of Sperry-Rand, Mohawk Data Sciences Corp. and Kogar Corp. Several IBM, G-E and General Dynamics plants are within a 150-mile radius. There are approximately 40,000 skilled personnel at these facilities.

Representatives of other electronics manufacturers have located here to monitor and service contracts with GEEIA and the AF Systems Command's primary ground electronics laboratory, Rome Air Development Center (RADC). In a very real sense, missions at Griffiss AFB affect New York State's research and manufacturing development.

B. Public and private colleges in the area have become increasingly oriented toward computer and electronics sciences. Virtually every nearby campus has world-recognized authorities in these fields.

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Housing (Rental and Purchase)

A. Approximately 25,000 rental units are presently occupied or available for occupancy in Oneida County. It is reasonable to estimate that 20,000 additional units exist in the adjoining counties of Herkimer, Otsego, Madison, Oswego and Lewis.

B. Already underway or planned to start in early Spring are 1,270 housing units, as follows:

(1) 440 middle-income apartment units in Rome
(2) 300 low-income family units in Utica
(3) 50 refurbished garden apartment units (with rents of $95-$115 per month) in Rome
(4) 280 apartment units of all types in Utica
(5) 200 senior citizens apartment units in Rome and Oneida.

C. In addition to these new units, public and private organizations in Rome are initiating, with State assistance, 400-600 projects in the immediate vicinity of Griffiss AFB, as follows:

(1) 200-300 garden apartment units, for rent
(2) 100 senior citizens apartment units, for rent
(3) 100-200 individual houses or apartments, for purchase on a cooperative basis.

Some of these projects are being started under the Limited Profit Housing Program of New York State. They are financed with long-term, low-interest mortgages designed to serve middle-income families. Important is a rental subsidy feature which gives low-income occupants, such as airmen and junior officers, an opportunity to live in middle-income projects at reasonable rents.

New York State also has the HOPE Loan Plan, whereby State funds are made available to prospective owners for long-term, low-interest loans to finance down-payments on units in middle-income cooperative projects.

D. Another proposal to provide convenient housing for Air Force personnel assigned to Griffiss AFB has been presented by the City of Rome. The City has asked that Griffiss AFB transfer to city jurisdiction 32 acres of Base property currently

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unused, whereupon the Rome Housing Authority would construct 300-400 apartment-type rental units. Priority in occupancy of these units would be given to military personnel, civilian employees of the Base and private citizens, in that order.

E. Should new housing demands be created through expanded missions at Griffiss AFB, the Utica-Rome area has available the assistance of the New York State Urban Development Corporation. This Corporation can provide seed money for major projects, obtain land, through condemnation if necessary, and design and build apartments which later may be taken over by local sponsors. Further, the Comprehensive Planning Program of Herkimer-Oneida Counties could work jointly with the State Urban Development Corporation and the HUD Office for Small Town Services in developing new facilities under the New Towns from Small Towns Program.

The Utica-Rome area is committed to meet the housing needs of Griffiss AFB.

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Educational Facilities

A. Last year the State University of New York, largely in response to requests from senior commanders at Griffiss AFB, announced plans for a 5,000-student Upper Division College with special emphasis on science and engineering. Temporary quarters were opened in nearby Frankfort in September 1969. A new permanent campus will be started next year in the Town of Marcy, 10 miles from Griffiss AFB. This facility will offer graduate studies in a variety of subjects and permit community college graduates to work toward a bachelor's degree.

B. Syracuse University offers technical courses at its extension center on Griffiss AFB. The main campuses of Syracuse University and Lemoyne College are only 40 miles away. Utica College provides broad programs for undergraduates and limited graduate studies in its day and evening divisions. Hamilton and Kirkland Colleges in neighboring Clinton and Colgate University in nearby Hamilton are three of the nation's outstanding liberal arts colleges.

C. Last September Mohawk Valley Community College opened its Rome Extension Center, with 650 part-time students, in three buildings made available by Griffiss AFB and a commitment has been made by the County Board of Legislators to expand this facility into a branch where students can complete two-year academic programs. At its main campus in Utica, Mohawk Valley Community College serves over 2,000 full-time students and 3,000 evening students. In the neighboring City of Herkimer, a new community college is under construction.

D. Griffiss AFB is served by the Rome Public School System which has approximately 12,000 pupils attending 16 elementary, two junior high and one senior high schools. It has just completed a new elementary school, and the Superintendent has stated that the System can expand to meet any additional school needs arising from construction of new housing in the district.

The City of Utica School System, serving 15,000 students, has added 41 new classrooms to its facilities during the past two years.

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An adjacent district, Holland Patent, with 2,300 students, has just completed a new senior high school building. Nearby Whitesboro Central School, with 5,600 students, has recently completed a new high school and a new elementary school. New Hartford, Oriskany and Westmoreland Central School are expanding their facilities. To the west, Camden Central School, with 2,800 students, recently opened a new high school. To the north, Adirondack Central School, with 2,000 students, has built a new high school and a new elementary school.

All of these schools, incidentally, have excellent academic reputations and their graduates are accepted at the nation's leading colleges and universities.

E. In order to expand the scope and quality of their vocational education programs, local school districts have organized regional vocational education programs. The Rome area will be served by a new vocational center now under construction in the Town of Verona, less than 10 miles from Griffiss AFB. Similar centers are planned in the Utica and Herkimer areas.

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Modern Transportation

A. The Oneida County Airport located between Rome and Utica, just south of Griffiss AFB, is home-base for Mohawk Airlines, which provides frequently scheduled service to major cities in the Northeast. Mohawk has direct service to Boston, New York City, Philadelphia, Washington, Pittsburgh, Cleveland and Detroit. Through its president, Russell Stephenson, it has pledged adequate service to military and civilian personnel of Griffiss AFB.

B. Rome has high-speed, four-lane highway connections to Utica and to Thruway Interchanges 32 and 33. A major improvement scheduled for early construction will permit travel from Griffiss AFB to Interchange 32 and Oneida without entering the Rome business district (Rte. 365-49 connection). Also, completion of a belt highway around Rome has been scheduled by New York State.

C. A municipal VIP bus system serves Griffiss AFB and most of the City of Rome. This system utilizes mini-buses to provide service on frequent schedules, especially keyed to shift changes at the Base.

Inter-city bus service connecting Syracuse, Utica and other upstate cities is provided by Central New York Coach Lines and the Utica-Rome Bus Company. Greyhound Company service is provided from Utica.

D. Penn-Central Railroad passenger service is available from Rome and Utica. Freight service is also handled through depots in both cities.

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Cultural and Recreational Opportunities

A. In addition to the cultural facilities of public and private colleges in the area, Rome has two outstanding facilities. One is the Art and Community Center, which is the locale for art displays, musical events and performing arts classes. The other is the Fort Stanwix Museum, which features displays of regional history. Rome's Museum will be greatly expanded through a National Park Service project for reconstruction of Fort Stanwix, now in its early stages.

When downtown Rome is rebuilt under a federal urban renewal program, the existing YMCA and Women's Club will be merged and a modern facility constructed.

Other major cultural institutions in Rome are the Rome Community Theater, which sponsors outstanding amateur performances, and the Community Concert Association, which brings world-renowned orchestras and artists to Rome.

B. The best-known cultural facility in the area is Munson-Williams-Proctor Institute in Utica. The Institute operates an art museum with regularly changing exhibits, conducts art classes for school age children and adults, maintains a restored 1850 house museum, acts as a repository for Oneida County Historical Society and Hamilton College art collections.

Utica also has the Great Artist Concert Series, the 80-piece Utica Symphony Orchestra, Player's Theatre, Upstagers Theatre and Broadway Theater League, which presents travelling stage productions.

C. Off-base recreational facilities for Griffiss AFB personnel include municipal swimming pools and the Rome Civic arena, used for general skating and ice hockey leagues. Public school gymnasium facilities and playfield facilities are also available to non-school groups.

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Lake Delta State Park, just north of Rome, features a large bathing beach and picnic facilities, together with a boat launching ramp. Lake Delta is excellent for swimming, sailing, and water skiing. Verona Beach State Park on Oneida Lake, west of Rome, is another excellent beach facility. To the north, New York operates Pixley Falls State Campsite, a recreational area on the Lansing Kill, one of the area's best trout streams. Other fishing streams convenient to Griffiss AFB are the Upper Mohawk River, Black River, Fish Creek and West Canada Creek.

Hunting opportunities abound in the area, for ducks, small game, deer and bear.

Many local power boat owners base their craft at Sylvan Beach on Oneida Lake and have water access to Oneida Lake and, via the Barge Canal, to Lake Ontario, Thousand Islands, Hudson River and Lake Champlain.

A convenient skiing facility is located at Woods Valley, six miles north of Griffiss AFB. Other major ski areas are at Turin, Old Forge and several Adirondack Mountain points (all within 50 miles) and at Roscoe Conkling Park in Utica.

Griffiss AFB is convenient to summer camp, boating, sailing and hiking opportunities in the Adirondack State Park. Snowmobiling is extremely popular in the region, with miles of marked trails on state lands available for public use.

D. Many spectator activities are presented at the Utica Memorial Auditorium and Kennedy Arena in Rome, including ice shows, circuses, hockey, basketball and musical performances. There is a wide variety of recreational activities available to Griffiss AFB personnel.

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Base - Community Relations

The evidence above establishes a prima facie case for excellent base - community relations. Several organizations have accepted responsibility for keeping Oneida County "a great Air Force area". In the long run, however, it is the people of the entire community who have accomplished the job.

This is an intangible factor which cannot be measured in cost effectiveness. For 28 years, Griffiss AFB personnel have enjoyed remarkably warm relations with the surrounding community. It goes far beyond the usual rapport between military and community leaders, beyond the USO and Silver Wings services, beyond the routine Armed Forces Day cooperation.

It includes such small but vital things as local police shepherding stray airmen back to the Base when they are in trouble. It involves lonely military wives being welcomed to the Newcomers' Club. It relates to the minimum number of difficulties between local merchants and military personnel. It includes the eagerness of off-base people to be of service in many small ways which break down military-civilian segregation.

There exists in this area a deep pride in Griffiss AFB and an off-base consensus that the prestige and dignity of the Air Force should be preserved and the military service aided wherever possible in the accomplishment of its mission.

This cooperative, friendly relationship cannot be measured in dollars.

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WRUN AM—1150 • WRUN FM—104.3 Jan 23, 1970 DAILY SENTINEL, R

Rocky Calls Nixon

Washington Parley on GEEIA Set

Gov. Rockefeller today announced that he had arranged with President Nixon for a high-level delegation of state and local officials to meet with Defense Department officials in an effort to retain the Air Force Ground Electronics Engineering Installation Agency at Griffiss AFB.

The governor said that at his request President Nixon arranged for the New York delegation to meet at 11 a.m. Monday with Undersecretary of the Air Force John L. McLucas at the Pentagon in Washington.

Commerce Commission

Representing New York at the session will be Commerce Commissioner Neil Moylan, Commissioner of Housing and Urban Renewal Charles J. Urstedt, Robert McCabe, general manager of the Urban Development Corp., and representatives of the executive chamber.

They will be joined, the governor said, by Mayor Valentine, Utica Mayor Dominick Assaro, Andrew J. Ryan, president of the Rome Chamber of Commerce; Dr. Robert Pender, president of the Utica Chamber of Commerce; County Executive Harry S. Daniels and Fritz S. Updike and Emlyn I. Griffith of the Mayor's Committee on Griffiss. In addition, Senators Goodell and Javits and Rep. Alexander Pirnie have been invited.

The future of the Air Force's GEEIA installation at the Rome base has been in question in recent months because of recent cutbacks at military installations. The Air Force has indicated it is considering moving GEEIA from Rome to Richards-Gebaur AFB, Mo.

Consolidation

Involved in that move would be the consolidation of GEEIA with the Air Force Communications Services, now at Scott AFB, Ill.

The New York effort, however, is not limited to retaining GEEIA at Griffiss, but is directed to seeking designation of the local base for the combined GEEIA—AFCS headquarters or the transfer of other missions to Griffiss.

"New York has already been hit hard with the closing of such installations as Stewart and Suffolk AFB, and other installations," the governor said.

"We have committed many millions of state and local dollars to accommodate the military installation and provide the municipal facilities needed by it's personnel," the governor added. "We feel strongly that a reciprocal commitment from the military is not only fair, but essential at Rome."

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Rome Sentinel - 26 Jan 70

Pentagon's Decision on GEEIA Expected in About One Month

A Pentagon decision will be made in about a month on whether the proposed consolidated headquarters of the Ground Electronics Engineering Installation Agency (GEEIA) and the Air Force Communications Service (AFCS) will be located at Griffiss AFB in Rome or Richards-Gebaur AFB in Missouri.

This information was given to a delegation of area and state representatives at a meeting this morning at the Pentagon with Undersecretary of the Air Force John L. McLucas.

Although McLucas said he did not know what the decision will be, he told the delegation that the Rome-Utica community has demonstrated it is one of the best in terms of capabilities to support the Air Force.

McLucas said this factor must be and will be taken into consideration when the decision is made.

Funds Shrinking

The undersecretary told the delegation of Rome and state representatives that the Air Force is currently facing a difficult situation and uncertain future because of shrinking funds, adding that the problem is how and where to cut without damaging Air Force capability.

Some of the areas in which reductions are contemplated, he said, include programs, closing of bases, cutting down on personnel and phasing out of some forces.

McLucas said extensive studies were made last year and are being continued this year.

Rep. Alexander Pirnie, New Hartford Republican, who presided at the hearing, said he and Rep. Samuel S. Stratton, Amsterdam Democrat, both members of the House Armed Services Committee, feel strongly that the past record of community service to the Air Force by the Rome-Utica community and its proved capabilities must be considered in this Air Force decision.

In Delegation

Others in the delegation meeting with McLucas and who spoke included State Commerce Commissioner Neil Moyland; State Commissioner of Housing and Community Renewal Charles J. Urstadt; Robert McCabe, general manager of the Urban Development Corp.; William Holt, administrative assistant to Rep. Stratton; Andrew J. Ryan, president of the Rome Area Chamber of Commerce and Fritz S. Updike and Emlyn I. Griffith of the Mayor's Committee on Griffiss AFB.

Moylan told Undersecretary McLucas that Gov. Rockefeller, who arranged the Pentagon session through President Nixon, that the governor was very concerned over the pending decision, particularly over the fact that in the years from 1960 through 1968, federal defense personnel in New York State have dropped by more than 28,000 — more than 50 per cent from the 1960 total.

Moyland said this was happening at a time when other states have been gaining in defense personnel, particularly Missouri where the increase is more than 60 per cent. One of the plans proposes that the consolidated GEEIA-AFCS headquarters be located in Richards-Gebaur AFB there.

Moyland said he had been instructed by Gov. Rockefeller to tell the Air Force that all the facilities of the state were at its disposal concerning the location of GEEIA and AFCS at Griffiss AFB.

Griffiths outlined the educational facilities in the Rome-Utica area and Ryan spoke on the transportation and community support facilities. Updike reviewed the relations between the base and the Rome-Utica community over the past 28 years.

RADC Role Stressed

The Rome delegation also emphasized the important contributions that the Rome Air Development Center, (RADC) could make to a combined GEEIA-AFCS headquarters at Griffiss AFB.

Urstadt spoke on the state commitment to increase local housing to meet the Air Force needs and McCabe said the Urban Development Corp. is ready and willing to lend its assistance wherever it is needed.

Lelani Lappin spoke for Sen. Jacob J. Javits and Donna Mitchell for Sen. Charles E. Goodell. Javits is now in South Vietnam.

Also attending the hearing were Daniel Rage, Washington representative of the New York State Department of Commerce and secretary to the state's congressional delegation; Lt. Gen. Boyland, deputy chief of staff, Air Force, and Brig. Gen. Pascual of AFCS, Pentagon; Carl Wallace, the special assistant to the Secretary of Defense.

Rome Mayor William A. Valentine, Utica Mayor Dominick Assaro and County Executive Harry S. Daniels had planned to attend the Pentagon meeting but were grounded at Oneida County Airport because of weather conditions that prevented the state plane carrying the New York State delegation from landing. It is understood the plane lacked de-icing equipment.

Valentine, Assaro and Daniels said they were "extremely unhappy and disappointed" in not being able to attend the meeting.

Ryan, Updike and Griffith left for Washington last night.

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DP 26 Jan 70

Rockefeller's Joining GAFB Effort Might Swing Pendulum in Our Favor

A local delegation is heading for Washington today to continue the battle to keep the GEEIA's worldwide headquarters at Griffiss Air Force Base.

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THE TRIP MIGHT be considered another of many similar efforts, except that it was arranged by Governor Rockefeller through the White House.

County Executive Harry Daniels, Rome Mayor William Valentine and Utica Mayor Dominick Assaro will head the local group of about half a dozen, who will be joined by aides of the governor and meet with Undersecretary of the Air Force John L. McLucas.

The present concern is that GEEIA (Ground Electronics Engineering Installation Agency) might be shifted to Richards-Gebauer Air Force Base in Missouri as part of a Pentagon economy move.

Until now the fight to keep the electronics installation here has been led by Congressman Alexander Pirnie, who, as the leading Republican on the House Armed Services Committee, carries a lot of weight.

But now, Governor Rockefeller's having entered the picture could add enough influence to swing the balance in favor of Griffiss. By taking a strong stand on the issue in an election year, the governor has a lot to lose or gain by the decision on GEEIA, as does Mr. Pirnie.

• • •

POLITICS BEING what they are, it would not be surprising if Mr. Rockefeller investigated the possibility of success before putting himself strongly on the line in this issue. On the other hand, the Nixon administration obviously would not like to damage the re-election chances of a strong Republican governor like Mr. Rockefeller, if it could be helped.

At the same time, Mr. Rockefeller has strong ammunition in noting that New York State has already lost Stewart and Suffolk Air Force Bases and other installations and, therefore, should not be further drained.

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— Editorial Opinion —

Where We Stand in GEEIA Situation

By FRITZ S. UPDIKE
Editor, The Sentinel

The full political prestige of the Utica-Rome area and the State of New York is being brought to bear in the GEEIA situation.

This is against a background of evidence provided the Air Force that the Utica-Rome community has an excellent 28-year record of support of the Air Force which cannot be ignored.

The Air Force — beset by shrinking funds and the necessity to cut programs, reduce manpower and close bases — will make a decision around March 12 as to the location of the consolidated headquarters of GEEIA and AF Communications Service. This decision — which will eliminate several hundred military and civilian slots — will place the consolidated headquarters at either Griffiss AFB or Richards-Gebaur AFB, Missouri. If located at GAFB, it would join some 1,500 persons, mainly military, from Scott AFB, Illinois, with approximately 750 — of the present 950 — now in GEEIA headquarters at GAFB.

A detailed presentation of the assets of GAFB and the Rome-Utica area has been given to the decision-making officials of the Air Force — last week at GAFB and Monday at the Pentagon.

These hearings — presented under the direction of Congressman Alexander Pirnie — outlined the Rome-Utica area capabilities in housing, education, transportation, economic, cultural and recreational support and the long-prevailing splendid community relations. The electronic-computer complex in the Utica-Rome area, including Rome Air Development Center, was stressed.

During these briefing sessions, in which there have been full cooperation between Rome and Utica, the political presence of the Rockefeller Republican state administration and the prestige of six-termer Republican Congressman Pirnie has been evident. To this has been added the influential support of Rep. Samuel Stratton, Central New York Democrat, and like Pirnie a high-ranking member of the House Armed Services Committee.

Strong support has been given by Senators Javits and Goodell.

Governor Rockefeller, through Commerce Commissioner Moylan, Housing Commissioner Urstadt and Urban Development Corp. General Manager McCabe, has made clear his insistence that New York State no longer be shortchanged in defense employment.

Since 1960, he pointed out to Air Force Undersecretary McLucas, New York has lost more than 50 per cent of its Department of Defense employment while Missouri — home of Richards-Gebaur AFB — has gained more than 60 per cent since 1960.

Both Governor Rockefeller and Congressman Pirnie have carried New York State's position to the White House.

A strong fight — against considerable odds — is being made by the Rome and Utica Chambers of Commerce, the executive of Oneida County, the mayors of Rome and Utica, the elected representatives in the Congress and Governor Rockefeller.

The Air Force, which in fiscal 1971 will have its smallest budget since 1950, must make hard decisions, including some which high officials say will startle the nation.

(The Rome delegation in Washington Monday found no evidence that Rome Air Development Center or Electronics Systems Division will be disturbed in the March economy announcement.)

The GEEIA decision could go either way.

No matter the result, a well-conceived and conscientious effort, from Albany down to the local level, is being made on behalf of Griffiss AFB.

In baseball parlance, we are in the bottom of the ninth, one run behind, a man on third, and a top level pinchhitter at bat.

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31 Jan 70

Syracuse Herald Journal

Goodell joins forces to save Air Force unit

The concerted effort to retain Griffiss Air Force Base missions as the foundation of the Rome-Utica economy has attracted Sen. Charles E. Goodell, state Republicna.

Sen. Goodell has informed President Nixon he is opposed to the transfer of the Ground Electronic Engineering Installations Agency (GEEIA) from Griffiss AFB at Rome.

Moreover, in a letter to the President, Godell has called for approval of the alternate Air Force proposal to consolidate the agency with the Air Force Communications Service Command which would be brought to Rome from Scott AFB in Illinois.

He said, "Construction of approximately 1,800 housing units in the vicinity is either under way, planned or being initited, and therefore, the adequacy of housing should not be considered an obstacle.

The senator explained that assurances have been obtained that more units would be constructed if they are needed. He remarked that Housing and Urban Development Secretary George Romney approved a $2 million loan this week for construction of 100 low-rent public housing units in Rome.

Goodell also said he supports responsible reductions in defense spending but pointed out New York State has lost 40.5 per cent of its civilian defense employes between 19.60 and 1968 and another 7 per cent last year.

His concluding commetn, "Transfer of GEEIA from Griffiss would be a severe economic blow not only to the immediate area, but to the state and the northeastern secion of the nation.

"We therefore strongly urge favorable consideration of the proposed consolidation at Griffiss," he told the President.

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STATUS OF GEEIA CAMPAIGN

The personal interest and active participation of Governor Rockefeller has encouraged community and Rome Area Chamber of Commerce officials seeking to have the consolidated AFCS-GEEIA headquarters located at Griffiss AFB.

While the efforts of Central New York residents and Congressional representatives in Washington are not certain of success, a feeling of "guarded encouragement" has resulted from the entry of Governor Rockefeller and key members of his staff into the battle.

Previously, Representative Pirnie had been pressing the case of Griffiss AFB with Representative Stratton and Senators Javits and Goodell. Now the efforts of the Congressional delegation have been strengthened by the all out support of key State officials.

Reliable sources report that such terms as "total commitment of State resources" and "full cooperation of State Agencies in support of Griffiss AFB" have been in conversations between Governor Rockefeller and President Nixon as well as Secretary of Defense Laird.

These terms also have been used by Commerce Commissioner Neal L. Moylan, Housing Commissioner Charles Urstadt and Urban Development Corporation Manager Robert McCabe in conferences with Air Force officials.

There is a good possibility that Governor Rockefeller and key members of the Congressional delegation from New York will visit the White House next week to press for a favorable decision on location of the AFCS-GEEIA headquarters at Griffiss AFB, instead of the Richards-Gebaur AFB in Missouri.

County Executive Daniels, Rome Mayor Valentine and Utica Mayor Assaro have good political connections. Local labor and management groups also are working with their representatives in Albany and Washington.

There has been related activity by a Rome delegation consisting of Andrew J. Ryan, president of the Rome Area Chamber of Commerce, Fritz S. Updike and Emlyn I. Griffith, both of the Chamber's special committee on GEEIA.

Ryan, Updike and Griffith have met frequently with Representative Pirnie and his staff and conducted extensive briefings for the staffs of Senator Javits, Senator Goodell and Representative Stratton. The three Romans are well known in Washington offices for previous efforts in behalf of Griffiss AFB.

Significantly, at the Pentagon briefing last Monday Miss Lani Lattin of Senator Javit's office, Mrs. Donna Mitchell of Senator Goodell's staff and William Holt, administrative assistant to Congressman Stratton, added strong comments in support of the firm position taken by Congressman Pirnie and state officials. Forceful telegrams have been sent to President Nixon by Senators Javits and Goodell and Representatives Pirnie and Stratton.

After ten years of crises involving ROAMA, Rome Air Development Center (RADC) and now GEEIA, community leaders lobbying for Griffiss AFB have succeeded in bringing maximum political pressure to bear in both Albany and Washington.

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Y O U C A N H E L P

Re: GEEIA Situation

A. Attached hereto are the following:

1. Memorandum entitled "Future of Griffiss AFB".

2. Ten-page report to Air Force officials on the area's capacity to support expanded missions.

3. Current housing report.

4. Status report on activities in support of GEEIA.

B. To assist us in presenting the case for location of the consolidated AFCS-GEEIA headquarters at Griffiss AFB, you can do the following:

1. Write, telegraph or call Governor Nelson A. Rockefeller, State Capitol, Albany, New York, urging him to visit President Nixon, Secretary of Defense Laird and Air Force Secretary Seamans in behalf of Griffiss AFB . . . and thanking him for his personal involvement to date.

2. Write, telegraph or call President Richard M. Nixon, The White House, Washington, D. C., stressing the advantages to the Air Force of having the consolidated AFCS-GEEIA headquarters at Griffiss AFB and indicating the adverse economic (and political) impact of a GEEIA move from Central New York.

3. Copies of your communications to Governor Rockefeller and President Nixon, with personal covering letters, should be sent to The Honorable Alexander Pirnie, House Office Building, Washington, D. C., 20515; The Honorable Samuel S. Stratton, House Office Building, Washington, D. C., 20515; Senator Jacob K. Javits, Senate Office Building, Washington, D. C., 20510; and Senator Charles E. Goodell, Senate Office Building, Washington, D. C., 20510.

C. In communications with business associates and legislative representatives, you might remind them that Rome Air Development Center (RADC) came to Griffiss AFB in 1950 because of the area's interference-free environment for testing communications equipment. It was intended to be the nucleus of an integrated center for all ground communications and electronics activities, including research and development, procurement, storage, engineering, installation and maintenance. The phase-out of ROAMA eliminated the procurement, storage and distribution elements of the plan; but the concept still has validity and justifies the AFCS-GEEIA Headquarters here. The ROAMA phase-out resulted in unnecessary construction and personnel costs, and the same result might be expected if GEEIA personnel are relocated elsewhere than Griffiss AFB.

D. The thrust of our activities to date has been to inform the public and to urge communication with the civilian decision-makers in Washington. Now that the problem has reached top political levels, our success depends upon all-out effort by Governor Rockefeller and the Congressional delegation from New York to convince President Nixon that AFCS-GEEIA Hq. should be at Griffiss AFB.

If you have any contacts with the Governor or the President, please use them NOW. Also, please feel free to call us with suggestions or constructive criticisms. We solicit the assistance of every resident of Central New York.

W I L L Y O U H E L P ?

Special Committee on GEEIA

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Effort to Keep GEEIA in Rome Is Described As the 'Best' Yet

Utica Observer-Dispatch 5 Dec 70

ROME—"Man the torpedoes! We need your help" is the message from the Rome Area Chamber of Commerce to its members, asking them to write, telegraph or telephone officials to keep GEEIA at Griffiss Air Force Base.

Target officials are President Nixon, Governor Rockefeller, Robert C. Seamans Jr., secretary of the Air Force; Melvin Laird, secretary of defense; Senators Jacob Javits and Charles Goodell, and Representatives Alexander Pirnie and Samuel Stratton.

"This is the best effort that a community has ever made to save a part of Griffiss," according to a member of the special Ad Hoc Committee of the combined Rome and Utica Chambers on GEEIA.

"It is fairly well conceived and executed and is aimed to get to the decision-makers by rifle not shot gun," a spokesman said.

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THE GROUP has had 56 meetings with labor-management groups, key officials, GEEIA employes, news media and housing and education groups since mid-December, when it became known that GEEIA might be lost to Richards-Gebaur Air Base in Missouri.

The committee has had full support of the Utica and Rome Chambers and local and state officials. In mid-December a reexamination of the proposed move was ordered by the Air Force chief of staff and the secretary of defense, a committee member said.

A reliable source said the announcement of the consolidation and location of the new ground electronics command was to be made on Dec. 18. But, through the efforts of local leaders, the decision date was postponed until Dec. 31, then Jan. 21 and finally, March 12, he said.

Although March 12 is the expected date for official Air Force confirmation, the political decision is expected to be made by the end of this month — and it will reach the chief of staff and President Nixon, an informed source said.

He speculated that the President and his counselor, Bryce N. Harlow, would have to decide how much political muscle Rockefeller has and how badly the White House needs Javits and Goodll votes.

"Rockefeller is in this thing now, and for the first time he is visibly involved" in trying to retain a mission at Griffiss, the source said.

He said the governor has been urged by political associates and community leaders to speak to the President in person about GEEIA.

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IT HAS BEEN reported that such terms as "total commitment of state resources" and "full cooperation of state agencies" on support of Griffiss have been used in conversations between Nixon and Rockefeller as well as Secretary of Defense Laird.

The pressure has been added in Albany and Washington by County Executive Harry S. Daniels, Rome Mayor William A. Valentine, and Utica Mayor Dominick Assaro.

"The Rome-Utica group feels that Griffiss is back in the ballgame. We may be a few runs behind, but we have at least a few more times at bat," a committeeman said.

The committee said some 40,000 employes of General Electric, IBM, Sperry Rand, General Dynamics, Mohawk Data Sciences and Cogar are in some way dependent on the ground communications electronics command now at Griffiss.

AT WORDEN'S MUSIC STORE

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9 February 1970

Memorandum to: Mr. Neal L. Moylan, Commissioner
New York State Department of Commerce

Re: Consolidated AFCS/GEEIA Headquarters

Herewith are the responses to the five points raised by Deputy Assistant Secretary, Installations, Lewis E. Turner, in regard to a possible location of the AFCS headquarters at Griffiss AFB.

1. PROBLEM: Off base housing deficiency of 865 units.

ANSWER: The Rome and Utica Chambers of Commerce, with the affected city officials, have undertaken a program of constructing 1670/1870 housing units which will be completed before the end of 1970. At least 800 of these units will be ready for occupancy by the beginning of the school year in September 1970. (See attached copy of telegram dated December 1969.

2. PROBLEM: Lack of dormitory space for 360 enlisted personnel.

ANSWER: The State of New York will erect on land to be furnished either by the City of Rome or County of Oneida dormitory facilities comparable to current Air Force standards. These facilities will be within a 1/4 mile radius of Griffiss AFB and can be started within six weeks and completed and ready for occupancy by 1 September 1970. College dormitories within 12 miles of Griffiss AFB could be utilized by enlisted personnel during June, July and August, and bus transportation can be

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In addition to the answers to the above problems, we respectfully call your attention attention to the following factors:

1. The desirability of having the consolidated Headquarters colocated with RADC. ~~According to informed sources~~, the inter play between the Research and Development Scientists located at Griffiss AFB and the Engineers of the consolidated headquarters would result in considerable savings which cannot be measured in dollars. This concept is consistent with the original to center headquarters of all ground communications at Griffiss AFB dating back to Air Force directives adopted in 1949.

2. The consolidated headquarters will suffer a serious loss in skilled civilian personnel if they are forced to move from Griffiss AFB to Richards Gebaur Air Force Base. Relocation statistics have shown the factor 35% of the personnel move when their missions are relocated; and the loss of 65% of the skilled GEEIA personnel would seriously disrupt the mission of the consolidated headquarters for several years. (The recent history of the Phase Out of ROAMA and difficulties incurred by OCAMA, SMAMA.)

3. A transfer of the Ground C-E Engineers to Richards Gebaur Air Force Base would remove them from the heartland of the computer and electronics capability in the North East. It is well established that the frequent contacts GEEIA Engineers have with GE, IBM, Sperry Rand, and General Dynamics and other electronic firms in upstate New York

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arranged by either Air Force or city officials.

3. PROBLEM: Lack of BOQ space for 40 officers.

ANSWER: The State of New York will erect on land to be furnished either by the City of Rome or County of Oneida apartments for 40 officers comparable to current Air Force standards. These facilities will be within a 1/4 mile radius of Griffiss AFB and can be started with six weeks and completed and ready for occupancy by 1 September 1970. College dormitories within 12 miles of Griffiss could be utilized by officer personnel during June, July and August and bus transportation can be arranged by either Air Force or city officials. Those officers whose presence is required at the consolidated headquarters prior to 1 June could be housed in the present VOQ facilities on a temporary basis until the off base housing is completed, ~~according to unofficial information attained from the Base Civil Engineer.~~

4. PROBLEM: Availability of adequate administrative space.

ANSWER: Approximately 104,000 sq. ft. of space formerly occupied by the ROAMA depots and now ~~f~~acant can be rehabilitated at a cost of $1.25 per sq. ft~~, according to unofficial estimates by the Base Civil Engineer~~. Some of the space could be made available for occupancy for 1 March 1970 and the remainder in a phased program by 1 June 1970.

5. PROBLEM: Additional expense resulting from delays in moving.

ANSWER: The GEEIA personnel are already in place at Griffiss AFB and will require no move. The phased transfer of AFCS personnel from

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Scott AFB could be accomplished over a period of six months beginning 1 March and completed by 1 September 1970. It is difficult to conceive that the transfer of personnel from Scott AFB and GEEIA to Richards-Gebaur could be accomplished any sooner.

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Has been mutually beneficial to government and industry.

4. The Air Force would do well to take advantage of the offer of Governor Rockefeller for support of the mission of the consolidated headquarters: "Aid in total support of consolidation" This total support pledged by Governor Rockefeller, if the consolidated headquarters is located at Griffiss Air Force Base, will include the immediate construction of the Upper College, Up-State New York, within 10 miles of Griffiss AFB, (with emphasis on scientific and engineering courses directed to the needs of Griffiss AFB personnel; strengthening the Rome Branch College, -on the perimeter of Griffiss AFB, which is also directed to the needs of Griffiss AFB personnel; financially underwriting _____ housing program undertaken by the cities of Utica and Rome; and relocation of highway connections to the New York State Thruway, for the benefit of Griffiss.

Special Committee for GEEIA
Rome/Utica Chambers of Commerce

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SHJ - 19 Feb 70

Rocky picks panel to save AF facility

Governor Rockefeller yesterday named three state officials to work toward providing housing needed to keep the Air Force Ground Electronics Engineering Istallation Agency (GEEIA) at Griffiss Air Force Base in Rome.

The governor designated Neal Moylan, state commerce commissioner; Charles J. Urstadt, commissioner of housing and urban development; and Edward J. Logue, president of the Urban Development Corp.

Air Force officials have said that inbalances, primarily in housing, would have to be corrected in Rome, if Griffiss to become headquarters he agency.

Deputy Air Force Secretary Lewis Turner said 828 units of housing for military and civilian personnel, 360 dormitory type units for enlisted men an 40 dormitory type units for bachelor officers would be needed.

The agency is headquarters for installation and maintenance of ground electronics equipment at Air Force stations all over the world.

Faced with budget cuts, the Air Force is studying whether to move its Communications Service (AFCS) and GEEIA from Scott Air Force Base in Illinois and from Griffiss and consolidate them in a new Ground Electronics Command (GEC) a Richards - Gebauer Air Force Base, south of Kansas City, Mo.

The 10th Air Force which had its headquarters at the Missouri base, was deactivated, leaving a great deal of available space.

Preliminary studies have estimated that consolidating GEEIA and the AFCS at the base would save about $500,000.

Rep. Alexander Pirnie and a delegaton of state and Oneida County officials recently Yorkers argued that it would be cheaper to leave GEEIA in Rome, and if the new command was created, to put that at Griffiss, too.

This would mean about 1,000 new jobs in the area, they said.

Pirnie said the apparent economy indicated by Air Force studies should not be the whole story.

He said the Air Force should consider "the human cost" of the move. Many GEEIA employes would not agree to go to Missouri, he said, and the Air Force would have to replace them and suffer the cost of reduced efficiency in the meantime.

State officials said New York has committed millions of dollars in state and local money to support the installation and provide the services its employes and their families need.

The state officials said they felt it was only fair for the military to consider the obligation this has created.

The Air Force has a political problem whether it decides to leave GEEIA at Griffiss or move t to Missouri. Each site has a member of the House Armed Service Committee pulling for it.

Pirnie ranks seventh among 16 minority members Rep. William J. Randall, D-Mo., ranks 13th on the 24-member majority. Randall has Richards-Gebauer Air Base in his district.

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— Editorial Opinion — Feb 21 1970 30

State and Area Support Air Force

Housing, on-base and off-base, is the key to the imminent decision as to the location of the consolidated AF Communications Service — GEEIA headquarters. GEEIA is to be absorbed by AFCS into a new command to be known as Ground Electronic Command. Headquarters will be at Griffiss or at Richards-Gabeur AFB, Missouri.

Reliable sources indicate the new command headquarters will be located at Griffiss AFB only if an apparent housing shortage in the Rome-Utica area can be corrected within the next few months.

Intense activity by state, congressional district and local officials and civic leaders has resulted in a reconsideration of the Air Force decision.

These persons have been working unceasingly since mid-December to develop and implement a program for the production of 1,265 housing units this year.

In discussions with Pentagon officials, Governor Rockefeller and top aides have pledged "the total resources" of the state to support existing and new missions at Griffiss AFB.

The Governor has appointed a blue ribbon state committee to coordinate state efforts in support of Griffiss AFB. It consists of Commerce Commissioner Neal L. Moylan, Housing Commission Charles J. Urstadt and Edward Logue, president of the State's Urban Development Corp.

There is a close working relationship between the Utica and Rome Chambers of Commerce and with the state committee in a united effort to keep Griffiss AFB strong by securing the GEC headquarters.

The housing program supported by Governor Rockefeller seeks to answer the problems raised by Air Force leaders. As set forth in a memorandum to AF Secretary Seamans on Feb. 19 by the Special Committee on Griffiss AFB these are:

1. A deficiency of 865 off-base housing units.

A Rome-Utica Chamber of Commerce committee, supported by state and municipal officials, has undertaken a concerted program to guarantee construction of necessary housing units before the end of 1970.

2. Lack of housing for 360-400 military personnel.

New York State will underwrite construction, on public land, apartments compatible with AF standards, these to be ready for September of this year.

3. Shortage of administrative space.

Consolidated headquarters will require approximately 260,000 square feet for administrative purposes. GEEIA headquarters currently has 160,000 square feet. Approximately 100,000 square feet of administrative space formerly occupied by ROAMA and now vacant can be rehabilitated at an estimated cost of $1.10 to $1.25 per square foot.

4. Additional expenses resulting from delays in moving personnel.

GEEIA personnel is in place at Griffiss AFB and will not have to move if the consolidated headquarters is established here, a substantial savings to Air Force. AFCS personnel can be transferred from Scott AFB in increments over six months beginning March 1, continuing until Sept. 1. It is unlikely transfer of more than 1,000 military and civilian personnel from Scott and Griffiss to Richards-Gebeur AFB in Missouri could be done in less than six months. It is obvious that total cost of moving two headquarters groups to Missouri would be greater than moving one group to Griffiss AFB. AF estimate of total cost of $75,000 of moving to Richards-Gabeur is obviously unrealistic.

The Special Committee has stressed to the Air Force: 1. Desirability of GEC engineers being on same base with RADC; 2. Benefits from off-base contacts with computer and electronics experts in area; 3. Loss of skilled civilian personnel if GEEIA moves; 4. Promised assistance from Governor Rockefeller and State of New York in expanded housing, higher educational facilities and transportation, and 5. Equities inherent in New York's large share of federal tax load.

The AF has been told: "A consolidated headquarters at Griffiss will be welcomed by a community and a state that have the capability and the desire to support its mission."

The Air Force should realize the state and the area are serious.

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Office Space Search Stirs Optimism on Griffiss Future

ROME — Usually reliable sources have indicated Griffiss Air Force Base officials are busy looking for several hundred thousand feet of new office space in currently unused buildings on the base.

If the reports are true, it is no guarantee that the Ground Electronics Engineering Installation Agency (GEEIA) will remain a permanent fixture at Griffiss — but that is the way veteran Pentagon-watchers were betting this past week.

The most optimistic accounts have it that GEEIA will be retained, with it and allied functions greatly increased, to account for the sudden demand for the vast expanse of new office space.

A second "explanation" for the need for new offices is more pessimistic. This rumor would have it that GEEIA is to be taken from the base and the offices are to be used by another new mission to be brought here.

The most pessimistic and minority view is the possibility that the "demand" for new office accommodations is a trick by the Pentagon "to keep everybody off balance while they yank GEEIA out of here."

The Air Force is expected to settle the matter officially on March 12 with a comprehensive announcement about its future plans for scores of installations.

Several weeks ago the rumor mill at Griffiss had depressed the morale of many GEEIA employes who kept hearing GEEIA "was going" with the prospect they would lose their jobs or be uprooted to a strange base much like the hundreds of Rome Air Materiel Area (ROAMA) employes who were scattered over five bases in the early 1960s.

However, during the past week the accounts of the moving of a number of GEEIA personnel from recently acquired offices to clear those spaces for some unannounced new activity has tilted the rumors from "going" to "we're staying."

Meanwhile, in Washington, Rep. Alexander Pirnie's executive assistant, Sherwood Boehlert, has dented rumors that GEEIA is to be moved.

He said, "As far as we know, the date for the Air Force decision won't be until March 12, when the service will make a package announcement affecting major installations."

He added that any other accounts are erroneous.

Saturday, the Oneida County Board of Legislators Ways and Means Committee proposed to transfer 15 acres of land to a non-profit corporation being formed to construct housing in support of the base.

The proposal was passed unanimously at a special meeting.

The acquired land would be a portion of the Oneida County Hospital site north of Floyd Avenue and adjacent to Griffiss. Construction of 400 apartment units needed for military personnel would be made there. If such housing is not erected within three years, the land will revert back to the county.

The dwellings would be built under the limited profit housing program of New York State, with the aid of the State Urban Development Corp. and perhaps the federal Department of Housing and Urban Development.

Occupants would include airmen and junior officers until additional on-base housing could be built.

The structure then might be turned back to the county for possible use by the Rome branch of Mohawk Valley Community College.

The Utica-Rome Chambers of Commerce Joint Housing Committee has been busy negotiating with officials to obtain sites for 865 apartment units for civilian employes which the Air Force has informed state officials are needed to support a combined Air Force Communications Service (AFCS)-GEEIA headquarters at Griffiss.

The apartments can be constructed at different sites in the Rome-Utica-Oneida area and need not be adjacent to the base.

They are part of the 1,670 rental and purchase units which the chambers have promised to start this year.

However, even if the AFCS-GEEIA headquarters is not established at Griffiss, the new housing units are needed to support other base missions and to attract faculty members coming into the area with the planned upper division college of the State University.

Rockefeller has taken an active part in the talks with Pentagon officials, promising that state agencies will do everything possible to help provide the housing that Air Force planners say is needed if Griffiss is to continue or expand its present missions.

The governor followed through on his promise by naming a state committee which is to meet this week in New York City with area leaders to continue to try to quickly provide the needed Air Force housing.

The concerted effort to assure the Air Force there will be no housing shortage here is in support of other arguments for the creation of the Communications Service-GEEIA consolidation here.

These arguments include the availability of the private computer and electronics firms in the area, and similar computer systems already on base, plus the probable loss of many skilled employes if GEEIA moves.

Finally, there is the argument that New York State has already been hurt economically by major Pentagon cutbacks, which, it is argued, have been disproportionate, since New York State is paying more federal taxes than any other state in the union.

All those considerations, plus the call for a large amount of additional office space here, have the Pentagon-watchers in a cautiously optimistic mood — but still holding fingers crossed until the official "word" is received next monthht

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Rome Sentinel 26 Feb 70

State Sending Delegation Here To Initiate Crash Housing Plan

Representatives of the State Division of Housing and Community Renewal and the Urban Development Corp. will come to the Rome-Utica area early next week to initiate a crash housing program, in conjunction with local sponsors.

This announcement was made Wednesday afternoon in New York City by top-ranking state officials appointed by Gov. Rockefeller "to provide housing for exapanded missions at Griffiss AFB." It is part of a concerted effort to keep GEEIA and have the new Ground Electronics Command (GEC) headquarters located here by meeting the housing needs of military and civilian personnel at the Base.

Pentagon officials have said that 1,265 units are needed during 1970 to support present and future missions of Griffiss AFB. An intensive campaign to meet this goal was undertaken last December by a Joint Committee of the Rome and Utica Chambers of Commerce with the strong support of state officials.

Gov. Rockefeller has appointed a blue-ribbon committee consisting of Charles J. Urstadt commissioner of housing and community renewal; Edward J. Logue, president of Urban Development Corp., and Neal L. Moylan, commissioner of commerce.

At Wednesday's meeting in New York City, Commissioners Urstadt and Moylan were joined by William Meyers, assistant housing commissioner, Robert E. McCabe, general manager of UDC, and Joseph G. Madonna, director of UDC's Northeast Region.

Area representatives were Andrew J. Ryan, Rome Chamber of Commerce president; Emlyn I. Griffith and Leslie T. Prossner of the Special Committee on Griffiss AFB; Edward E. Parry of the Joint Committee on Housing; and Thomas Zappone, executive vice-president of the Oneida County Industrial Development Corp.

Methods of financing and construction as well as site locations, in order to provide "instant housing," were principal items on the agenda at the meeting, which lasted 2½ hours. There was general agreement that modern building techniques will permit completion of the number of apartments recently committed by the Joint Housing Committee of the two chambers for the year 1970, provided that serious zoning or work force supply problems do not arise.

Financing Available

Financing of the housing projects will principally involve mortgages from the State Division of Housing and Community Renewal together with federal subsidies and local equity. The governor's committee assured the local delegation that "financing is available" through the sale of tax exempt bonds by the State Housing Finance Agency.

County Approves Land Transfer For Apartment Site Near Griffiss

By HOWARD J. McDONALD

Moving quickly and unanimously, the Board of County Legislators went on record Wednesday in favor of leasing county-owned land near Griffiss AFB for construction of housing units in connection with the area-wide effort to get a planned new Air Force command located at the Rome base.

Without debate or questions, the board approved a resolution of intent to make available to a non-profit organization 15 acres of land as a site for 400 housing units for military personnel.

The tract involved is situated north of the Bell Road School and extends from Bell Road to the Mohawk River. The land is contiguous to Griffiss AFB.

The board waived the usual parliamentary requirements pertaining to the timetable for submission and approval of legislation to act on the measure at the special meeting called for that purpose.

At stake is the location of the proposed combined headquarters of the Ground Electronics Engineering Installation Agency (GEEIA), now at Griffiss, and the Air Force Communications System (AFCS) at Scott AFB, Illinois, either at the Rome base or at Richards-Gebaur in Missouri.

If located in Rome, the new Ground Electronics Command would bring 1,500 personnel from Scott AFB.

Voice Praise

Two Rome supervisors, a Democrat and a Republican, took the opportunity to praise the board for its quick response to the request from leaders in the Rome-Utica area who are staging the effort to get the new Air Force command located at Griffiss AFB.

George J. Benner, D-34, noted that in the past the legislators had often been the target of "severe criticism" for their performance — or lack of it — on certain legislation.

The action on the housing legislation, he said, points up the ability of the board members to act "deliberately and conscientiously" when the chips are down to serve the best interests of the people of the county.

Echoing Benner's sentiments, Kenneth H. Camadine, R-36, recalled past instances in which the board had been accused of "dragging its feet."

Camadine said the board's display of unanimity in an emergency should show that "we have picked up our shuffle."

The board's action was conveyed by Theodore Robak, executive assistant to County Executive Harry S. Daniels, by telephone to an area delegation which met in New York yes-

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Rome Sentinel 28 Feb 70

Council Offers Wright Park Land For Griffiss Personnel Housing

The Common Council last night gave quick and unanimous approval to a resolution of intent to provide 25 acres of city-owned land at Wright Park on Floyd Ave. near Griffiss AFB for housing for base personnel.

Corporation Counsel Frank S. Cook explained that, while it is not known at this point how the construction of housing will be handled, he expects that the city will be able to sell or lease the land to a qualified public agency without the usual requirement for disposal of city land by public auction.

And, Cook added, he believes it will likewise be possible to have lifted the existing restrictions imposed when the land was deeded to the city, which provide it is to be used for recreational purposes.

The land lies on the south side of Floyd Ave. between the Mohawk River and Park Drive. The 25 acres, Cook said, would not include the Kent Amphitheater on the banks of the river nor the access drive to that facility.

The city commitment was sought as part of the campaign to provide some 1,270 housing units for Griffiss personnel, a pledge made by area leaders seeking to have the base designated as the headquarters for the new Ground Electronics Command.

Wednesday the county Board of Legislators similarly recorded its approval for making available county-owned land in the Bell Road area adjoining the base for base housing.

Alderman Fred Jackson, R-4, noted the work of the joint area housing committee headed by Benjamin Shiffrin, remarking that "their figures on the need don't lie" and that "this is an excellent way for us to show good faith."

On a related matter, Alderman John D. Murphy, D-7, introduced an ordinance for the rezoning of property at 937 Floyd Ave where Carl Calnero, a local builder, plans an 18-unit apartment development.

The Council is exepected to schedule a public hearing in the near future on that zoning charge, which has been recommended by the Planning Board.

Alderman Patsy Spado, D-1, urged that any area contractor contemplating construction of housing contact the Rome Area Chamber of Commerce for any assistance needed in expediting his project.

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Consolidated HQ Going West; Griffiss Getting Area Command

By FRITZ S. UPDIKE

Griffiss AFB is to lose Headquarters, GEEIA, and will become the location of a new Headquarters, Northern Area, Ground Electronics Command. (The command designation is subject to change.)

This will be announced later this week in what Defense Secretary Laird has described as a "massive" closing of military installations and reduction of defense activities.

Headquarters, GEEIA, and Headquarters, AF Communications Service, are to be consolidated to form a new organization to be commanded from Richards-Gebaur AFB, Mo. Their current names will disappear.

The number of persons involved will be known when the official announcement is made, sometime later this week.

Communications Service headquarters is presently at Scott AFB, Ill.

Area HQ Here

The new combined agency, Ground Electronics Command, if that is what it will permanently be called, will function through four areas, one of which will be headquartered at the Rome base. These will be similar to the GEEIA and Communications Service regions.

A widespread impression, among military and civilians alike locally and in several areas of the Air Force, that Griffiss would be the headquarters for Ground Electronics Command will prove incorrect.

GAFB Preserved

However, Griffiss is remaining in being — and gaining a few personnel — while many other bases, some of these of "blue-ribbon" status, are to be deactivated or severely reduced in activity.

Inasmuch as the Defense Department goal is a large reduction in personnel, both military and civilian, as well as in physical property, there will be a decrease in both GEEIA and Communications in formation of the combined command. It is possible that some of the civilian technicians and engineers to be severed from Headquarters, GEEIA, will be absorbed by the incoming Northern Area command.

GEC will be responsible for Air Force ground communications — from design, engineering, installation and maintenance to operation — with troops in all Air Force installations around the world.

GEEIA, now commanded from Griffiss, has about 8,000 people, operating worldwide through regional commands. It does the engineering, installation and maintenance of communications systems. There are nearly 950 at its headquarters at Griffiss.

Communications Service, which operates what GEEIA installs, is a worldwide command of some 60,000 of which approximately 1,200 are in the headquarters now at Scott AFB.

Number Not Known

How many will be in the new Northern Area headquarters at Griffiss is not known. This question should be resolved in the formal announcement, within a few hours. It is known that the Northern Area people at Griffiss AFB will come from GEEIA's Eastern Region command at Keesler AFB, Miss., which now has 520, and Communications Service Eastern Region now at Westover AFB, Mass.

The 2861st GEEIA Squadron, some 350 military, is stationed at Griffiss AFB but reports to Eastern Region headquarters.

Western Regions Cut

Southern Area headquarters of the new organization will be at Tinker AFB, Okla., with the European Area commanded from Weisbaden, West Germany, and the Pacific Area from Hawaii.

The present Western regional headquarters of GEEIA and AFCS at McClellan AFB and Hamilton AFB, Calif., will be disbanded. The area organizations will be commanded by brigadier generals.

Gov. Rockefeller sought to obtain the new consolidated headquarters for Griffiss AFB, actively working with Rep. Pirnie in presenting the case for the Rome base.

When the Secretary of the Air Force said Richards-Gebaur AFB has ample administrative space and housing immediately available, while Griffiss AFB had a deficiency of 400 military units and 865 off-base family units, Rockefeller promised to provide the housing this year.

Not Deactivated

Spokesmen for the special Rome and Utica Chambers of Commerce committee which sought to back up Rockefeller's pledges said today they were disappointed the combined headquarters could not be secured for Griffiss AFB.

They noted, however, that at a time when military bases

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GEEIA to Become GEA; Lose 208, Gain Some

Daily 5 M.

Griffiss Air Force Base will lose 208 civilian employes, but will gain the same number of military employes as a result of a nationwide cutback in the defense establishment.

The civilian employes affected are with Ground Electronics Engineering Installation (GEEIA) at Griffiss, which will be consolidated with the Air Force Communications Service.

A new Ground Electronics Agency, GEA, formed by the consolidation, will be headquartered at Richards-Gabaur Air Force Base in Missouri, about 15 miles south of Kansas City.

It is the presumed destination for almost all of the 208 civilians leaving Griffiss, informed sources said. The report came from the Gannett News Service, Washington, D.C. Bureau.

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HOWEVER, Griffiss will be the location of a regional headquarters for the new GEA command. Some 715 employes of the present GEEIA, plus the 208 new military personnel, will be assigned to the new regional Griffiss command.

Despite the loss of the civilian employes, Griffiss was left comparatively unscathed by the cutback in military installations. Details are expected to be made public tomorrow by Defense Secretary Melvin Laird.

More than 30,000 military and civilian jobs at Air Force installations are being eliminated. A major threat to Griffiss was the possibility that GEEIA, with its 925 employes, would be moved elsewhere and nothing would take its place.

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REP. ALEXANDER PIRNIE was told on Dec. 20 this was the likely outcome by Air Force Vice Chief of Staff Gen. John D. Ryan. At a series of meetings with Ryan and with Air Force Secretary Robert C. Seamans Jr., Pirnie made a case for maintaining a ground electronics command at Griffiss. Pirnie said the mission should be strengthened not weakened.

Pirnie believes the decisive meeting came Feb. 6, when he and Gov. Rockefeller told Seamans that the Northeast, and New York in particular, had borne more than its share of military cutbacks. They said Griffiss should be spared from the next one.

PERSONNEL for the new command will come from Keesler Air Force Base, Miss., now eastern regional command for GEEIA, and from the eastern regional command of the Air Force Communications Service at Westover Air Force Base, Mass.

The other three regional headquarters will be at Tinker Air Force Base, Okla., Southern; Wiesbaden, Germany, European, and Hawaii, Pacific.

The Associated Press reported that the present western regional headquarters of GEEIA, at McClellan Air Force, and the western regional headquarters of the communicataions service, at Hamilton Air Force Base, both in California, would be disbanded.

GEEIA, now commanded from Griffiss, has a force of 3,000 personnel operating worldwide. The agency does the engineering, installation and maintenance of communications systems for the Air Force. About 950 persons work from the Rome headquarters.

A spokesman for a special committee of the Rome and Utica Chambers of Commerce, which sought to back Rockefeller's pledges to secure additional housing units if the command locations were awarded to Griffiss, expressed disappointment.

He said, however, it was encouraging to learn Griffiss would not be deactivated and would continue at about its present strength at a time military installations throughout the country are to be closed.

After GEEIA...Rome Ready to Secure Future

By JONAS KOVER

ROME — The report that GEEIA will be removed from Griffiss AFB and replaced by an area command leaves this community disappointed but united in welcoming the new command and in taking steps to make sure the base will be retained in the future.

Mayor William A. Valentine summed up the reaction in this manner:

"We are very disappointed we didn't get the command in Rome. I believe though we are fortunate with all the base-closings going on that we are being given an area command."

It was pointed out that the difference in the two commands is the number and composition of personnel — with Griffiss possibly losing civilians and gaining military personnel.

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THE MAYOR DID not know exactly what "this means in numbers" yet. He will confer in Washington tomorrow with Congressman Alexander Pirnie on how the city will be affected.

"When I get the figures, I will have further comment," he said.

While the city is glad to get more military personnel at the base, dollars will certainly be lost with the erasure of the "high-paid" civilian jobs, the mayor added.

Rome Chamber of Commerce President Andrew J. Ryan echoed the disappointment but added "when we boil the whole thing down, we didn't lose all the marbles."

"We didn't come out even though. We lost. But we could have been a lot worse off," he said.

Ryan said that when the list of all base closings is made tomorrow the area will feel more fortunate.

The great disappointment is that "we thought we had a good chance for the whole thing to come here," he said.

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THE REPORT OF the GEEIA transfer yesterday came when area leaders were meeting with representatives of the State Urban Development Corp. to discuss the 1,265 housing units recommended as needed by the Air Force if the joint command was to be stationed here.

After the state officials were briefed on the decision, joint housing committee chairman Benjamin Shiffrin said that a need for housing still exists, but the numbers would probably be different.

"In December we were quite sure what goal was needed for new housing, but now we aren't sure of the numbers," he told the group.

Even without the addition of a new facility here, the Air Force said that it needed 600 housing units to accommodate existing military personnel, Shiffrin said.

The chairman urged steps be taken so that military men assigned to Griffiss need not be advised to leave their families behind because of a housing shortage.

"I don't want anyone to carry the impression this thing is finished. We have just started," he said.

We want to secure the future conditions so Griffiss will not be named for closing in the years to come, the chairman said.

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The MEETING BROUGHT Joseph Madonna, UDC regional director, and his staff for an initial briefing on the housing situation and tour of possible sites for project construction.

With Madonna were Ben Geraghty, project manager; David Pellish, chief housing technician; Stephen Bernstein project lawyer; David Talmas, housing analyst, and John Sullivan, regional engineer.

Since there is no final announcement of the specific number and type of housing units now involved Schiffrin stressed that the meeting was only for the men to meet each other and look over possible sites.

This is the primary step of UDC's program which provides a "packaged design" for a project. Next it seeks out private builder - developer - investors for a limited income development.

Madonna said, "If the decision has been made it will not dampen our fervor. We are just talking about different numbers."

He said there is a possibility, if the corporation can get meaningful local partners, that buildings could be erected by the end of the year.

THE FIRST PHASE of the corporation's program in an "in-house" analysis, where sites are looked at with consideration of soil, utility and any legal problems. Then a housing analysis is conducted of the current market.

Responding to these studies a preliminary feasibility report is made. If that is accepted a search for a quality architect begins.

The corporation expects local partners, such as the city, Chamber of Commerce and business and civic groups to pay half of the preliminary architectural costs a studies.

Shiffrin, speaking for the leaders, said if this is wh expected, the money wil obtained.

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— Editorial Opinion —

Griffiss AFB Survives Cutbacks

Griffiss AFB has survived another reduction in military installations.

The significance of this will be realized when the official list is made public later this week.

The Rome-Utica community effort to secure the headquarters of a new major Air Force command was not successful — due mainly to a deplorable lack of low and middle-income housing in this area.

It is regrettable that the skilled communications personnel at Headquarters, GEEIA, are to be transferred to Missouri. It is to be hoped that some may be able to secure assignments with the incoming Headquarters, Northern AF Communications Service Area.

The lack of success in the effort to keep GEEIA by securing the new Air Force communications headquarters should not overshadow the real meaning of what has happened.

To have survived as a base cannot be lightly dismissed. Rome Air Development Center remains at Griffiss as one of the nation's top research and development centers. Strategic Air Command, which probably will become the landlord of the Rome base, maintains its 416th Bomb Wing at Griffiss as does Aerospace Defense Command's 49th Fighter-Interceptor Squadron. A new building is planned for the 2845th Air Force Hospital.

Griffiss AFB will have exactly the same authorized personnel strength when this current economy move is completed as it has today. The net reduction in personnel in both the October, 1969, and the current cutbacks will be 83. This in the face of a total net reduction in the Air Force in these two exercises of 95,472.

That the zero reduction in personnel is the result of 208 more military and 208 less civilians is not to be brushed aside. Griffiss AFB remains solid but the loss of these civilian positions hurts. The new area command, to be activated Sept. 30, when GEEIA is phased into AF Communications Service, does not compensate for the loss of GEEIA but it helps keep the Rome base alive and active.

Griffiss AFB has survived — and that's the right word — the economy cutbacks of last October and this week. There will be additional developments shortly that will further spell out the stability of the base.

As the number of military installations is reduced, those remaining take on added strength and brighter prospects. The long-range future of Griffiss AFB depends upon a correction of the long-standing housing deficiency, to which the Pentagon points each time efforts are made to keep or enlarge organizations at the base.

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There will be a Press Conference at 1300 hours on Saturday, 7 March, at Hq GEEIA. Major General Paul Stoney, Colonel Key , Mr. Wolf, General Nichols and Colonel Britting will be involved in the Conference.

Accompanying the 3 AFCS people will be Col Wayne P. Orr, Director of Information for AFCS.

The program will commence in the General's Conference Room, or wherever we decide to set it up, at 1300 hours. Colonel Wayne Orr will outline the program and introduce General Stoney. Stoney will read the announcement, probably a 30 second prepared statemnt and pass it ~~along~~ back to Orr. Orr will have 2 maps and for these 2 maps he will need easels with 30" by 40" boards to put his maps on.

These 2 maps will include the present set-up of the 2 organizations as they are now aligned and the people at each site. The second map will identify the new location and the number of people to be consolidated.

The party will arrive here by T-39 at 1100 hours Local, Saturday. Lunch should be arranged. General Stoney will not debate the merits of the merger with any news men, simply call attention to the fact that the decision was made. However, he will meet privately with anyone who wishes to discuss it.

The party will leave Griffiss after the Press Conference on Saturday afternoon. No billeting arrangements will be required. Name plates for each person will be necessary.

It is up to Mr. Sanderson to invite whoever he feels desirable to the Press Conference. We can begin this immediately.

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NEWS RELEASE

UNITED STATES AIR FORCE

OFFICE OF INFORMATION • HQ AIR FORCE COMMUNICATIONS SERVICE • SCOTT AFB ILLINOIS

Release Number: 70-38

256-2833, 256-5631

RELEASE: IMMEDIATE

March 6, 1970

HQ AFCS, SCOTT AFB, Ill.--Major changes in the structure of the Air Force Communications Service and relocation of the command headquarters from Scott AFB to Richards-Gebaur Air Force Base, Mo., were announced today.

Major General Paul R. Stoney, commander of the worldwide organization, made the announcement at a press conference here. It coincided with a much broader announcement by Secretary of Defense Melvin Laird in Washington, D. C., which outlined reductions in military strength and operations around the world.

Changes in the AFCS structure result from a consolidation of the command and the Air Force's Ground Electronics Engineering Installation Agency (GEEIA), which has its headquarters at Griffiss AFB, Rome, N. Y. Headquarters for the consolidated organization will be at the Missouri air base.

The possible union of the two USAF organizations and the selection of a site for the combined headquarters have been under study by the Air Force for several months. The joining is seen as "an opportunity

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to further streamline the management of the Air Force's entire communications-electronics effort to provide more effective service for the 1970s and the future," General Stoney said.

"This consolidation," an Air Force spokesman said, "is designed to achieve maximum resource savings combined with mission effectiveness. We can realize this because of the similarity of skills available between the two organizations."

Consolidation of the organizations will produce a manpower savings of nearly 2,100 persons, which includes a reduction of base support elements at locations affected by the action. Dollar savings estimated to result from the consolidation exceed $14 million annually. The estimated one-time cost of the merger and relocation of the combined headquarters will be less than $4-1/2 million.

The total strength of the combined headquarters at Richards-Gebaur AFB is expected to reach about 1,900 with the full merger of the two organizations. Included in this total are the nearly 1,300 manpower authorizations within the existing AFCS headquarters at Scott and about 600 authorizations from GEEIA's headquarters.

Not all of the manpower savings result solely from the marriage of the two major headquarters. A number of other actions are included in the overall project, including a reorganization of the intermediate headquarters and the collocation and union of AFCS and GEEIA units

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throughout the world.

The consolidation does away with the separation of the Continental U. S. into three geographical subordinate regions for both AFCS and GEEIA and establishes two areas--the Northern Area, with headquarters at Griffiss AFB, N. Y., currently the headquarters location of GEEIA; and the Southern Area, with headquarters at Oklahoma City Air Force Station, near Tinker AFB, Okla. A communications area is considered to be comparable in size and mission to a numbered Air Force.

The AFCS Northern Area encompasses part of California, from the Sacramento area northward. It then takes in all states north of (but excluding) Nevada, Arizona, New Mexico, Texas, Oklahoma, Arkansas, Tennessee, Kentucky and Virginia. The Southern Area takes in the remainder of the Continental U. S.

Existing AFCS and GEEIA functions and personnel will be consolidated at the two new area headquarters locations. The Northern Area headquarters will incorporate responsibilities formerly exercised in the northern tier states by AFCS' Eastern Communications Region, Westover AFB, Mass.; Central Communications Region, Tinker AFB, Okla., and Western Communications Region, Hamilton AFB, Calif.; as well as those responsibilities formerly exercised in these same states by GEEIA's Eastern Region, Gulfport, Miss.; Central Region, Tinker AFB, Okla., and Western Region, McClellan AFB, Calif.

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Since moving to Scott on January 14, 1958, AFCS' headquarters personnel requirements have more than doubled. The Air Force study which preceded the consolidation announcement verified Scott's already crowded and acutely overpopulated condition and the base's inability to provide adequate space and facilities for the consolidated headquarters. Headquarters AFCS personnel currently operate out of 18 widely scattered buildings on the installation and in a total work area considered to be far below what is required.

A number of Air Force bases were considered in the USAF study as possible sites for the merged headquarters. Richards-Gebaur was selected because adequate space and facilities are presently available without need for extensive renovation or construction.

Of the approximately 1,300 members now at Headquarters AFCS at Scott, about 70 per cent are military and the remainder are civilian employees. AFCS Personnel officials have not made an estimate at this time of the number of civilian employees expected to accompany the headquarters in its move to the Missouri base.

In all probability, military personnel due for discharge or normal reassignment within the next few months will not leave immediately, but will continue on duty at Scott until their expected change of status is due. Personnel in-bound to the command's headquarters will be assigned to Richards-Gebaur, where they will join other personnel in setting up the

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new headquarters operation.

Civilian employees currently assigned to AFCS and GEEIA organizations that are being inactivated or reduced will be offered functional transfers to one of the units under the new organizational concept. This matter is being reviewed and affected persons will be advised of their status at the earliest possible date.

Of the nearly 1,900 persons who will make up the new headquarters staff, slightly more than 850 are civilians.

Merger of the two organizations now gives the Air Force a single manager concept for communications-electronics (C-E), capable of performing engineering, installation, operation and maintenance. Additionally, the mission includes a ground C-E mobile depot maintenance capability previously exercised by GEEIA for the entire Air Force.

From its Scott headquarters, AFCS supervises the activities of 51,000 personnel operating from more than 700 locations worldwide. It operates and maintains a worldwide system of base and long-haul communications, air traffic control and navigational aid facilities and services for the Air Force and other government and civilian agencies.

Added through the consolidation is the GEEIA electronic engineering capability and installation responsibility for the complex systems operated by AFCS and other commands--such as the early warning defense radar operated by the Aerospace Defense Command. GEEIA is an organization of about 8,000 persons commanded by Major General Franklin A. Nichols.

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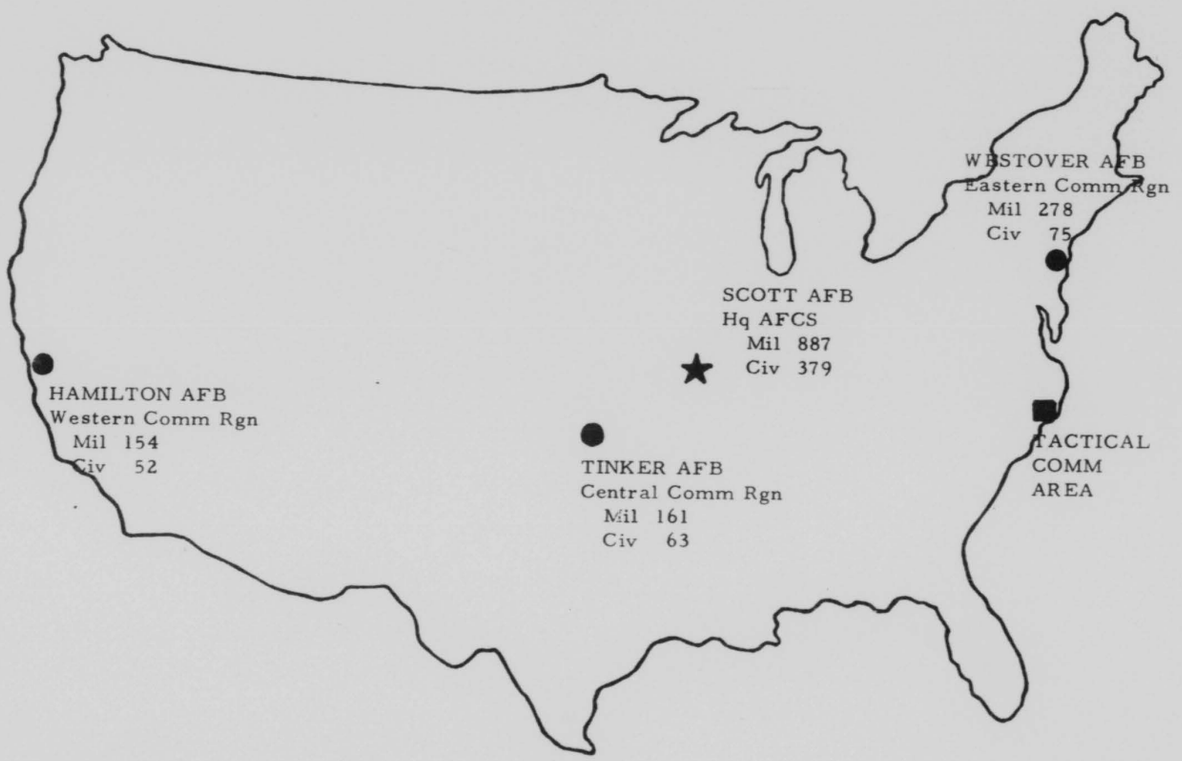
PRESENT ORGANIZATION
AFCS



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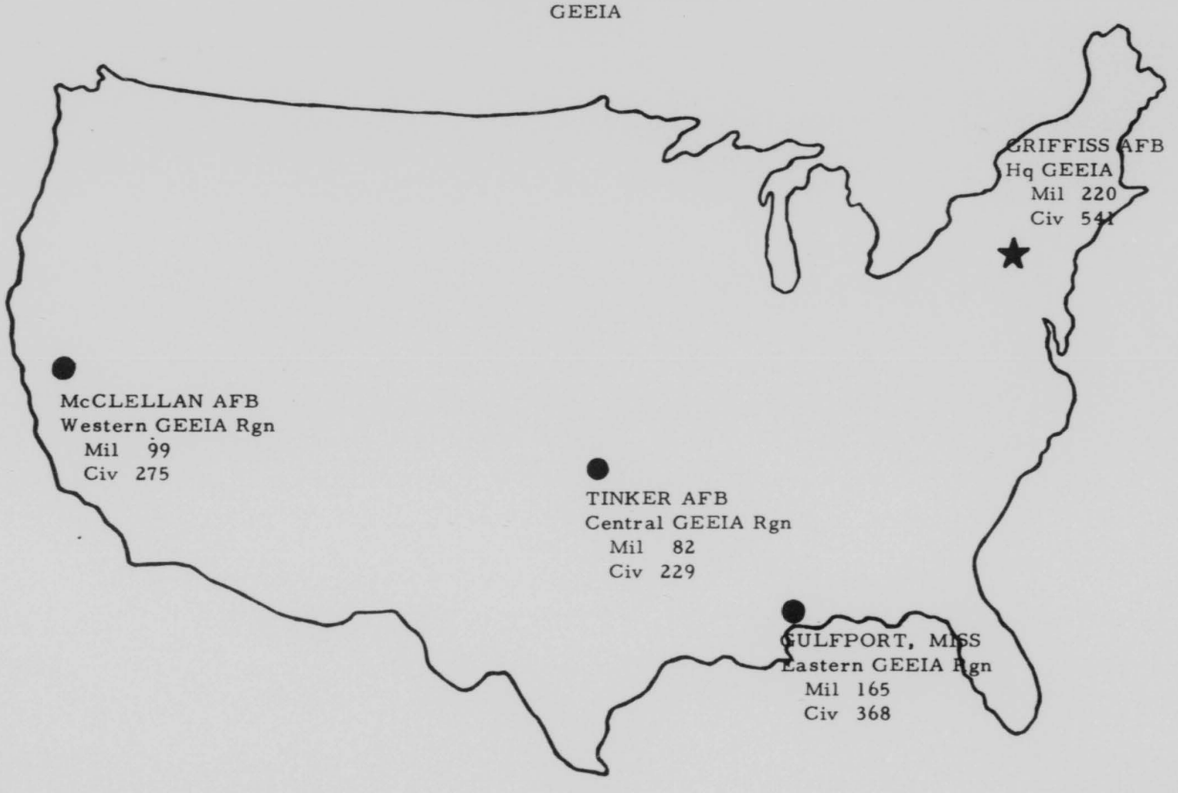
PRESENT ORGANIZATION
GEEIA



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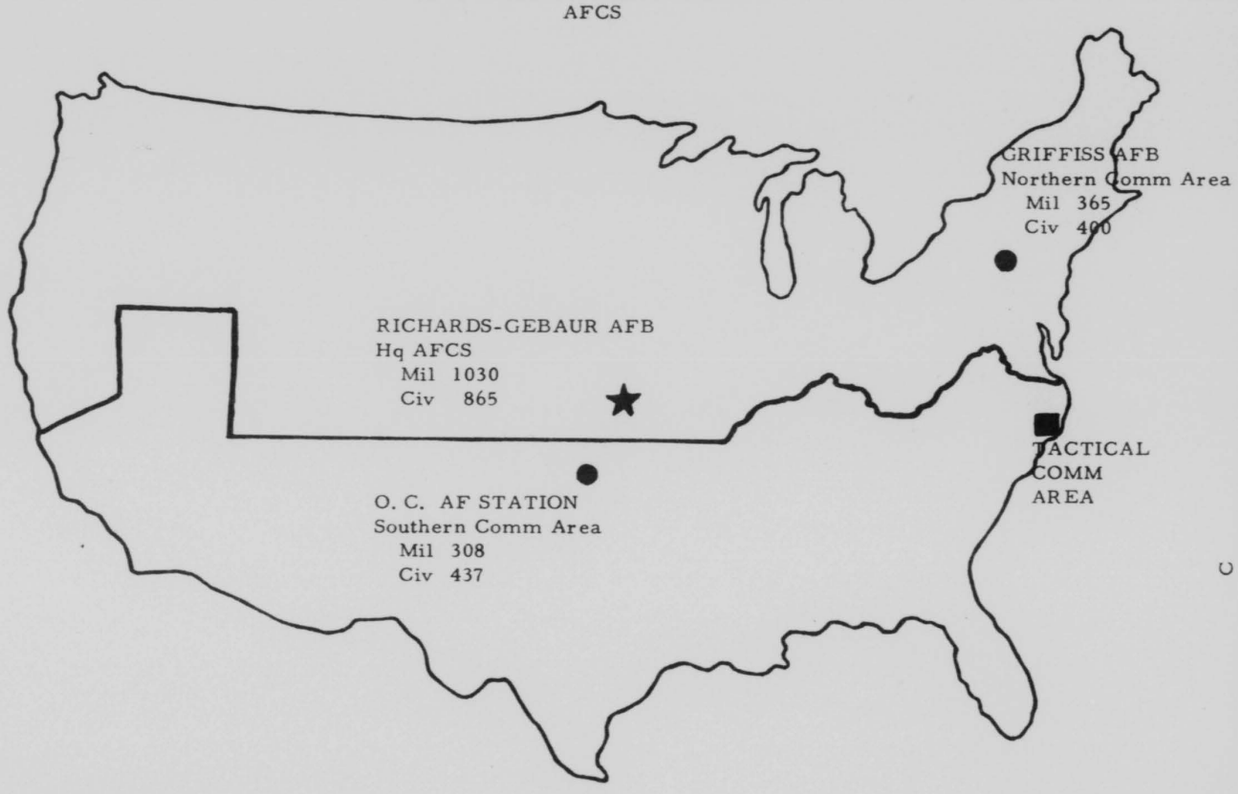
CONSOLIDATED ORGANIZATION
AFCS



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Incoming Griffiss Job Slots Total 400 Rome Daily Sentinel March 9, 1970

Shift of 541 Civilian Posts To Missouri Base Scheduled

39

By HOWARD J. McDONALD

Absorption of Headquarters, Ground Electronics Engineering Installation Agency (GEEIA) at Griffiss AFB by the new Headquarters, Air Force Communications Service (AFCS) at Richards-Gebaur AFB in Missouri calls for the transfer of 541 civilian positions from Rome to Missouri and a transfer of 400 other civilian slots to the Rome base from six other areas in the nation.

The best job-retaining guarantee for civilians now at GEEIA Headquarters in Rome is to accept transfer offers to Richards-Gebaur since they would have no priority on the new slots to be made available at Griffiss AFB, it was pointed out.

Activation of a new Northern Area Headquarters of AFCS at Griffiss AFB — one of two in the nation — will also mean the assignment of 365 military personnel here in addition to the 400 civilian slots in the new headquarters for a total authorization of 765.

The present authorized strength at HQ. GEEIA is 541 civilians and 220 military personnel, a total of 761.

Thus, the merger of GEEIA and AFCS, headquarters at Richards-Gebaur alone will mean an increase of 145 military slots and a decrease of 141 civilian positions at the Rome base for a net gain of four military slots.

Briefing Conducted

Details of the merger, announced last week as part of broader cutbacks listed by the Pentagon, were outlined at the Rome base Saturday by the commanders involved and their aides at a press conference and briefing attended by area newsmen and civic leaders of Rome and Utica.

Besides the Northern Area Headquarters to be activated at Griffiss AFB, the merger includes the activation of a Southern Area Headquarters at Oklahoma City Air Force Station, Okla., with a manpower authorization of 745 — including 308 military and 437 civilians.

Another key announcement at the briefing session was the fact that the Strategic Air Command (SAC) would become the landlord at Griffiss AFB, marking the first time in the long history of the base that it will come under the control of a military-oriented organization rather than a civilian-oriented command. The present "owner" of the base is AF Logistics command.

The timetable for the reshuffling calls for the beginning of the "phased merger" of GEEIA and AFCS at Richards-Gebaur April 1; activation of the Northern Area Headquarters at Griffiss AFB on May 1; transfer of the base to SAC on July 1, and deactivation of GEEIA on Sept. 30.

Leading the orientation here Saturday were Maj. Gen. Paul Stoney, commander of AFCS headquarters now at Scott AFB in Illinois and who will command the merged headquarters at Richards-Gebaur, and Maj. Gen. Franklin A. Nichols, GEEIA commander at Griffiss.

The 400 civilian slots to be available at the Northern Area Headquarters will be open to civilians now assigned throughout six regions — three present GEEIA regions and three AFCS regions.

This is in line with the Northern Area Headquarters taking over responsibilities formerly exercised in the northern tier states by AFCS' Eastern Communications Region, Westover AFB, Mass.; Central Communications Region, Tinker AFB, Okla., and Western Communications Region, Hamilton AFB, Calif., as well as those responsibilities formerly exercised in these same states by GEEIA's Eastern Region, Keesler AFB, Miss.; Central Region, Tinker AFB, Okla., and Western Region, McClellan AFB, Calif.

Actually, it is expected that the influx at Griffiss will largely come from Westover and Keesler although personnel in all six areas will be eligible to compete for the 400 civilian slots at Griffiss and the 437 civilian slots at the Southern Area Headquarters at Oklahoma City Air Force Station.

Competition for Jobs

Referring to this phase of the merger — the Northern and Southern AFCS Headquarters — Gen. Stoney said "There's going to be competition for jobs."

In all, it is expected that some 1,800 civilians will conceivably be competing for 837 jobs in the two area headquarters.

Col. Marvin Key, project officer for the merger who accompanied Gen. Stoney, emphasized, however, that civilians now employed at GEEIA in Rome would definitely have priority rights to the slots created by the consolidated headquarters at Richards-Gebaur. The same would apply to civilians now at the present AFCS headquarters at Scott AFB.

But these personnel would not have any priority to the 400 civilian jobs in the Northern Area Headquarters at Griffiss, he said. Those from the six former regional areas hold the priority on slots in both the Northern and Southern Area Headquarters.

"The best guarantee that civilians now in GEEIA will hold their jobs is to transfer to Richards-Gebaur," Col. Key said.

"And we hope everyone of these will go to Richards-Gebaur," Gen. Stoney interjected.

Col. Key later explained that the number of civilian slots to be open at Richards-Gebaur will number 865. (The military slots total 1,030).

The total number of civilian slots now at GEEIA in Rome is 541 and at Scott AFB, 379 — making total possible transfer of 920 personnel.

Thus, Col. Key noted, if all the civilians both at GEEIA and Scott AFB elected to transfer to Missouri — "something highly unlikely" — there would be shortage of 55 slots.

The available slots would be filled on the basis of seniority and function. In the event there is an excess of 55 persons, these persons could compete on the basis of seniority for other jobs at Richards-Gebaur.

The project officer pointed out that at present, "there is no pool of technical personnel at the Missouri base."

Referring to the shift of personnel from Rome to Missouri, Col. Key termed it "our obligation is to make it as painless as possible."

He emphasized that "each of the 541 individuals will be given an opportunity to transfer to Richards-Gebaur."

These other points were also brought out at the session:

Interviews of personnel now at GEEIA Headquarters to determine the number of transfers to Richards-Gebaur will start today.

The move will be accomplished in monthly increments through the summer.

The eventual rank of the commander of the Northern Area Headquarters at Griffiss AFB is not known, although the commander to be assigned when it is activated May 1 will be Col. Robert P. Baumann Jr., now commander of the AFCS Eastern Communications Region, Westover AFB, Mass.

Other changes in housekeeping functions at Griffiss AFB, aside from the GEEIA-AFCS merger, will mean the overall loss of 208 civilian slots and a gain of 208 military positions by June of 1971.

See 1,800 Reduction

Consolidation of the organizations will produce a manpower savings of approximately 1,800. Dollar savings estimated to result from the consolidation exceed $14 million. The estimated one-time cost of the merger and relocation of the combined headquarters will be less than $4½ million.

Payroll loss at Griffiss AFB by exchange of military and civilian personnel is estimated at $310,000 a year. (This estimate was provided today by Col. Wayne Orr, information officer at AFCS Headquarters at Scott AFB).

A "very preliminary estimate" that between 250 and 265 of the more than 500 personnel at GEEIA Headquarters would accept transfer offers to Richards-Gebaur.

A number of bases were considered in the Air Force study as possible sites for the merged headquarters and "Richards-Begaur was selected because adequate space and facilities are presently available without need for extensive renovation or construction."

Also representing AFCS at the orientation session were Col. Orr and William Wolf, a civilian personnel officer.

GEEIA representatives, besides Gen. Nichols, included Col. Charles Schultz, GEEIA vice commander; Col. Jack C. Hunt, chief of staff; Col. Wesley Britting, base commander; Richard Sanderson, public information officer, and Jon Loomis, civilian personnel officer.

Others at the briefing were Andrew J. Ryan, president, Rome Area Chamber of Commerce; Dr. Robert Pender, president, Utica Area Chamber of Commerce; Emlyn I. Griffith, Rome, and Theodore Robak, Whitesboro, members of the Special Committee on Griffiss of both chambers; Curry Bartlett, executive vice president of the Rome Chamber, and Jack Kennelly, executive vice president of the Utica chamber.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

SPECIAL ORDER
GA-9

24 March 1970

The Ground Electronics Engineering Installation Agency (GEEIA) is relieved from its present assignment to Air Force Logistics Command and is further assigned to Air Force Communications Service effective 1 April 1970. AFEMS Organization Numbers assigned GEEIA are cancelled. Authority: Department of the Air Force (AFOMO) letter 308p, dtd 12 March 1970, subject, Reassignment of the Ground Electronics Engineering Installation Agency, and AFM 26-2.

FOR THE COMMANDER:

HQ AIR FORCE LOGISTICS COMMAND OFFICIAL UNITED STATES AIR FORCE

JOHN H. VINES, Colonel, USAF
Director of Administration

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2 ea USAFMPC (AFPMC) (AFPMSAU), Randolph AFB, Tex. 78148
1 NPRC (Mil), Rsch/Coord Sec (6MNRR), 9700 Page Blvd., St. Louis, Mo. 63132
7 ARPC, 3800 York St., Denver, Colo. 80205
1 AUL (AUL2D), Maxwell AFB, Ala. 36112
1 CG, Finance Center, USA (FINCY-D), Indianapolis, Ind. 46249
2 AFCS (CSXMO), Scott AFB, Ill. 62225
5 2856 ABGp, Griffiss AFB, N.Y. 13440
2 ea GEEIA (GEG) (GEV) (GEM) Griffiss AFB, N.Y. 13440

5 Pac GEEIA Rgn	2 EWAM
5 Western GEEIA Rgn	1 EWG
5 Central GEEIA Rgn	1 ACG
5 Eastern GEEIA Rgn	1 CMG
1 MCGA	1 HWC
1 MCGB	6 MOVM
2 MCGH	2 MCNA
1 MCGAR	3 MCAMS
1 MCEPE	2 MCACA
4 MCGSCPP-1	2 MCTEC
2 SGDDPF	1 SGVHW

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MINUTES OF STAFF MEETING - HQ GEEIA
1 APRIL 1970

The GEEIA Commander's Staff Meeting convened at 0830 hours in the Commander's Conference Room, Second Floor, Depot 1, Major General Franklin A. Nichols presiding.

PRESENT: Colonels Shultz, Hunter, Chapman, Kelly, Britting, Packer, Parnell, Bertie; Lt Colonel Nesbit; Majors Winner, Seaburg; Captains Place, Hayslett, Guilbault, Gallacci; Lt Burton; CMSgt Beedie, Chapman; Messrs Dayhoff, Bunting, Stomierowski, Sanderson, Hill, Samuel, Yost.

I. PRESENTATION OF AWARDS:

A.	Air Force Commendation Medal	TSgt Armindo L. Carvalho
B.	Air Force Commendation Medal	SSgt Nichols E. Kondos
C.	Air Force Commendation Medal	Sgt James E. Benack

II. HQ USAF INTELLIGENCE SUMMARY:

Briefing was presented by Captain Patton (GEVP).

III. STAFF REPORTS:

A. GEV-1: Lt Colonel Nesbit reported everything is going well in Turkey and they are pleased with the people we are sending to complete the work.

B. GEK: Mr. Sanderson reported the last issue of the GEEIA News will be published this week. It will be a double issue and the response has been very good for items to be included in this last issue.

C. GEG:

1. Colonel Hunter welcomed Colonel Bertie to staff meeting.

2. Colonel Hunter read message from General Stoney to the staff (copy attached).

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D. GEG: Colonel Shultz stated that the Air Base Group will report to AFLC and GEEIA will report to AFCS. Colonel Shultz stressed the importance of support continuing as it has in the past, i.e., ROBA will continue to provide the Air Base Group as well as GEEIA with administrative support. We have a big job to be done and we should get on with it with the least amount of disruptions. Colonel Shultz complimented the Personnel Office on their efforts in getting out the preliminary offers ahead of schedule.

IV. COMMANDER'S DIRECTION:

A. General Nichols announced that Colonel Shultz is the GEEIA Commander and the command is transferred to AFCS. General Nichols will be Special Advisor to General Merrell for the next two months.

B. General Nichols stated that whether civilian or military there is still a big job to be accomplished in this consolidation. It would be a shame if we allowed GEEIA to slip from its present position back to where it was 2 1/2 years ago. Whether we agree with the decision or not, it has been made and we must make it work.

C. General Nichols announced the Air Base Group becomes a separate command today and will function as such until 1 July when it will become part of SAC. General Nichols stressed continued, uninterrupted joint relationships with the Air Base Group was a necessity during the next six months until the new command is fully manned and completely organized.

D. General Nichols stated that it would be a few months before he made any final farewell statements. He also stated he had never met a finer, more motivated, dedicated group of people, civilian and military, than in this command. He stated this has been the best job he has held in his 30 years of service. General Nichols stated he sincerely appreciated the loyalty of everyone in the Air Base Group and throughout GEEIA. "We have something to be proud of."

Meeting adjourned at 0915 hours/Miss Groff/jmg

APPROVING AUTHORITY:

Approved.

Jack C. Hunter

JACK C. HUNTER, Colonel, USAF
Chief of Staff

1 Atch
CSCCR Msg 1 Apr 70 0308

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GEG

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1. TO THE MEN AND WOMEN OF OKELIA. WHEN THE MEMBER AIRLINES OF OKELIA INTO AFRO WAS MADE AT THE BEGINNING OF MARCH, I SENT A WELCOME MESSAGE THROUGH THE PAGES OF THE INTERCOM MAGAZINE. NOW THAT THE OFFICIAL TIME FOR CONSOLIDATION IS HERE I WANT TO SAY AGAIN HOW SINCERELY PROUD WE ARE TO HAVE YOU AS PART OF OUR FAMILY.

DURING THESE PAST WEEKS, THERE HAVE BEEN ANY NUMBER OF MEETINGS, DISCUSSIONS AND EXCHANGES ABOUT THE HARDSHIPS WE ALL FEEL AS THAT THE CONSOLIDATION IS LITERALLY UNDERWAY. UNLIKE [redacted] THAT ARE ESSENTIALLY PAPERWORK TRANSACTIONS AND [redacted] NOT MUCH MORE THAN A NUMERICAL DESIGNATION CHANGE, [redacted] BROUGHT WITH MOVEMENTS BETWEEN BASES, WITHIN BASES, CHANGES OF JOBS AND EQUIPMENT, AND CHANGES THAT INVOLVE

[redacted]

[redacted] THE BASIC RULES OF MOVEMENT OF PERSONNEL, MATERIEL AND [redacted]

[redacted] WHAT A DAY WHEN WE WILL LOOK BACK TO THESE NEXT FEW MONTHS AND LAUGH AT THE PROBLEMS WE ARE FACING TODAY. BUT RIGHT NOW IT'S NO LAUGHING MATTER. THERE IS WORK TO BE DONE, CHANGES TO MAKE, FAMILIES TO MOVE, EQUIPMENT TO BE PACKED, PAPERS TO [redacted] AND A THOUSAND-AND-ONE OTHER THINGS THAT MUST BE [redacted] LIGHT. IT IS WHAT SEEMS TO BE A BREATH-TAKINGLY SHORT PERIOD [redacted]. PERHAPS IT IS A BLESSING THAT WE HAVE ONLY A SHORT TIME [redacted] BE COMPLETED. PERHAPS IT IS ALSO A BLESSING THAT [redacted] STOP THE IMPORTANT MISSIONS OF OUR ORGANIZATIONS IN [redacted] TO SPEND ALL OF OUR TIME PACKING AND MOVING. IF WE HAD [redacted] TIME TO FEEL SORRY FOR OURSELVES, PROCRASTINATE, [redacted] HASSLES. IF WE COULD STOP DOING OUR PRIMARY [redacted] FOR A WHILE, IF WE HAD TIME TO THE CONSOLIDATION WE WOULD BE SAYING [redacted] IS SUCH THAT THE AIR FORCE AND THE OTHER [redacted] CAN'T GET ALONG WITHOUT US, AT LEAST FOR A WHILE. [redacted] IS UNACCEPTABLE.

[redacted] CAN'T AFFORD TO GET CARELESS. WE CAN'T AFFORD TO PROCRASTINATE. [redacted] AFFORD TO HANDLE OUR JOBS SLOPPILY. AND WE CERTAINLY

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[illegible] DAILY WORK. THE AIR FORCE [illegible] MANY OTHER [illegible] WE CAN NOT GET ALL OF [illegible] ABOUT OUR FACILITIES [illegible] AS WE ARE NOW. [illegible] THAT USED TO [illegible] BE FOR THE GUY SIMPLY ASKING IT READY, [illegible] POSSIBLE AS QUICKLY AS POSSIBLY, BUT IMPOSSIBLE TAKES A LITTLE [illegible]. I'LL JUST FACE NOT IS NOT IMPOSSIBLE, IT'S JUST DIFFICULT. THEREFORE I EXPECT [illegible] CAN DO IT IMMEDIATELY, FOR THAT [illegible] TIME WE HAVE.

. THESE ARE SOME THOUGHTS [illegible] BY FACT [illegible] THAT I FEEL [illegible] REPUTATION. THE DETERMINATION, SPIRIT OF DELTA [illegible], YOUR PRIDE, YOUR WORK AND YOUR ATTITUDE ARE ALL WELL KNOWN AND [illegible] AMONG THE PROFESSIONALS OF THE AIR FORCE. [illegible] EARNED THAT KIND OF REPUTATION BECAUSE OF YOUR OUTSTANDING [illegible] THROUGHOUT THE YEARS. I SEE NO REASON TO BELIEVE THAT IT WON'T CONTINUE AND EVEN STRONGER IN THE FUTURE.

. SOMETHING I SEE THAT STANDS OUT THROUGH ALL THE MEETINGS AND CONFERENCES IS THE "CAN DO" ATTITUDE OF DELTA PERSONNEL AND THE "WILL DO" ATTITUDE OF AFCS HEADQUARTERS. DESPITE THE WORKLOAD THAT FACES ALL OF US OVER THE NEXT FEW MONTHS, I AM CERTAIN THAT OUR COMBINED REPUTATION--ONE THAT WILL CONTINUE THROUGH THE YEARS

PAGE 3 SUSTAINED UNCLAS

AHEAD-- IS THAT THE NEW AFCS IS A "YAN AND WILL DO" OUTFIT. OF [illegible] I AM SURE, AND OF THAT I AM PROUD.

[illegible]

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

SPECIAL ORDER
GA-7

12 March 1970

The HQ 2856th Air Base Group, located at Griffiss AFB, New York, is relieved from assignment to GEEIA and is assigned to AFLC, with no change in location, effective 31 March 1970. Subcommand code assigned: P. OSC assigned: ROB. Servicing CCPO: JREZ. Authority: AFM 26-2.

FOR THE COMMANDER

JOHN H. VINES, Colonel, USAF
Director of Administration

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1 CG, Finance Center, USA (FINCY-D) Indianapolis, IN 46249
1 Research/Coordination Sec (6MNRR) NPRC (Mil) 9700 Pg Blvd, St Louis MO 63132
1 CofEngrs DA (ENGRE-PR) Gravelly Point, WA DC 20315
5 MCVM
4 MCGSCPP-1
3 MCAIS
2 ea MCGH, MCTEC, MCNA, EWAM, SGDDPF
1 ea MCEPE, MCGAR, SGVMM, MCACA, MCGSA
2 ea GEEIA (G, V, B, M)
2 SAC
2 AFCS
1 MCVP

AF WP--A--190 vh

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DEPARTMENT OF THE AIR FORCE
HQ GROUND ELECTRONICES ENGINEERING INSTALLATION AGENCY (AFCS)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER
G-24

1 April 1970

Under the provisions of AFR 35-54, I assume command of Hq Ground Electronics Engineering Installation Agency, vice MAJGEN FRANKLIN A NICHOLS, 444-40-8467.

Chas Y Shultz

CHARLES Y SHULTZ JR, Col, USAF
Commander

DISTRIBUTION
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Special: 2 - Each GEEIA Rgn;
5 - Hq AFCS, Scott AFB, IL
62225

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UNIT	LOCATION	NO	EFFECTIVE DATE	REDESIGNATED	ASSIGNED TO	OPERATIONAL CONTROL BY	PROJECTED AUTHORIZATIONS OFF	AMN	CIV	TOTAL
HQ GEEIA	Griffiss AFB, NY	1	1 Apr 70	Same	AFCS	AFCS	53	78	498	629
		2	1 May 70	Det 15, HQ AFCS	AFCS	AFCS	53	78	498	629
		3	30 Sep 70	Det 15, HQ AFCS	Deactivate	Deactivate				
Det 4, HQ GEEIA	Ent AFB, CO	1	1 Apr 70	Same	HQ GEEIA	HQ GEEIA	1	1	1	3
		2	1 May 70	O/L D, Det 15	Det 15, HQ AFCS	Det 15, HQ AFCS	1	1	1	3
		3	1 Oct 70	Det 22, Hq AFCS	HQ AFCS	HQ AFCS	1	1	1	3
Det 5, Hq GEEIA	Scott AFB, IL	1	1 Apr 70	Same	HQ GEEIA	HQ GEEIA	Ø	1	1	2
		2	1 May 70	O/L A, Det 15	Det 15, HQ AFCS	Det 15, HQ AFCS	Ø	1	1	2
		3	30 Sep 70	O/L A, Det 15	Deactivate	Deactivate				
Det 6, HQ GEEIA	Kelly AFB, TX	1	1 Apr 70	Same	HQ GEEIA	HQ GEEIA	Ø	1	1	2
		2	1 May 70	O/L E, Det 15	Det 15, HQ AFCS	Det 15, HQ AFCS	Ø	1	1	2
		3	1 Oct 70	Det 23, AFCS	AFCS	AFCS	Ø	1	1	2
Det 8, Hq GEEIA	L.G. Hanscom Fld, MA	1	1 Apr 70	Deactivate; mission consolidates with Det 5, HQ AFCS						
		2								
		3								
Det 10, Hq GEEIA	Teheran City, Iran	1	1 Apr 70	Same	HQ GEEIA	HQ GEEIA	4	3	13	20
		2	1 May 70	O/L B, Det 15	Det 15, HQ AFCS	Det 15, HQ AFCS	4	3	13	20
		3	1 Oct 70	Det 20, Hq AFCS	AFCS	AFCS	4	3	13	20
Det 11, Hq GEEIA	New Delhi Cy, India	1	1 Apr 70	Same	HQ GEEIA	HQ GEEIA	3	2	Ø	5
		2	1 May 70	O/L C, Det 15	Det 15, HQ AFCS	Det 15, HQ AFCS	3	2	Ø	5
		3	1 Oct 70	Det 21, Hq AFCS	AFCS	AFCS	3	2	Ø	5

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UNIT	LOCATION	ACTION	EFFECTIVE DATE	REDESIGNATED	ASSIGNED TO	OPERATIONAL CONTROL BY	PROJECTED AUTHORIZATIONS OFF	AMN	CIV	TOTAL
EGR	Keesler AFB, MI	1	1 Apr 70	Same	HQ GEEIA	HQ GEEIA	56	109	368	583
		2	1 May 70	Det 2, NCA	NCA	Det 15, HQ AFCS	38	55	288	381
		3	30 Sep 70	Det 2, NCA	Deactivate					
Det-32, EGR ENG	Patrick AFB, FL	1	1 Apr 70	Same	HQ EGR	HQ EGR	Ø	Ø	13	13
		2	1 May 70	Det 3, SCA	SCA	SCA	Ø	Ø	13	13
		3								
Det-33, EGR ANG	Olmsted St APT, PA	1	1 Apr 70	Same	HQ EGR	HQ EGR	1	1	Ø	2
		2	1 May 70	O/L G, NCA	NCA	NCA	1	1	Ø	2
		3								
Det-34, EGR ANG	Philadelphia IAP, PA	1	1 Apr 70	Same	HQ EGR	HQ EGR	1	1	Ø	2
		2	1 May 70	O/L H, NCA	NCA	NCA	1	1	Ø	2
		3								
Det-35, EGR ANG	Worcester AGS, MA	1	1 Apr 70	Same	Hq EGR	HQ EGR	1	1	Ø	2
		2	1 May 70	O/L I, NCA	NCA	NCA	1	1	Ø	2
		3								
Det-36, EGR ANG	Roslyn AGS, NY	1	1 Apr 70	Same	HQ EGR	HQ EGR	1	1	Ø	2
		2	1 May 70	O/L J, NCA	NCA	NCA	1	1	Ø	2
		3								
Det-39, EGR ANG	S. Portland AGS, ME	1	1 Apr 70	Same	HQ EGR	HQ EGR	1	1	Ø	2
		2	1 May 70	O/L K, NCA	NCA	NCA	1	1	Ø	2
		3								

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UNIT	LOCATION	ACTION NO	EFFECTIVE DATE	REDESIGNATED	ASSIGNED TO	OPERATIONAL CONTROL BY	PROJECTED AUTHORIZATIONS OFF	AMN	CIV	TOTAL
Det-40 EGR ANG	Lewis B. Wilson Aprt, GA	1	1 Apr 70	Same	HQ EGR	HQ EGR	1	2	Ø	3
		2	1 May 70	O/L F, SCA	SCA	SCA	1	2	Ø	3
		3								
Det-42, EGR ENGR	Torrejon AB, Spain	1	1 Apr 70	Same	HQ EGR	HQ EGR	Ø	1	3	4
		2	1 May 70	Det 2, ECA	ECA	ECA	Ø	1	3	4
2860 GEEIA Sq.	Robins AFB, GA	1	1 Apr 70	Same	EGR	EGR	11	220	132	363
		2	1 May 70	1831 EI Sq.	SCA	SCA	7	87	132	226
		3								
Det 2-2860 GS	Keesler AFB, MI	1	1 Apr 70	Same	2860 GS	2860 GS	1	Ø	164	165
		2	1 May 70	~~Det 2, 1831 EI Sq.~~ 1831 EI Grp	1831 GS	1831 GS SCA	16	470	164	650
		3								
2861 GEEIA Sq.	Griffis AFB, NY	1	1 Apr 70	Same	EGR	EGR	10	276	127	413
		2	1 May 70	1829 EI Sq.	NCA	NCA	10	276	127	413
		3								
O/L, 2861 GS	Bolling AFB, MD	1	1 Apr 70	Same	2861 GS	2861 GS	Ø	8	Ø	8
		2	1 May 70	O/L A - 1829 EI Sq.	1829 EI Sq.	1829 EI Sq.	Ø	8	Ø	8
		3								
2862 GEEIA Sq	Patrick AFB, FL	1	1 Apr 70	Same	EGR	EGR	12	318	33	363
		2	1 May 70	1830 EI Sq.	SCA	SCA	8	118	33	159
		3								

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UNIT	LOCATION	ACTION NO	EFFECTIVE DATE	REDESIGNATED	ASSIGNED TO	OPERATIONAL CONTROL BY	PROJECTED AUTHORIZATIONS OFF	AMN	C/V	TOTAL
2874 GEEIA Sq.	Ramstein AB, Germany	1	1 Apr 70	Same	EGR	EGR	17	329	47	393
		2	1 May 70	1836 EI Sq.	ECA	ECA	7	319	42	368
		3								
HQ CGR	Tinker AFB, OK	1	1 Apr 70	Same	HQ GEEIA	HQ GEEIA				
		2	30 Apr 70	CGR	Deactivate					
		3								
Det 1, CGR	Minn-St. Paul, MN	1	1 Apr 70	Same	CGR	CGR	Ø	Ø	83	83
		2	1 May 70	Det 5, NCA	NCA	SCA	Ø	Ø	78	78
		3	30 Sep 70	Det 5, NCA	NCA	NCA	Ø	Ø	78	78
Det 32, CGR ANG	Chicago, IL	1	1 Apr 70	Same	CGR	CGR	1	1	Ø	2
		2	1 May 70	O/L E, NCA	NCA	NCA	1	1	Ø	2
		3								
Det-33, CGR ANG	Jefferson Barracks ANG, MO	1	1 Apr 70	Same	CGR	CGR	1	2	Ø	3
		2	1 May 70	O/L F, NCA	NCA	NCA	1	2	Ø	3
		3								
Det-34, CGR ANG	Will Rogers Field, OK	1	1 Apr 70	Same	CGR	CGR	1	3	Ø	4
		2	1 May 70	O/L A, SCA	SCA	SCA	1	3	Ø	4
		3								
Det-36, CGR ANG	La Porte AGS, TX	1	1 Apr 70	Same	CGR	CGR	1	1	Ø	2
		2	1 May 70	O/L B, SCA	SCA	SCA	1	1	Ø	2
		3								

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UNIT	LOCATION	ACTION NO	EFFECTIVE DATE	REDESIGNATED	ASSIGNED TO	OPERATIONAL CONTROL BY	PROJECTED AUTHORIZATIONS OFF	AMN	CIV	TOTAL
Det-37, CGR ANG	Nederland ANG, TX	1	1 Apr 70	Same	CGR	CGR	1	1	Ø	2
		2	1 May 70	O/L C, SCA	SCA	SCA	1	1	Ø	2
		3								
Det-38, CGR ANG	Lovell Field, TN	1	1 Apr 70	Same	CGR	CGR	1	1	Ø	2
		2	1 May 70	O/L E, SCA	SCA	SCA	1	1	Ø	2
		3								
Det-39, CGR ANG	New Orleans IAP, LA	1	1 Apr 70	Same	CGR	CGR	1	1	Ø	2
		2	1 May 70	O/L D, SCA	SCA	SCA	1	1	Ø	2
		3								
2863 GEEIA Sq.	Wright-Patterson AFB, OH	1	1 Apr 70	Same	CGR	CGR	11	238	35	284
		2	1 May 70	1828 EI Sq.	NCA	SCA	11	238	35	284
		3	30 Sep 70	1828 EI Sq.	NCA	NCA	11	238	35	284
2865 GEEIA Sq.	Chanute AFB, IL	1	1 Apr 70	Same	CGR	CGR	8	137	Ø	145
		2	1 May 70	1826 EI Sq.	NCA	SCA	8	137	Ø	145
		3	30 Jun 70	1826 EI Sq.	Deactivate					
2866 GEEIA Sq.	Kelly AFB, TX	1	1 Apr 70	Same	CGR	CGR	11	171	70	252
		2	1 May 70	1827 EI Sq.	SCA	SCA	11	171	108	290
		3								
HQ WGR	McClellan AFB, CA	1	1 Apr 70	Same	HQ GEEIA	HQ GEEIA	1			1
		2	1 May 70	Det 4, NCA	NCA	Det 15, HQ AFCS	1			1
		3	30 Sep 70	Det 4, NCA	Deactivate					

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UNIT	LOCATION	ATCH NO.	EFFECTIVE DATE	REDESIGNATED	ASSIGNED TO	OPERATIONAL CONTROL BY	PROJECTED AUTHORIZATIONS OFF	AMN	CIV	TOTAL
O/L Maint WGR	Vandenberg AFB, CA	1	1 Apr 70	Same	WGR	WGR	1	Ø	24	25
		2	1 May 70	Det 1, SCA	SCA	SCA	1	Ø	5	6
		3								
Det-34, WGR ANG	Seattle, WA	1	1 Apr 70	Same	WGR	WGR	1	1	Ø	2
		2	1 May 70	O/L D, NCA	NCA	NCA	1	1	Ø	2
		3								
Det-35, WGR ANG	Hayward MAP, CA	1	1 Apr 70	Same	WGR	WGR	1	1	Ø	2
		2	1 May 70	O/L A, NCA	NCA	NCA	1	1	Ø	2
		3								
Det-36, WGR MDA	Fairchild AFB, WA	1	1 Apr 70	Same	WGR	WGR	Ø	Ø	23	23
		2	1 May 70	O/L A, Det 4, NCA	Det 4, NCA	Det 4, NCA	Ø	Ø	23	23
		3	30 Sep 70	O/L A, Det 4, NCA	Deactivate					
Det-37, WGR MDA	Edwards AFB, CA	1	1 Apr 70	Same	WGR	WGR	Ø	Ø	26	26
		2	1 May 70	Det 2, SCA	SCA	SCA	Ø	Ø	26	26
		3	30 Sep 70	Det 2, SCA	Deactivate					
Det-38. WGR ENGR	Elmendorf AFB, CA	1	1 Apr 70	Same	WGR	WGR	1	2	2	5
		2	30 Apr 70		Deactivate					
		3								
Det-39, WGR ANG	Greeley cy, CO	1	1 Apr 70	Same	WGR	WGR	1	1	Ø	2
		2	1 May 70	O/L B, NCA	NCA	NCA	1	1	Ø	2
		3								

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UNIT	LOCATION	ACTION NO.	EFFECTIVE DATE	REDESIGNATED	ASSIGNED TO	OPERATIONAL CONTROL BY	PROJECTED AUTHORIZATIONS OFF	AMN	CIV	TOTAL
Det 40 WGR ANG	~~Hill~~ AFB	1	1 Apr70		WGR	WGR	1	1	0	2
	Salt Lake City, Utah	2	1 May70	OL/C NCA	NCA	NCA	1	1	0	2
		3								
		1								
		2								
		3								
		1								
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		3								
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UNIT	LOCATION	ACTION NO.	EFFECTIVE DATE	REDESIGNATED	ASSIGNED TO	OPERATIONAL CONTROL BY	PROJECTED AUTHORIZATIONS OFF	AMN	CIV	TOTAL
2867 GEEIA Sq.	McClellan AFB, CA	1	1 Apr 70	Same	WGR	WGR	8	146	133	287
		2	1 May 70	1833 EI Sq.	NCA	Det 4, NCA	8	146	133	287
		3	30 Sep 70	1833 EI Sq.	NCA	NCA	8	146	133	287
2868 GEEIA Sq.	Elemendorf AFB, AK	1	1 Apr 70	Same	WGR	WGR	8	200	8	216
		2	1 May 70	1825 EI Sq.	ACR	ACR	4	94	8	106
		3								
2869 GEEIA Sq.	Norton AFB, CA	1	1 Apr 70	Same	WGR	WGR	8	152	12	172
		2	1 May 70	1835 EI Sq.	SCA	SCA	8	152	12	172
		3	1 Oct 70	1835 EI Sq.	SCA	SCA	13	194	29	236
2870 GEEIA Sq.	Hill AFB, UT	1	1 APR 70	Same	WGR	WGR	8	87	10	105
		2	1 May 70	1832 EI Sq.	NCA	Det 4, NCA	8	87	10	105
		3	30 Sep 70	Deactivate						
PGR	Wheeler AFB, HI	1	1 Apr 70	Same	HQ GEEIA	HQ GEEIA				
		2	30 Apr 70	Same	Deactivate					
		3								
O/L AB PGR ENGR	Tan Son Nhut AB, Vietnam	1	1 Apr 70	Same	PGR	PGR	Ø	Ø	7	7
		2	1 May 70	O/L A, PCA	PCA	PCA	Ø	Ø	7	7
		3								
Det-4, PGR	Hickam AFB, HI	1	1 Apr 70	Same	PGR	PGR	1	24	10	35
		2	1 May 70	O/L B, PCA	PCA	PCA	1	24	10	35
		3	30 Jun 70		Deactivate					

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UNIT	LOCATION	ACTION NO.	EFFECTIVE DATE	REDESIGNATED	ASSIGNED TO	OPERATIONAL CONTROL BY	PROJECTED AUTHORIZATIONS OFF	AMN	CIV	TOTAL
2875 GEEIA Sq.	Tachikawa AB, Japan	1	1 Apr 70	Same	PGR	PGR	9	341	164	514
		2	1 May 70	1837 EI Sq.	PCA	PCA	9	341	164	514
		3								
Det-2, 2875 GEEIA Sq	Kadena AB, Okinawa	1	1 Apr 70	Same	2875 GS	2875 GS	1	43	1	45
		2	1 May 70	Det 1, 1837 EI Sq.	1837 EI Sq.	1837 EI Sq.	1	43	1	45
		3								
2876 GEEIA Sq.	Clark AB, PI	1	1 Apr 70	Same	PGR	PGR	7	206	23	236
		2	1 May 70	1838 EI Sq.	PCA	PCA	7	206	23	236
		3								
483 GEEIA Sq.	Korat AB, Thailand	1	1 Apr 70	Same	PGR	PGR	8	142	Ø	150
		2	1 May 70	483 EI Sq.	PCA	PCA	8	142	Ø	150
		3								
485 GEEIA Sq.	Cam Ranh Bay AB, Vietnam	1	1 Apr 70	Same	PGR	PGR	12	233	Ø	245
		2	1 May 70	485 EI Sq.	PCA	PCA	12	233	Ø	245
		3								
O/L AA 485 GS	Tan Son Nhut AB, Vietnam	1	1 Apr 70	Same	485 CG	485 CG	1	Ø	Ø	1
		2	1 May 70	O/L A 485 EI Sq.	485 EI Sq.	485 EI Sq.	1	Ø	Ø	1
		3								
O/L AB 485 GS	Saigon, Vietnam	1	1 Apr 70	Same	485 CG	485 CG	1	5	Ø	6
		2	1 May 70	O/L B 485 EI Sq.	485 EI Sq.	485 EI Sq.	1	5	Ø	6
		3								

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46

AFCS/GEEIA

CONSOLIDATION

BROCHURE

31 March 1970

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AFCS/GEEIA CONSOLIDATION BROCHURE

1. INTRODUCTION:

a. The Air Force was directed on 24 July 1969 to develop savings of $1.0 billion in conjunction with a reduction of 77,000 personnel to support the President's decision on reducing military expenditures during FY 1970. USAF Program/Budget Project 703 identified the actions necessary and provided the implementing directions to attain reduction goals. Item 822 of Program/Budget Project 703 directed the consolidation of Ground Electronics Engineering Installation Agency (GEEIA) into Air Force Communications Service (AFCS) as one of the 703 action items. AFCS subsequently conducted an in-depth study on the feasibility of consolidating GEEIA functions into AFCS. The principal objectives underlying the consolidation were to achieve maximum savings in resources and to continue mission effectiveness.

b. Early in our planning it became quite clear that the most fruitful avenue for achieving the savings objective rested in maximum feasible consolidation of the management functions and greater use of the organic capabilities of AFCS Squadrons and Mobile Communications Groups to perform certain installation and higher level maintenance tasks.

c. It also became abundantly clear that achieving the objective of continued mission effectiveness virtually demanded retention of the integrity

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of GEEIA's existing engineering and installation force at staff and working levels.

d. The Plan for consolidation and organizational rearrangement evolved from and satisfies these guiding principles. Additionally, the planned time phasing is designed to proceed, in a rapid and orderly manner, to our final posture with minimum impact on mission effectiveness.

2. TARGET DATES. The following target dates are established to facilitate time phasing and possible rephasing. Specific actions and time phasing relating to relocation details will be outlined in appropriate supporting Program Actions Directives (PADs).

a. Major Milestones:

10 March 1970	Establish Detachment 16, HQ AFCS, Richards-Gebaur AFB, MO
1 April 1970	GEEIA is assigned to AFCS
30 April 1970	Deactivate:
	HQ GEEIA
	East Comm Rgn
	Cent Comm Rgn
	West Comm Rgn
	Eastern GEEIA Region
	Central GEEIA Region
	Western GEEIA Region
	Pacific GEEIA Region

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1 May 1970	All GEEIA Squadrons redesignated as Electronics Installation Squadrons (AFCS)
	Activate:
	Detachment 15, HQ AFCS, Griffiss AFB, NY
	Northern Communications Area Griffiss AFB, NY
	1844 Electronics Engineering Squadron Griffiss AFB, NY
	Southern Communications Area Oklahoma City AFS, OK
	1845 Electronics Engineering Squadron Oklahoma City AFS, OK
	1843 Electronics Engineering Squadron Wheeler AFB, HI
	1834 Electronics Installation Squadron McChord AFB, WA
	1839 Electronics Installation Group Keesler AFB, MS
	Detachment 1, Northern Communications Area, Westover AFB, MA
	Detachment 2, Northern Communications Area, Keesler AFB, MS
	Detachment 3, Northern Communications Area, Hamilton AFB, CA
	Detachment 4, Northern Communications Area, McClellan AFB, CA
30 June 1970	Deactivate 1826 Electronics Installation Squadron, Chanute AFB, IL
1 July 1970	AFCS assumes command of Richards-Gebaur AFB, MO

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	Redesignate 4676 Air Base Group (ADC) to 1840 Air Base Group (AFCS). Subordinate Squadrons and Hospital will also be designated as 1840. (See Annex H for Units.)
31 July 1970	Deactivate Detachment 16, AFCS at Richards-Gebaur AFB, MO
1 August 1970	HQ AFCS moves to Richards-Gebaur AFB, MO
	1842 Electronics Engineering Group activated at Richards-Gebaur AFB, MO
	Detachment 17, AFCS, established at Scott AFB, IL
30 September 1970	Deactivate:
	Detachment 15, HQ AFCS, Griffiss AFB, NY
	Detachment 1, Northern Communications Area, Westover AFB, MA
	Detachment 2, Northern Communications Area, Keesler AFB, MS
	Detachment 3, Northern Communications Area, Hamilton AFB, CA
	Detachment 4, Northern Communications Area, McClellan AFB, CA
	1832 Electronics Installation Squadron, Hill AFB, UT

3. TASKS OF PARTICIPATING ORGANIZATIONS:

a. HQ USAF:

(1) Accomplish unit reassignment actions as outlined in Chapter 3, paragraph 9e, AFM 26-2.

(2) Publish manpower authorization voucher for the combined command on 20 April 1970.

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(3) Revise appropriate budget and funding documents which apply to consolidated units and functions.

(4) Revise applicable Air Force publications to accommodate the changes brought about by this consolidation.

(5) Reflect all resource level changes, revisions, and relocations in applicable programming documents.

b. HQ AFLC:

(1) Accomplish command reassignment actions as outlined in Chapter 3, paragraph 9e, AFM 26-2.

(2) Transfer applicable budget and funding documents according to the appropriate guidelines. (AFLC will retain funding responsibility in support of the GEEIA mission through end FY 70.)

(3) Assist AFCS gained GEEIA units in accomplishment of detailed planning actions incident to physical relocation and mission transfer.

(4) Revise AFLC publications as appropriate.

(5) Continue all existing agreements concerning GEEIA until renegotiation actions are completed by AFCS.

c. HQ AFCS:

(1) Act as lead command in all actions relating to this plan.

(2) Integrate GEEIA resources into the AFCS command structure and assume complete responsibility for the worldwide ground electronics engineering, installation and maintenance missions.

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(3) Insure that all related planning actions, reporting and follow-up action are accomplished.

(4) Activate the 1842 Electronics Engineering Group.

(5) Develop a PAD by 15 April 1970 to consolidate HQ AFCS and GEEIA at Richards-Gebaur AFB, MO.

d. HQ ADC:

(1) Continue as Host Command at Richards-Gebaur AFB through end of FY 4/70.

(2) Provide the 4676 Air Base Group with authority for direct communications with HQ AFCS on all matters relating to this plan.

(3) Accomplish actions required by Chapter 3, paragraph 9e, AFM 26-2 concerning transfer of units at Richards-Gebaur AFB to AFCS.

e. AFCS Subordinate Units: Subordinate units will develop supporting Programs Actions Directives (PADs) by 15 April 1970 for each unit relocation, activation or deactivation. (Ref AFCSR 27-1.)

(1) Eastern Communications Region assisted by Eastern GEEIA Region will prepare a PAD to:

(a) Activate Northern Communications Area and 1844 Electronics Engineering Squadron at Griffiss AFB, NY, 1 May 1970. The PAD will redesignate Eastern Communications Region as Detachment 1, Northern Communications Area at Westover AFB, MA and Eastern GEEIA Region Detachment 2, Northern Communications Area at Annex 3, Keesler AFB, MS on 1 May 1970 and reflect deactivation of both Detachments on 30 September 1970.

(2) Central Communications Region assisted by Central GEEIA Region will prepare PADs to:

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(a) Activate Southern Communications Area and 1845 Electronics Engineering Squadron at Oklahoma City Air Force Station, OK on 1 May 1970. The resources of the Maintenance and Installation Branch, Central GEEIA Region will be transferred to 1827 Electronics Installation Squadron, Kelly AFB, TX on 30 June 1970.

(b) Activate 1839 Electronics Installation Group at Annex 3, Keesler AFB, MS, on 1 May 1970. The resources of Detachment 1, 1831 Electronics Installation Squadron, Keesler AFB, MS, will be integrated into the 1839 Electronics Installation Squadron.

(c) Deactivate 1826 Electronics Installation Squadron, Chanute AFB, IL, on 30 June 1970. Resources will be transferred to 1839 Electronics Installation Squadron, Annex 3, Keesler AFB, MS. Responsibilities of 1826 Electronics Installation Squadron will be transferred to 1828 Electronics Installation Squadron, Wright-Patterson AFB, OH.

(3) Pacific Communications Area assisted by Pacific GEEIA Region will prepare PADs to:

(a) Consolidate Pacific GEEIA Region into Pacific Communications Area and activate 1843 Electronics Engineering Squadron at Wheeler AFB, HI, on 1 May 1970.

(b) Redesignate Detachment 4, Pacific GEEIA Region as O/L A Pacific Communications Area on 1 May 1970. Deactivate O/L A on 30 June 1970.

(4) Western Communications Region, assisted by Western GEEIA Region, will prepare PADs to:

(a) Activate 1834 Electronics Installation Squadron at McChord AFB, WA, on 1 May 1970.

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(b) Redesignate Western Communications Region as Detachment 3, Northern Communications Area on 1 May 1970. Deactivate Detachment 3, Northern Communications Area on 30 September 1970.

(c) Redesignate Western GEEIA Region as Detachment 4, Northern Communications Area on 1 May 1970. Deactivate Detachment 4, Northern Communications Area on 30 September 1970.

(d) Redesignate Western GEEIA Region Detachment 37 as Detachment 2, Southern Communications Area.

(e) Deactivate Detachment 2, Southern Communications Area, Edwards AFB, CA, on 30 September 1970. Responsibilities of Detachment 2 will be transferred to the 1835 Electronics Installation Squadron, Norton AFB, CA.

(f) Build up of 1835 Electronics Installation Squadron, Norton AFB, CA.

(g) Deactivate 1832 Electronics Installation Squadron, Hill AFB, UT, on 30 September 1970. Resources and responsibilities of the 1832 Electronics Installation Squadron will be transferred to 1835 Electronics Installation Squadron, Norton AFB, CA.

(h) Deactivate O/L A, Detachment 4, Northern Communications Area, Fairchild AFB, WA, on 30 September 1970. Resources and responsibilities of O/L A will be transferred to the 1834 Electronics Installation Squadron, McChord AFB, WA.

4. PLANNING FACTORS:

a. Provide an orderly transition of GEEIA functions and personnel into AFCS.

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b. Retain the integrity of engineering, installation operations and maintenance support to all customers.

c. Minimize implementation costs.

d. Continue shop capabilities of Electronics Installation Squadrons.

e. Utilize AFCS organic operational and maintenance capabilities to perform a substantial installation workload now accomplished by GEEIA.

f. Reduce GEEIA maintenance workload by expanding AFCS on-site maintenance responsibilities.

g. Retain existing functional alignments until necessary management changes have been implemented within the consolidated command structure.

5. MANAGEMENT CONCEPTS: Rationale for time phasing of the organizational changes is based primarily on insuring continued management capability at all levels until physical consolidation, or relocation is completed.

a. HQ AFCS

(1) On 1 April 1970, all GEEIA units will be realigned from AFLC to AFCS. HQ GEEIA will be realigned as a subcommand of AFCS and will continue existing management responsibilities initially.

(2) HQ GEEIA will be deactivated on 30 April 1970.

(3) On 1 May 1970, an interim consolidated management structure will be established. HQ AFCS will continue at Scott AFB. Detachment 15, AFCS, at Griffiss AFB, NY will be activated to maintain the GEEIA management structure.

(4) On 1 August 1970, command of AFCS will transfer from Scott AFB to Richards-Gebaur AFB. All functional staff elements will be operating at

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that base and all major command mission responsibilities will be managed from there. An Electronics Engineering Group will be activated and will consist of the professional engineers and their supporting staff. Detachment 15, AFCS will be continued until all of its residual elements are reassigned. Detachment 17, HQ AFCS, Scott AFB, will be activated to manage the residual elements of HQ AFCS and will be deactivated when all such functions have been relocated at Richards-Gebaur AFB.

(5) Detachment 15, HQ AFCS, Griffiss AFB will be deactivated on or before 30 September 1970. When this action is completed, HQ AFCS will be in its permanent management configuration.

b. Areas

(1) On 30 April 1970, the CONUS GEEIA and AFCS independent Regions will be deactivated. Tac Comm Area and its dependent Regions will not be affected.

(2) PCA and PAC GEEIA Region will be consolidated as PCA on 1 May 1970 at Wheeler AFB, Hawaii.

(3) On 1 May 1970, the interim CONUS Area management structure will be established. Northern Communications Area will be activated at Griffiss AFB, NY and Southern Communications Area will be activated at Oklahoma City Air Force Station, Oklahoma. Electronics Engineering Squadrons will be activated at Griffiss AFB and Tinker AFB concurrently with Northern and Southern Communications Areas. Initially, because of the time required to transfer headquarters personnel, Northern Communications Area will have command and control responsibilities for an area limited to Northeastern U.S.

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and North Atlantic area. Effective 1 July 1970, Northern Communications Area will assume command and control responsibilities for communications and flight facilities activities for all units within its area. Northern Communications Area will assume engineering and installation responsibilities of its units by 1 August 1970. Southern Communications Area, by virtue of having a sizeable portion of its final headquarters strength in position, will have full command control responsibilities from activation date for all units within its area.

(a) Northern Communications Area will consist of:

1. Detachment 1, Westover AFB, MA. Detachment 1 will retain operational control of communication units within Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania, New Jersey, Delaware, Washington, D.C., Maryland, Azores, and North Atlantic area. This detachment will report to the Northern Communications Area.

2. Detachment 2, Keesler AFB, MS will retain operational control of electronics installation functions in the Northeastern U.S. and North Atlantic Area, and will provide installation and engineering support as required. This Detachment will be under the operational control of Detachment 15, HQ AFCS, Griffiss AFB, NY until 31 July 1970.

3. Detachment 3, Hamilton AFB, CA, will retain operational control of Communications Squadrons in northern California, Oregon, Washington, Idaho, Utah, Montana, Colorado, North and South Dakotas until 30 June 1970. This Detachment will be under the operational control of HQ AFCS.

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4. Detachment 4, McClellan AFB, CA, will retain operational control of electronics installation functions in northern California, Oregon, Idaho, Washington, and Utah, and will provide installation and engineering support as required. This Detachment will be under the operational control of Detachment 15, HQ AFCS, until 31 July 1970.

5. During this interim period, SCA will assume operational control of all Northern Communications Area units located in Minnesota, Iowa, Nebraska, Kansas, Missouri, Wisconsin, Michigan, Indiana, Illinois, and Ohio. In addition, Southern Communications Area will assume operational control of electronics installation functions in Montana, Wyoming, Colorado, North and South Dakotas. This operational control will remain in effect for communications and flight facilities activities until 30 June 1970, and for engineering and installation activities until 31 July 1970.

(b) Southern Communications Area:

1. On 1 May 1970, because of the present collocation of HQ Cen Comm Rgn and HQ Cen GEEIA Rgn, Southern Communications Area will be able to assume command of all communications and electronics installation units in its geographical area and also maintain operational control of certain units located in Northern Communications Area until the consolidation of the Northern Communications Area as defined above.

(4) The permanent area management structure will be achieved when Northern Communications Area becomes fully operational. Detachment 1, Westover; Detachment 2, Keesler; Detachment 3, Hamilton; and Detachment 4, McClellan are deactivated on or before 30 September 1970.

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c. Group:

(1) On 1 May 1970, 1839 Electronics Installation Group will be activated at Keesler AFB, MS.

d. Squadrons:

(1) GEEIA Squadrons will be redesignated as AFCS Electronics Installation Squadrons on 1 May 1970.

(2) On 1 May 1970, all CONUS Communications Squadrons and Electronics Installation Squadrons will be aligned within their respective areas. During the interim management period, operational control of these units will remain with Detachments previously indicated.

(3) On 1 May 1970, the Electronics Installation Squadron will be activated at McChord AFB, WA.

(4) On 30 June 1970, the Electronics Installation Squadron at Chanute AFB, IL, will be deactivated.

(5) On 30 September 1970, the Electronics Installation Squadron at Hill AFB will be deactivated.

6. MAJCOM HEADQUARTERS PLANNING FACTORS:

a. On 1 April 1970 AFCS will assume command of GEEIA at its current strength and in its current configuration. GEEIA will continue to act in its current capacity, but respond to command direction of the Commander AFCS. It will maintain existing lines of command to its subordinate echelons. This command structure will continue until 30 April 1970 at which time GEEIA will be deactivated. Detachment 15, HQ AFCS will be

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activated at Griffiss AFB, NY on 1 May 1970 to maintain the GEEIA management structure. This responsibility will continue until 31 July 1970. On 1 August 1970 the prime mission responsibilities for E&I will then be assumed by HQ AFCS DCS/E&I, and the management and control of the present GEEIA maintenance and materiel functions will be assumed by HQ AFCS DCS/ Materiel.

b. When collocated, the DCS/E&I (AFCS) will contain major elements and functions now being accomplished by the HQ GEEIA Director of Operations and Director of Engineering. The Commander of the 1842 Electronics Engineering Group will also function in a dual hat arrangement as the Assistant DCS E&I. The engineering group will be established to identify the professional engineering staff as a direct working force supporting field engineering and installation requirements.

c. All other functions will come under cognizance of related staff functions at HQ AFCS. Actions to be taken by HQ AFCS staff activities, in achieving a single staff structure at Richards-Gebaur AFB, are contained in appropriate Plan Annexes.

d. Consolidation of HQ AFCS at Richards-Gebaur AFB will occur in four increments. Detachment 16, HQ AFCS will be activated at Richards-Gebaur AFB on 10 March 1970. The second increment, consisting of not less than 20% of the AFCS and GEEIA headquarters, will be in place NLT 30 June 1970. The

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third increment, consisting of not less than 45% of the AFCS and GEEIA headquarters, will be in place NLT 31 July 1970. HQ AFCS will be officially established at Richards-Gebaur AFB, MO on 1 August 1970. The fourth increment consisting of the remaining 35% of AFCS and GEEIA headquarters will be in place NLT 31 August 1970. Detachment 17, HQ AFCS will remain at Scott AFB, IL, until all functions and resources of the headquarters have been transferred to Richards-Gebaur AFB, MO. Detachment 15, AFCS, Griffiss AFB, NY will be deactivated on or before 30 September 1970.

e. On 1 July 1970, HQ AFCS will assume command of Richards-Gebaur AFB and exercise staff surveillance of all base functions. The 4676 AB Group (ADC) will be redesignated the 1840 AB Group (AFCS) and assume operational support of Richards-Gebaur AFB, MO. Base Chaplain and Base Surgeon, will become the Command Chaplain and Command Surgeon, respectively. The manner in which these staff relationships are formulated and the manpower requirements resulting from this action are described in appropriate Annexes to this plan.

7. AREA/REGION ELEMENT PLANNING FACTORS: AFCS and GEEIA overhead can be materially reduced by changing the management structure and physical consolidations of AFCS/GEEIA activities. The reconfigured intermediate level activities will be responsible for and capable of managing O&M and E&I responsibilities within their respective geographical areas. At ECA, PCA, Northern Communications Area and Southern Communications Area, DCS E&I will be established with full responsibility for management and control of the

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engineering and installation efforts. The DCS Materiel assumes responsibility for all on-site maintenance performed by AFCS activities within the geographic area, without regard to levels established in existing regulation and directives, and provides for on-site maintenance support and technical assistance to all supported Major Commands/Agencies in accordance with TO 00-25-108. The DCS Materiel also assumes responsibility for CEM installation scheme materiel and vehicles.

a. CONUS. The current AFCS/GEEIA structure of one Area and six independent Regions will be aligned to a three Area configuration. The existing TAC Communications Area mission and organizational structure will remain unchanged. The two newly developed Areas will be geographically oriented East-West across the United States.

b. Overseas.

(1) PAC Comm Area and PAC GEEIA Region will be consolidated. The 1 MCGp will be tasked to augment Pacific Installation and Maintenance work force subject to the approval of CINCPACAF.

(2) Eur Comm Area. Under the GEEIA structure, Eastern GEEIA Region was responsible for the European Engineering and Installation effort. This assignment of responsibility was not considered effective nor entirely responsive to United States Air Force in Europe (USAFE) requirements. For this reason management control of the European E&I function will be transferred to HQ Eur Comm Area and a DCS E&I established within theater ceilings.

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The 2874 GEEIA Squadron, to be redesignated 1836 Electronics Installation Squadron, at Ramstein AB will be assigned to Eur Comm Area. The 2 MCGp will be tasked to augment the European Installation and Maintenance work force, subject to the approval of CINCUSAFE.

(3) Alaska Comm Region. An organizational structure similar to that described for Europe will be established in Alaska. Management control of the Alaskan E&I function will be transferred to the Alaskan Communications Region and a minimum E&I staff will be assigned within the Directorate of Plans and Programs. The 2868 GEEIA Squadron, to be redesignated 1825 Electronics Installation Squadron, at Elmendorf AFB will be assigned to the Alaskan Communications Region. The number of authorizations in this squadron will be reduced to a level sufficient to meet projected Alaskan requirements.

(4) In the event overseas engineering, installation, and maintenance requirements exceed the respective organization capabilities, necessary augmentation will be provided by HQ AFCS through the use of CONUS resources.

8. AREA/REGION ACTIONS: Restructuring of intermediate management levels will be accomplished as follows:

UNIT	ACTION	LOCATION	REMARKS
1. European Communications Area	No Change	Lindsey AS, Germany	
2. Pacific Communications Area	No Change	Wheeler AFB, Hawaii	
3. Northern Communications Area	Activate	Griffiss AFB, NY	The Northern, Southern Areas are geographically oriented East/West. They will assume all C-E missions of
4. Southern Communications Area	Activate	Oklahoma City AS, OK	

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UNIT	ACTION	LOCATION	REMARKS
5. TAC Communications Area	No Change	Langley AFB, VA	the inactivated Regions
6. Alaskan Communications Region	No Change	Elmendorf AFB, Alaska	
7. Central Communications Region	Deactivate	Tinker AFB, OK	
8. Central GEEIA Region	Deactivate	Tinker AFB, OK	
9. Eastern Communications Region	Deactivate	Westover AFB, MA	
10. Eastern GEEIA Region	Deactivate	Keesler AFB, MS	
11. Western Communications Region	Deactivate	Hamilton AFB, CA	
12. Western GEEIA Region	Deactivate	McClellan AFB, CA	

9. SQUADRON ELEMENT BACKGROUND:

a. In examining unit level organizations within GEEIA and AFCS, it became obvious that although skills being utilized were the same, there were major functional and utilization differences. These differences were attributable to several factors:

(1) The GEEIA squadron configuration is primarily the result of an evolution from what was originally contained in the Airways and Air Communication Service (AACS) Installation and Maintenance (I&M) Squadrons, and the AFLC Air Materiel Area (AMA) Mobile Depot Maintenance elements.

(2) The AFCS Squadron configuration is the result of actual direct mission support requirements of supported commands.

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(3) The GEEIA squadron responds directly to tasking from a GEEIA Region and its zone of responsibility covers a relatively wide geographical area.

(4) The AFCS Squadrons have mission responsibilities generally confined to one base and primarily oriented to support that base.

(5) GEEIA personnel tend to be oriented more as "installers" rather than "maintainers", especially as this relates to analysis and trouble shooting of communications systems.

b. AFCS units have inherent ability to assume a greater maintenance and installation workload.

c. Historical and projected GEEIA workload data indicates that large amounts of installation and maintenance efforts in specialized skills are expended at certain bases.

10. SQUADRON PLANNING FACTORS: In order to retain mission integrity and improve on existing personnel utilization, C-E Squadrons will be realigned and redesignated as follows:

a. Type 1, 2, and 3 (as defined in AFM 26-2): Operations, Maintenance, and Installation Squadrons (OM&I), developed around existing AFCS O&M Squadrons. These squadrons will provide maximum maintenance and installation support within their capabilities immediately. Maintenance responsibility, as defined in TO 00-25-108 and other appropriate regulations, will be changed so that AFCS

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Squadrons can assume responsibility for performing many maintenance and installation tasks now performed by GEEIA Squadrons. These changes will also require other major commands having CEI maintenance responsibilities and capabilities to provide maximum maintenance and installation support within their capabilities.

b. Type 4: Electronics Installation Squadrons developed from present GEEIA Squadrons. They will be responsible for the installation of CEI facilities/systems and will also be provided sufficient shop facilities to calibrate and repair components and equipments in accordance with on-site maintenance responsibilities outlined in AFR 66-1 and TO 00-25-108.

c. Type 5: Electronics Engineering Squadrons (AFCS) established at Northern Communications Area, Southern Communications Area, and PCA. These squadrons are organizational units consisting of the professional engineers assigned under the operational control of DCS Engineering & Installation.

11. SQUADRON ACTIONS: All actions associated with Squadron relocation, reduction, or elimination will be reflected in appropriate PADs and Annex H to AFCS PPlan 1-70. AFCS and GEEIA units are assigned to AFCS Areas/Region as shown below:

a. HQ Northern Communications Area — Griffiss AFB, NY

UNIT	Type	LOCATION Squadrons
1901 Comm Sq	1	Travis AFB, CA

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UNIT	Type	LOCATION
		Squadrons
1902 Comm Sq	3	Hamilton AFB, CA
1904 Comm Sq	3	Malstrom AFB, MT
1905 Comm Sq	1	McChord AFB, WA
1906 Comm Sq	1	Hill AFB, UT
1910 Comm Sq	1	Lowry AFB, CO
1911 Comm Sq	1	Offutt AFB, NB
1915 Comm Sq	3	Grissom AFB, IN
1916 Comm Sq	3	Pease AFB, NH
1917 Comm Sq	3	Westover AFB, MA
1918 Comm Sq	1	Scott AFB, IL
1932 Comm Sq	1	Goose AB, Canada
1934 Comm Sq	1	Kindley AFB, Bermuda
1936 Comm Sq	1	Lajes AB, Azores
1937 Comm Sq	3	Beale AFB, CA
1941 Comm Sq	3	Kingsley Fld, OR
1954 Comm Sq	2	AF Acct Fin Ctr, CO
1959 Comm Sq	1	USAF Academy, CO
1963 Comm Sq	1	Chanute AFB, IL
1966 Comm Sq	3	Minot AFB, ND
1983 Comm Sq	1	Thule AB, Greenland
1991 Comm Sq	3	Whiteman AFB, MO
2001 Comm Sq	3	K I Sawyer AFB, MI
2004 Comm Sq	1	Sonderstrom AB, Greenland

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UNIT	Type	LOCATION Squadron
2009 Comm Sq	3 (I)	Richards-Gebaur AFB, MO
2014 Comm Sq	2	L G Hanscom Fld, MA
2016 Comm Sq	1	Dover AFB, DE
2017 Comm Sq	1	McGuire AFB, NJ
2018 Comm Sq	3	Otis AFB, MA
2019 Comm Sq	3	Griffiss AFB, NY
2026 Comm Sq	3	Grand Forks AFB, ND
2029 Comm Sq	3	Ellsworth AFB, SD
2030 Comm Sq	3	Wurtsmith AFB, MI
2031 Comm Sq	3	Selfridge AFB, MI
2039 Comm Sq	3	Fairchild AFB, WA
2042 Comm Sq	3	Plattsburgh AFB, NY
2044 Comm Gp	(Fixed)	Ft Myer AI, VA
2045 Comm Gp	(Fixed)	Andrews AFB, MD
2046 Comm Gp	(Fixed)	Wright-Patterson AFB, OH
2049 Comm Gp	(Fixed)	McClellan AFB, CA
2104 Comm Sq	2	Gentile AFS, OH
2177 Comm Sq	3	Kincheloe AFB, MI
2192 Comm Sq	3	Loring AFB, ME

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UNIT	Type	LOCATION Squadrons
1826 Elect Instl Sq	4	Chanute AFB, IL
1828 Elect Instl Sq	4	Wright-Patterson AFB, OH
1829 Elect Instl Sq	4	Griffiss AFB, NY
1832 Elect Instl Sq	4	Hill AFB, UT
1833 Elect Instl Sq	4	McClellan AFB, CA
1834 Elect Instl Sq	4	McChord AFB, WA
1844 Elect Engr Sq	5	Griffiss AFB, NY
b. HQ Southern Communications Area		Oklahoma City AFS, OK
1903 Comm Sq	3	Davis Monthan AFB, AZ
1907 Comm Sq	3	March AFB, CA
1914 Comm Sq	1	Holloman AFB, NM
1920 Comm Sq	1	Eglin AFB, FL
1922 Comm Sq	1	Williams AFB, AZ
1923 Comm Sq	1	Kelly AFB, TX
1924 Comm Sq	3	Little Rock AFB, AR
1925 Comm Sq	1	Edwards AFB, CA
1926 Comm Sq	1	Robins AFB, GA
1927 Comm Sq	3	Barksdale AFB, LA
1938 Comm Sq	3	Ramey AFB, Puerto Rico
1948 Comm Sq	3	Columbus AFB, MS
1960 Comm Sq	2	Kirtland AFB, NM

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UNIT		LOCATION
	Type	Squadrons
1968 Comm Sq	2	Charleston AFB, SC
1984 Comm Sq	1	Tinker AFB, OK
1993 Comm Sq	1	Dyess AFB, TX
2002 Comm Sq	3	Altus AFB, OK
2015 Comm Sq	1	Randolph AFB, TX
2021 Comm Sq	3	Tyndall AFB, FL
2022 Comm Sq	1	Craig AFB, AL
2024 Comm Sq	1	Moody AFB, GA
2034 Comm Sq	1	Mather AFB, CA
2035 Comm Sq	3	Castle AFB, CA
2047 Comm Sq	1	Maxwell AFB, AL
2048 Comm Sq	1	Carswell AFB, TX
2050 Comm Sq	1	Webb AFB, TX
2052 Comm Sq	1	Keesler AFB, MS
2053 Comm Sq	1	Reese AFB, TX
2054 Comm Sq	1	Sheppard AFB, TX
2055 Comm Sq	3	Vandenberg AFB, CA
2065 Comm Sq	2	Brooks AFB, TX
2080 Comm Sq	2	Los Angeles AF 01, CA
2081 Comm Sq	1	Goodfellow AFB, TX
2101 Comm Sq	3	Blytheville AFB, AK
2103 Comm Sq	1	Ellington AFB, TX
2106 Comm Sq	2	Lackland AFB, TX

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UNIT	Type	LOCATION
		Squadrons
2107 Comm Sq	1	Laredo AFB, TX
2108 Comm Sq	1	Laughlin AFB, TX
2109 Comm Sq	3	Perrin AFB, TX
2110 Comm Sq	3	Vance AFB, OK
2178 Comm Sq	3	McCoy AFB, FL
2179 Comm Sq	1	Patrick AFB, FL
2193 Comm Sq	1	Norton AFB, CA
1827 Elect Instl Sq	4	Kelly AFB, TX
1830 Elect Instl Sq	4	Patrick AFB, FL
1831 Elect Instl Sq	4	Robins AFB, GA
1845 Elect Engr Sq	5	Oklahoma City AFS, OK
1839 Elect Instl Gp		Keesler AFB, MS

c. Pacific Communications Area

483 Elect Instl Sq	4	Korat AB, Thailand
485 Elect Instl Sq	4	Cam Rahn Bay AB, Vietnam
1837 Elect Instl Sq	4	Tachikawa AB, Japan
1837 Elect Instl Sq, Det 1	-	Kadena AB, Okinawa
1838 Elect Instl Sq	4	Clark AB, Philippines
1843 Elect Engr Sq	5	Wheeler AFB, Hawaii

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UNIT	Type	LOCATION Squadrons
d. European Communications Area		
HQ ECA, Det 2		Torrejon AB, Spain
1836 Elect Instl Sq	4	Ramstein AB, Germany
e. Alaskan Communications Region		
1875 Elect Instl Sq	4	Elmendorf AFB, Alaska

12. GEMS BACKGROUND: The GEEIA Management System (GEMS) is a vital element within the GEEIA command management and control structure. Without retention of this functional program, assumption of control over GEEIA missions, functions, and resources will be difficult. This Appendix defines a concept whereby the system will be retained, refined, and reconstituted within the merged headquarters to provide support in the following areas:

a. Monitoring for systems implementation and installation engineering programs.

b. Centralized management engineering services and systems (including Electronic Data Processing if indicated) in developing and maintaining appropriate operating, labor, materiel, and costing standards.

c. Status reporting and analysis of the following:

(1) Current workload

(2) Projected workloads

(3) Status of Projects (E, I & M)

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(4) Manpower utilization schedules and rates (MPR Acctg)

(5) Project cost accounting and reporting

(6) Productivity statistics

d. Functional logistic support for O&M and E&I efforts.

e. Functional operational controls for day-to-day direction of the E, I&M effort.

f. Functional financial management.

13. GEMS PLANNING FACTORS: In the consolidated headquarters, the DCS/E&I will become the focal point for the GEMS system. Once the complete transition and merger is accomplished, the system will be known as the AFCS E&I Management System. Functional staff agencies will assume these responsibilities for support of their portion of the management system:

FUNCTION	DCS
Data depiction and monitoring	DCS/Operations
Work measurement standards & procedures	DCS/E&I
Manpower accounting standards & procedures	DCS/E&I
Workload control management & procedures	DCS/E&I
Workload scheduling management & procedures	DCS/E&I
Supply Support	DCS/Materiel
Materiel Control Procedures	DCS/Materiel
Maintenance Control Procedures	DCS/Materiel

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FUNCTION	DCS
Program Integration	DCS/Plans & Programs
Program Management Procedures	DCS/Plans & Programs
Cost Accounting Standards & Procedures	DCS/Comptroller
Statistical Services	DCS/Comptroller

Specific functional breakouts and responsibilities will be a subject of a continuing study among all functional elements during the period from 15 March 1970 to 1 August 1970. Subsequently, DCS/E&I will publish a manual which will define all of the policies, procedure, techniques, standards, and practices which apply to the management system. In addition, provisions will be made to incorporate and establish a commandwide training program which will insure system integrity and reliability from unit level through MAJCOM headquarters.

14. FINAL AREA BOUNDARY: The map on page 29 depicts the final Area boundary and interim area management responsibilities for the period 1 May through 31 July 1970.

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47

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

19 Mar 1970

SUBJECT: Activation of Hq GEEIA Steering Committee (AFCS/GEEIA Merger)

TO: GEK

TO: Hq GEEIA Directorates/Staff Offices

1. As a result of the USAF decision to consolidate the functions and resources of GEEIA with the Air Force Communications Service, a GEEIA Steering Committee is established effective 23 March 1970. The objectives and responsibilities of the Steering Committee and supporting Task Groups are as outlined in the attachments.

2. All personnel assigned to the Steering Committee and supporting Task Groups should plan on full time participation. In those instances where organizational participation is indicated (as outlined in attached data) and individuals have not been designated, the responsible organizations will provide the name(s) of the individual(s) designated to participate on Task Group(s) to GEV before close of business 23 March 1970. Those individuals designated will be available for Task Group assignments beginning 24 March and should be relieved of all normal organizational responsibilities. These same individuals will be made available for an initial briefing of the AFCS plan and a discussion of operating procedures starting at 0900 hours on 23 March in the GEG Conference Room. Those directorates/staff offices not designated full time participation will provide support to the Steering Committee on an "on-call" basis.

3. The consolidation of the AFCS and GEEIA mission and organizations is an extremely complex action that can only be successfully accomplished through the maximum efforts of all concerned. Accordingly, the complete cooperation of all GEEIA activities is mandatory.

FRANKLIN A. NICHOLS
Major General, USAF
Commander

2 Atchs
1. Concept of Implementation
2. Steering Committee

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CONCEPT OF IMPLEMENTATION
AFCS/GEEIA MERGER

STEERING COMMITTEE
AFCS/GEEIA MERGER

GEG-1

Colonel Shultz - General Chairman
Colonel Kelly - GEV - Steering Committee Ldr
Mr Stomierowski - GEV - Asst Steering Committee Ldr
Mr Dayhoff - GEO
Mr Oglesby - GEE
Mr Hill - GIS

DCS E&I
TASK GROUP

* GEV-2 **

Mr Clark - GEV - Task Gp Ldr
Mr Aldridge - GEVE - Asst Gp Ldr
Mr Jamieson - GEV - Rep
To be named - GEO - "
" " - GEE - "

AFCS/GEEIA
CONSOLIDATION
TASK GROUP

** GEV-4

*** Mr. Miller - GEV - Task Gp Ldr
Mr Peach - GEVP - Asst Gp Ldr
Captain Patton - GEV - Rep
To be named - GEA - "
" " - GEK - "
" " - GES - "
" " - GEO - "
" " - GEE - "
" " - GEC - "
" " - GEB - "

ON CALL:
* Directorates/Staff Offices
** PCA/NCA/SCA/ECA

*** Interim Task Group Leader

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STEERING COMMITTEE

Objective: To maintain the integrity of the GEEIA mission and assure the continued support of the Air Force and other customers during the consolidation period - 1 April 1970 thru 1 August 1970.

Major Tasks for Steering Committee:

1. Act as the final authority for recommending to the Commander the overall actions to be taken to effectively transfer the GEEIA mission to AFCS at Richards-Gebaur AFB on 1 August 1970 - under Project HAMMER KEY.

2. Act as the interface authority and initial point of contact with AFCS officials in matters relating to major GEEIA overall plans, policies, decisions, actions, etc., relative to the consolidation of the two organizations.

3. Act as the coordinating authority in all matters relating to the activities of the following three established task groups:

a. DCS E&I Task Group

b. AFCS/GEEIA Consolidation Task Group

c. GEEIA Mission Task Group

Attachment #2

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DCS E&I TASK GROUP

Objectives:

1. Insure that all actions related to the establishment of the organization and functions of the DCS Engineering & Installation at Richards Gebaur AFB are accomplished by NLT 1 August 1970.

2. Insure that all necessary operating procedures are developed to support an orderly transition of E&I functions from Hq GEEIA at Griffiss AFB to Hq AFCS at Richards-Gebaur AFB during the period 1 May 1970 to 1 August 1970.

Major Task Group Responsibili ies:

1. Develop the overall mission, organizational structure and functions for the DCS Engineering and Installation.

2. Maintain cognizance of the DCS E&I manning posture.

3. Review present and develop new operating procedures as necessary to insure the orderly transition from Hq GEEIA to the DCS E&I element at Richards-Gebaur AFB.

4. Develop a concept of operation for the DCS E&I at Hq AFCS and at ECA, NCA, SCA, PCA, and the Alaskan Communications Region, as required, to insure standardization of operations.

5. Prepare revisions to appropriate Air Force publications.

6. Establish an interface bwtween the DCS E&I and other related DCS Staff organizations to assure procedural compatibility.

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AFCS/GEEIA CONSOLIDATION TASK GROUP

Objective: Develop a program action directive (PAD) in accordance with AFCS PP 1-70 that will insure an orderly and efficient transfer of the Hq GEEIA mission and responsibilities to AFCS at Richards-Gebaur AFB between the period 1 May 1970 thru 1 August 1970.

Major Task Group Responsibilities:

1. Insure an orderly transfer of resources and workload, with associated records, to gaining activities.

2. Insure an interface with the Northern Communications Area during the transition period.

3. Assure that plant layout is developed for DCS E&I at Richards-Gebaur AFB.

4. Insure appropriate interface with Air Base Group at Griffiss AFB during the transition period.

5. Develop necessary procedures to insure maximum effectiveness in the transfer of the Hq GEEIA responsibilities to Hq AFCS.

6. Initiate all other actions, as required.

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ROUTINE
PT0222
RTTUZEXW RUVAAAA0340 0821920-UUUU--RUCIGFA.
ZNR UUUUU
R 231910Z MAR 70 ZEX
FM AFLC
TO ALAFLC
BT
UNCLAS MCK ALAFLC 077/70
THE FOLLOWING MESSAGE FROM COMMANDER AFLC IS FORWARDED FOR PUBLICATION IN ALL AFLC BASE NEWSPAPERS. THIS MESSAGE WILL NOT, REPEAT, WILL NOT BE RELEASED FOR PUBLICATION IN ANY MEDIA PRIOR TO 1 APRIL 1970. PARA. TODAY MARKS THE DEPARTURE OF GEEIA FROM THE AIR FORCE LOGISTICS COMMAND FAMILY. THIS 12 YEAR ASSOCIATION HAS BEEN MARKED BY SPLENDID TEAMWORK AND TIRELESS DEDICATION TO THE ACCOMPLISHMENT OF OUR COMMAND MISSIONS. PARA. WE CAN TAKE PRIDE IN AN IMPRESSIVE LIST OF ACCOMPLISHMENTS, SOME WHICH COME READILY TO MIND ARE 486L IN EUROPE, CAPE KENNEDY SPACE PROGRAM COMMUNICATION, VASTLY EXPANDED COMMUNICATIONS SUPPORT OF COMBAT OPERATIONS IN SOUTHEAST ASIA, THE CHEYENNE MOUNTAIN PROJECT FOR NORAD, AND PROJECT ROCK TOP-TOP LEVEL IN KOREA. PARA. I TAKE THIS OPPORTUNITY TO EXPRESS MY PERSONAL GRATITUDE AND APPRECIATION TO EACH MEMBER OF THE GEEIA ORGANIZATION FOR YOUR INDIVIDUAL CONTRIBUTION TO A 12 YEAR RECORD OF PROGRESS AND SUCCESS IN AFLC I AM CONFIDENT THAT THE AIR FORCE COMMUNICATIONS SERVICE WILL

ENJOY THE SAME DEVOTED SERVICE AND PROFESSIONAL EXCELLENCE PROVIDED AFLC BY THE GEEIA TEAM. FAREWELL AND GODSPEED IN YOUR FUTURE ENDEAVORS.
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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

26 Mar 1970

SUBJECT: Hq AFCS/GEEIA Merger Communications

TO: All GEEIA Directorates/Staff Offices

1. It is anticipated that the pace of AFCS/GEEIA merger activity will increase tremendously in the coming weeks. Generally, the primary management organizations responsible for an orderly progression of events leading to a successful merger are the GEEIA Steering Committee and the two task groups. The three organizations were established by GEG letter dated 19 Mar 1970, Subject: Activation of Hq GEEIA Steering Committee (AFCS/GEEIA Merger).

2. In order to assist the task group organizations in doing their job, it is requested that all GEEIA personnel participating in merger related discussions, conferences, TDY visits, exchanges of information via letters, telephone calls and/or teletypes, make a record of such actions and transmit the information to GEV Attn: Steering Committee. Caution should be exercised not to include matters which are detailed in nature and those properly accomplished by GEEIA organizations in their progression toward the merged posture. As always, good judgment on the part of GEEIA officials will be the final authority on what data should be forwarded to the Steering Committee.

3. Your cooperation and assistance in forwarding pertinent information to the Steering Committee will go a long way in keeping all GEEIA officials fully informed on merger activities.

Charles Y. Shultz

CHARLES Y. SHULTZ, Jr., Colonel, USAF
Vice Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

SPECIAL ORDER
GA-20

15 October 1969

1. The HQ European GEEIA Region was inactivated at Wiesbaden AB, Germany, effective 30 September 1969. The unit designation European GEEIA Region reverts to the control of HQ USAF. AFEMS Organization Identity Number 0000594500000 is cancelled. Records will be disposed of and final report submitted in accordance with AFM 181-5. Funds will be disposed of and final report submitted in accordance with current directives. Authority: DAF (AFCMO) number 216p, subject: Inactivation of the Headquarters, European GEEIA Region, dated 30 September 1969, and AFM 26-2.

2. The following unit/detachments are inactivated as indicated, effective 30 September 1969. Concurrent with inactivation, the numerical designation 2879 reverts to the control of HQ AFLC and will not be used to activate a similar unit. AFEMS Organization Identity Numbers (AFEMSOINs) cited are cancelled. Records will be disposed of and final report submitted in accordance with AFM 181-5. Funds will be disposed of and final report submitted in accordance with current directives.

a. 2879th GEEIA Squadron, located at Athenai Airport, Greece. AFEMSOIN: 287940970000.

b. Det 6, HQ European GEEIA Region, located at Torrejon AB, Spain. AFEMSOIN: 0000594500006.

c. Det 7, HQ European GEEIA Region (Peace Ruby), located at Teheran, Iran. AFEMSOIN: 0000594500007.

d. Det 8, HQ European GEEIA Region (Peace Indigo), located at New Delhi, India. AFEMSOIN: 0000594500008.

3. The 2874th GEEIA Squadron, located at Ramstein AB, Germany, was relieved from assignment to the European GEEIA Region and was assigned to the Eastern GEEIA Region with no change in location, effective 30 September 1969. Authority: AFM 26-2.

4. The following detachments are activated, as indicated, effective 30 September 1969. AFEMS Organization Identity Numbers (AFEMSOINs) cited are approved for inclusion in BEMO/IEMO Records. Authority: AFM 26-2.

a. Det 9, HQ GEEIA, located at Wiesbaden AB, Germany. AFEMSOIN: 000094130009.

b. Det 10, HQ GEEIA (Peace Ruby), located at Teheran, Iran. AFEMSOIN: 000094130010.

c. Det 42, HQ Eastern GEEIA Region, located at Torrejon AB, Spain. AFEMSOIN: 0000597500042.

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d. Det 11, HQ GEEIA (Peace Indigo), located at New Delhi, India. AFEMSOIN: 000094130011.

e. Det 10, 2874th GEEIA Squadron, located at Athenai Airport, Greece. AFEMSOIN: 287440970010.

FOR THE COMMANDER

OFFICIAL

JOHN H. VINES, Colonel, USAF
Director of Administration

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3 ea	HQ USAF (AFMSG) (AFOAPO) WA DC 20330		
2	USAFMPC (AFPMC) Randolph AFB TX 78148		
1	USAFMPC (AFPMSAU) Randolph AFB TX 78148		
7	ARPC 3800 York St. Denver CO 80205		
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1	MASDC Davis-Monthan AFB AZ 85707		
1	AGMC (AGBAAP) Newark AFS OH 43055		
1 ea	MCEPE, MCGAR, SGSPAD, SGOMV		
2 ea	MCGH, MCTEC, MCNA, EWAM, SGDDPF		
3	MCAMS	10	Central GEEIA Region
4	MCGSCPP-1	10	Pacific GEEIA Region
5	MCVM	2	PACAF
1 ea	HWC, ACG, EWG	2	AFCS
2	USAFE		
2	GEEIA (G, V, M, O, B, K)		
10	European GEEIA Region		
10	2874 GEEIA Sq		
10	2879 GEEIA Sq		
10	Eastern GEEIA Region		
10	Western GEEIA Region		

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

SPECIAL ORDER
GA-21

16 October 1969

1. The 2863d GEEIA Squadron located at WPAFB, Ohio, was relieved from assignment to the HQ Eastern GEEIA Region and was assigned to the HQ Central GEEIA Region, effective 1 October 1969. Authority: AFM 26-2.

2. Detachment 1, 2863d GEEIA Squadron, was inactivated at Keesler AFB, Mississippi, effective 1 October 1969. AFEMS Organization Identity Number 286340970001 is cancelled. Authority: AFM 26-2.

3. Detachment 2, 2860th GEEIA Squadron, was activated at Keesler AFB, Mississippi, effective 1 October 1969. AFEMS Organization Identity Number 286040970002 is approved for inclusion in BEMO/IEMO Records. Authority: AFM 26-2.

4. Detachment 38, HQ Eastern GEEIA Region, was inactivated at Lovell Field, Chattanooga, Tennessee, effective 1 October 1969. AFEMS Organization Identity Number 000059750038 is cancelled. Authority: AFM 26-2.

5. Detachment 37, HQ Eastern GEEIA Region, was inactivated at New Orleans, Louisiana, effective 1 October 1969. AFEMS Organization Identity Number 000059750037 is cancelled. Authority: AFM 26-2.

6. Detachment 38, HQ Central GEEIA Region, was activated at Lovell Field, Chattanooga, Tennessee, effective 1 October 1969. AFEMS Organization Identity Number 000059250038 is approved for inclusion in BEMO/IEMO Records. Authority: AFM 26-2.

7. Detachment 39, HQ Central GEEIA Region, was activated at New Orleans, Louisiana, effective 1 October 1969. AFEMS Organization Identity Number 000059250039 is approved for inclusion in BEMO/IEMO Records. Authority: AFM 26-2.

8. Oklahoma City Communication Facility, Oklahoma City, Oklahoma, Installation SHDF, was transferred from Aerospace Defense Command to Air Force Logistics Command, effective 1 July 1969. The installation is redesignated Tinker Training Annex, an off-base facility of Tinker Air Force Base, with jurisdiction and real property accountability assigned to the Commander, Oklahoma City Air Materiel Area. Authority: AFR 87-5.

9. Hondo Hospital Storage Site, Hondo, Texas, Installation KZKT, an off-base facility of Kelly Air Force Base, was disposed of effective 30 June 1969, with the Commander, San Antonio Air Materiel Area relieved of jurisdiction and real property accountability. Authority: AFR 87-5.

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- Easger / Eufger Merger.

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52

Orig Slots Eufger Dec 69 BAR

	Total	DAFC	Ofer	Amn	FNS1	FNO7
Hq Eufger	335	95	45	163	0	32
Det 6, Torrejon	4	1	0	1	2	0
Det 1, Iran	19	12	4	2	1	0
Det 8, India	5	0	3	2	0	0
2874th Ramstein	394	7	12	338	0	37
2879th Athens	138	1	7	119	0	11
Total	895	116	71	625	3	80
Less FY70 Strength Reduction	(19)					

Slots Returning CONUS Eff FY3/70

Hq Greece	52	21	11	20	0	0
Det 1, Iran	19	12	4	2	1	0
Det 8, India	5	0	3	2	0	0
	76	33	18	24	1	0
Hq Easger	177	56	28	92	0	0
Det 6, Torrejon	1	0	0	2	0	0
2860th Robins	40	0	1	39	0	0
2861st Griffiss	97	0	0	97	0	0
2863rd WPAFB	40	0	0	40	0	0
	355	56	29	270	0	0

Slots Staying in Europe

2874th Ramstein	393	5	17	329	0	42
DOD Assessment	52	12	1	1	0	38

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Identification and Location of GEEIA Units, Worldwide — 2 Mar 1970

Organization	Location	Orgn/Mail Symbol
Hq GEEIA	Griffiss AFB, NY	GEG
Operating Location (Supply Liaison-SMAMA)	McClellan AFB, CA	SMN/GEEIA
Operating Location (Supply Liaison-OCAMA)	Tinker AFB, OK	OCN/GEEIA
Det 4 (GEEIA Field Office - Hq ADC)	ENT AFB, CO	GEOFB
Det 5 (GEEIA Field Office - Hq AFCS)	Scott AFB, IL	GEOFC
Det 6 (GEEIA Field Office - Hq USAFSS)	Kelly AFB, TX	GEOFD
Det 8 (GEEIA Field Office - Hq ESD)	Hanscom Fld, MA	GEOFF
Det 9 (HQ thru 370)	Wiesbaden AB, GER	GEAZ
Det 10 (Peace Ruby)	Teheran Cy, Iran	GEOFI
Det 11 (Peace Indigo)	New Delhi Cy, India	GEOFN
Hq Eastern GEEIA Region	Keesler AFB, Miss	GEM
Det 32 (Engineering)	Patrick AFB, FL	GEMEL
Det 33 (211 GEEIA Sq) ANG	Olmsted State Apt., Middletown, PA	GEMYB
Det 34 (270 GEEIA Sq) ANG	Philadelphia IAP, PA	GEMYC
Det 35 (212 GEEIA Sq) ANG	Worcester ANGB, MA	GEMYD
Det 36 (213 GEEIA Sq) ANG	Roslyn ANGB, NY	GEMYE
Det 39 (243 GEEIA Sq) ANG	So. Portland ANGB, ME	GEMYH
Det 40 (202 Com Mnt Sq) ANG	Cochran Fld, Macon, GA	GEMYI
Det 42 (ENGR)	Torrejon AB, Spain	GEMYK
2860 GEEIA Sq	Robins AFB, GA	GEMZA
Det 1 (Maint)	Keesler AFB, Miss	GEMZAYA
2861 GEEIA Sq	Griffiss AFB, NY	GEMZB
Operating Location (Nat'l Mil Command Ctr)	Bolling AFB, Wash., D.C.	GEMZB
2862 GEEIA Sq	Patrick AFB, FL	GEMZC
2874 GEEIA Sq	Ramstein AB, GER	GEMZE
Hq Central GEEIA Region	Tinker AFB, OK	GEY
Det 1 (Maint)	Minn. St. Paul, Minn	GEYYH
Det 32 (217 GEEIA Sq) ANG	O'Hare IAP, Chicago, IL	GEYYB
Det 33 (218 & 266 GEEIA Sq) ANG	St. Louis, MO	GEYYC
Det 34 (219 GEEIA Sq) ANG	Okla City, OK	GEYYD
Det 36 (272 GEEIA Sq) ANG	LaPorte, TX	GEYYE
Det 37 (273 GEEIA Sq) ANG	Nederland, TX	GEYYF
Det 38 (241 GEEIA Sq) ANG	Lovell Fld Chatt., TN	GEYYG
Det 39 (214 GEEIA Sq) ANG	New Orleans MAP, LA	GEYYJ
2863 GEEIA Sq	Wright Patt AFB, OH	GEYZC
2865 GEEIA Sq	Chanute AFB, IL	GEYZA
2866 GEEIA Sq	Kelly AFB, TX	GEYZB

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Organization	Location	Orga Symbol
Hq Western GEEIA Region	McClellan AFB, CA	GEW
Operating Location (Maint)	Vandenburg AFB, CA	GEWYH
Det 34 (215 GEEIA Sq) ANG	Boeing Fld Seattle, WA	GEWYD
Det 35 (216 GEEIA Sq) ANG	Hayward ANGB, CA	GEWYE
Det 36 (Maint)	Fairchild AFB, WA	GEWYA
Det 37 (Maint)	Edwards AFB, CA	GEWYB
Det 38 (ENGR)	Elmendorf AFB, AK	GEWEL
Det 39 (Wst GE Rgn ANG)	Greeley, COL	GEWYF
Det 40 (Wst GE Rgn ANG)	Salt Lake City, UT	GEWYG
2867 GEEIA Sq	McClellan AFB, CA	GEWZA
2868 GEEIA Sq	Elmendorf AFB, AK	GEWZB
2869 GEEIA Sq	Norton AFB, CA	GEWZC
2870 GEEIA Sq	Hill AFB, UT	GEWZD
Hq Pacific GEEIA Region	Wheeler AFB, Hawaii	GEP
Operating Location (SEA Engineering)	Tan Son Nhut, Vietnam	GEPE-1
Det 4 (M&I)	Hickam AFB, HI	GEPYD
2875 GEEIA Sq	Tachikawa, Japan	GEPZA
Det 2 (Engrg & Instln)	Kadena AB, Okinawa	GEPZAYA
2876 GEEIA Sq	Clark AB, PI	GEPZB
485 GEEIA Sq	Cam Ranh Bay AB, Vietnam	GEPZC
Operating Location (QFIRC)	Saigon, Vietnam	GEPZC
483 GEEIA Sq	Korat, Thailand	GEPZD

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE COMMUNICATIONS SERVICE
SCOTT AIR FORCE BASE, ILLINOIS 62225

SPECIAL ORDER
G-62

2 April 1970

1. The following units are inactivated at locations indicated, effective 30 Apr 1970, and will revert to the control of the DAF:

UNIT	EAIDL NUMBER	LOCATION
GEEIA	000040930000	Griffiss AFB NY
Central Comm Rgn	000036730000	Tinker AFB Okla
Central GEEIA Rgn	000059250000	Tinker AFB Okla
Eastern Comm Rgn	000037430000	Westover AFB Mass
Eastern GEEIA Rgn	000059750000	Keesler AFB Miss
Western Comm Rgn	000037330000	Hamilton AFB Calif
Western GEEIA Rgn	000059350000	McClellan AFB Calif
Pacific GEEIA Rgn	000059550000	Wheeler AFB Hawaii

a. Personnel will be reassigned in accordance with special instructions furnished Comdr, AFCS.

b. Supplies and equipment will be returned to supply channels in accordance with current directives. Equipment Authorizations Inventory Data List number indicated above are voided on date of inactivation.

c. Organizational records will be disposed of per paragraph 6-1, Chapter 6 AFM 12-50.

d. Funds will be disposed of and final reports will be submitted in accordance with current directives.

e. Authority: HQ USAF (AFOMO 309P) Ltr, 12 Mar 1970, Organizational Actions Affecting Certain Air Force Communications Service Units.

2. The following units are activated at locations indicated and assigned AFCS, effective 1 May 1970.

UNIT	EAIDL NUMBER	LOCATION
HQ Northern Comm Area	000089030000	Griffiss AFB NY
HQ Southern Comm Area	000089130000	Oklahoma City AFS Okla

Equipment authorized per EAIDL number indicated.

Authority: HQ USAF (AFOMO 309P) Ltr, 12 Mar 1970, Organizational Actions Affecting Certain Air Force Communications Service Units.

G-62

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SO G-62, HQ AFCS, Scott AFB, IL 62225, 2 April 1970

3. The following units are redesignated as indicated, effective 1 May 1970, with no change in equipment. Units are assigned to Pacific Comm Area. Authority: HQ USAF (AFOMO 309P) Ltr, 12 Mar 1970, Organizational Actions Affecting Certain Air Force Communications Service Units.

OLD DESIG	NEW DESIG	LOCATION
483 GEEIA Sq	483 Elect Instl Sq	Korat AB Thail
485 GEEIA Sq	485 Elect Instl Sq	Cam Ranh Bay AB Vietnam
OL AA, 485 GEEIA Sq	OL A, 485 Elect Instl Sq	Tan Son Nhut AB Vietnam
OL AB, 485 GEEIA Sq	OL B, 485 Elect Instl Sq	Saigon/Cholon City Vietnam

4. The following units are redesignated as indicated at locations indicated and are assigned to Northern Comm Area, effective 1 May 1970. Equipment authorized per EAIDL numbers indicated. Authority: AFM 26-2.

OLD DESIG	NEW DESIG	EAIDL NUMBER	LOCATION
2861 GEEIA Sq	1829 Elect Instl Sq	182939570000	Griffiss AFB NY
2863 GEEIA Sq	1828 Elect Instl Sq	182839570000	Wright-Patterson AFB Ohio
2865 GEEIA Sq	1826 Elect Instl Sq	182639570000	Chanute AFB Ill
2867 GEEIA Sq	1833 Elect Instl Sq	183339570000	McClellan AFB Calif
2870 GEEIA Sq	1832 Elect Instl Sq	183239570000	Hill AFB Utah
OL AA, 2861 GEEIA Sq	OLA, 1829 Elect Instl Sq	182939570000	Bolling AFB DC

5. The following units are redesignated as indicated at locations indicated and are assigned to Southern Comm Area, effective 1 May 1970. Equipment authorized per EAIDL numbers indicated. Authority: AFM 26-2.

OLD DESIG	NEW DESIG	EAIDL NUMBER	LOCATION
2860 GEEIA Sq	1831 Elect Instl Sq	183139570000	Robins AFB Ga
2862 GEEIA Sq	1830 Elect Instl Sq	183039570000	Patrick AFB Fla
2866 GEEIA Sq	1827 Elect Instl Sq	182739570000	Kelly AFB Tex
2869 GEEIA Sq	1835 Elect Instl Sq	183538570000	Norton AFB Calif
Det 2, 2860 GEEIA Sq	1839 Elect Instl Gp	183939580000	Keesler AFB Miss

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6. The following units are redesignated as indicated at locations indicated and are assigned to Pacific Comm Area, effective 1 May 1970. Equipment authorized per EAIDL numbers indicated. Authority: AFM 26-2.

OLD DESIG	NEW DESIG	EAIDL NUMBER	LOCATION
2875 GEEIA Sq	1837 Elect Instl Sq	183739570000	Tachikawa AB Japan
2876 GEEIA Sq	1838 Elect Instl Sq	183839570000	Clark AB Phili
Det 2, 2875 GEEIA Sq	Det 1, 1837 Elect Instl Sq	183739570001	Kadena AB Ryuku
OL AB, Pacific GEEIA Rgn	OL A, Pacific Comm Area	000089330100	Tan Son Nhut AB Vietnam
Det 4, Pacific GEEIA Rgn	OL B, Pacific Comm Area	000089330200	Hickam AFB Hawaii

7. The 2868 GEEIA Sq is redesignated the 1825 Elect Instl Sq at Elmendorf AFB Alaska, and is assigned to Alaskan Comm Rgn, effective 1 May 1970. Equipment authorized per EAIDL 182539570000. Authority: AFM 26-2.

8. The 2874 GEEIA Sq is redesignated the 1836 Elect Instl Sq at Ramstein AB Germany and is assigned to European Comm Area, effective 1 May 1970. Equipment authorized per EAIDL 183639570000. Authority: AFM 26-2.

9. Det 42, Eastern GEEIA Rgn is redesignated Det 2, European Comm Area at Torrejon AB Spain and is assigned to European Comm Area, effective 1 May 1970. Equipment authorized per EAIDL 000089230002. Authority: AFM 26-2.

10. The 1845 Elect Engrg Sq is designated and activated at Oklahoma City AFS Okla and assigned Southern Comm Area, effective 1 May 1970. Equipment authorized per EAIDL 184539670000. Authority: AFM 26-2.

11. The 1843 Elect Engrg Sq is designated and activated at Wheeler AFB Hawaii and is assigned to Pacific Comm Area, effective 1 May 1970. Equipment authorized per EAIDL 18433967000. Authority: AFM 26-2.

12. The following units are designated and activated at locations indicated and assigned Northern Comm Area, effective 1 May 1970. Equipment authorized per EAIDL numbers indicated. Authority: AFM 26-2.

UNIT	EAIDL NUMBER	LOCATION
1834 Elect Instl Sq	183439570000	McChord AFB Wash
1844 Elect Engrg Sq	184439670000	Griffiss AFB NY

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SO G-62, HQ AFCS, Scott AFB, IL 62225, 2 April 1970

13. The following units are designated and activated at locations indicated and assigned AFCS, effective dates indicated. Equipment authorized per EAIDL numbers indicated. Authority: AFM 26-2.

UNIT	EFF DATE	EAIDL NUMBER	LOCATION
Det 15, AFCS	1 May 1970	000080620015	Griffiss AFB NY
Det 17, AFCS	1 Aug 1970	000080620017	Scott AFB Ill
1842 Elect Engrg Gp	1 Aug 1970	184239660000	Richards-Gebaur AFB MO

14. The following units are designated and activated at locations indicated and assigned Northern Comm Area, effective 1 May 1970. Equipment authorized per EAIDL numbers indicated. Authority: AFM 26-2.

UNIT	EAIDL NUMBER	LOCATION
Det 1, Northern Comm Area	000089030001	Westover AFB Mass
Det 2, Northern Comm Area	000089030002	Keesler AFB Miss
Det 3, Northern Comm Area	000089030003	Hamilton AFB Calif
Det 4, Northern Comm Area	000089030004	McClellan AFB Calif

15. The following units are inactivated at locations indicated, effective 30 Apr 1970.

UNIT	EAIDL NUMBER	LOCATION
Det 8, AFCS	000080620008	Hamilton AFB Calif
1805 Spt Sq	180546970000	Westover AFB Mass
1807 Spt Sq	180746970000	Tinker AFB Okla
1809 Spt Sq	180946970000	Hamilton AFB Calif
OL A, Det 8, AFCS	000080620108	McClellan AFB Calif

a. Personnel will be reassigned as directed by Comdr, AFCS.

b. Supplies and equipment will be returned to supply channels in accordance with current directives. Equipment Authorization Inventory Data List numbers indicated above are voided on date of inactivation.

c. Organizational records will be disposed of per paragraph 6-2, Chapter 6, AFM 12-50.

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d. Funds will be disposed of and final reports submitted in accordance with current directives.

e. Authority: AFM 26-2.

16. The following units are redesignated as indicated at locations indicated and are assigned to Det 15, AFCS, effective 1 May 1970. Equipment authorized per EAIDL numbers indicated. Authority: AFM 26-2.

OLD DESIG	NEW DESIG	EAIDL NUMBER	LOCATION
Det 4, GEEIA	OL D, Det 15 AFCS	000080620415	Ent AFB Colo
Det 5, GEEIA	OL A, Det 15 AFCS	000080620115	Scott AFB Ill
Det 6, GEEIA	OL E, Det 15 AFCS	000080620515	Kelly AFB Tex
Det 10, GEEIA	OL B, Det 15 AFCS	000080620215	Teheran City Iran
Det 11, GEEIA	OL C, Det 15 AFCS	000080620315	New Delhi City India

17. OL AB, GEEIA is redesignated OL P, HQ AFCS at McClellan AFB Calif, and is assigned to AFCS, effective 1 May 1970. Equipment authorized per EAIDL 000080621600. Authority: AFM 26-2.

18. The following units are inactivated at locations indicated, effective 30 Apr 1970.

UNIT	EAIDL NUMBER	LOCATION
OL AC, GEEIA	000040931300	Tinker AFB Okla
Det 8, GEEIA	000040930008	L G Hanscom Fld Mass
Det 9, GEEIA	000040930009	Wiesbaden AB Germany
Det 38, Western GEEIA Rgn	000059350038	Elmendorf AFB Alaska

a. Personnel will be reassigned as directed by Comdr, AFCS.

b. Supplies and equipment will be returned to supply channels in accordance with current directives. Equipment Authorization Inventory Data List numbers indicated above are voided on date of inactivation.

c. Organizational records will be disposed of per paragraph 6-2, Chapter 6, AFM 12-50.

d. Funds will be disposed of and final reports submitted in accordance with current directives.

e. Authority: AFM 26-2.

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19. The following units are designated and activated at locations indicated and assigned Northern Comm Area, effective 1 May 1970. Equipment authorized per EAIDL numbers indicated. Authority: AFM 26-2.

UNIT	EAIDL NUMBER	LOCATION
Det 5, Northern Comm Area	000089030005	Minn/St Paul IAP Minn
OL A, Northern Comm Area	000089030100	Hayward MAP Calif
OL B, Northern Comm Area	000089030200	Greeley City Colo
OL C, Northern Comm Area	000089030300	Salt Lake City MAP Utah
OL D, Northern Comm Area	000089030400	Seattle CST Wash
OL E, Northern Comm Area	000089030500	Chicago/OHare IAP Ill
OL F, Northern Comm Area	000089030600	Jefferson Brk ANG ADM Mo
OL G, Northern Comm Area	000089030700	Olmsted State APT Pa
OL H, Northern Comm Area	000089030800	Philadelphia IAP Pa
OL I, Northern Comm Area	000089030900	Worcester AGS CST Mass
OL J, Northern Comm Area	000089031000	Roslyn AGS NY
OL K, Northern Comm Area	000089031100	So Portlan CST Maine
OL L, Northern Comm Area	000089031200	W K Kellogg AFD Mich
OL M, Northern Comm Area	000089031300	Gen B Mitchell Fld Wisc
OL N, Northern Comm Area	000089031400	Hulman Fld Ind
OL P, Northern Comm Area	000089031600	Greater Peoria APT Ill
OL Q, Northern Comm Area	000089031700	Capital APT Ill
OL R, Northern Comm Area	000089031800	Rosecrans Memorial APT Mo
OL S, Northern Comm Area	000089031900	Toledo/Express APT Ohio
OL T, Northern Comm Area	000089032000	Sioux City MAP Iowa
OL U, Northern Comm Area	000089032100	Atlantic City APT NJ
OL V, Northern Comm Area	000089032200	Schenectady Co APT NY
OL W, Northern Comm Area	000089032300	Willow Grove NAS Pa
OL X, Northern Comm Area	000089032400	Greater Pittsburg AMD Pa
OL Y, Northern Comm Area	000089032500	Niagara Falls IAP NY

20. The following units are designated and activated at locations indicated and assigned Southern Comm Area, effective 1 May 1970. Equipment authorized per EAIDL numbers indicated. Authority: AFM 26-2.

UNIT	EAIDL NUMBER	LOCATION
Det 1, Southern Comm Area	000089130001	Vandenberg AFB Calif
Det 2, Southern Comm Area	000089130002	Edwards AFB Calif
Det 3, Southern Comm Area	000089130003	Patrick AFB Fla

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UNIT	EAIDL NUMBER	LOCATION
OL A, Southern Comm Area	000089130100	Will Rogers Fld Okla
OL B, Southern Comm Area	000089130200	La Porte AGS CMF Tex
OL C, Southern Comm Area	000089130300	Nederland AGS CMF Tex
OL D, Southern Comm Area	000089130400	New Orleans IAP La
OL E, Southern Comm Area	000089130500	Lovell Fld CMF Tenn
OL F, Southern Comm Area	000089130600	Lewis B Wilson APT Ga
OL G, Southern Comm Area	000089130700	Maxwell AFB Ala
OL H, Southern Comm Area	000089130800	Birmingham MAP Ala
OL I, Southern Comm Area	000089130900	Standiford Fld Ky
OL J, Southern Comm Area	000089131000	Tulsa MAP Okla
OL K, Southern Comm Area	000089131100	Ft Smith MAP Ark
OL L, Southern Comm Area	000089131200	Memphis MET APT Tenn
OL M, Southern Comm Area	000089131300	Jackson APT Miss
OL N, Southern Comm Area	000089131400	New Orleans NAS La
OL P, Southern Comm Area	000089131600	San Juan IAP Puerto Rico
OL Q, Southern Comm Area	000089131700	Reno MAP Nev

21. The following units are relieved from current assignment and assigned to Northern Comm Area, effective 1 May 1970, with operational control as indicated until 1 Jul 1970, when operational control will be realigned to Northern Comm Area. There is no change in unit mission, location, or equipment.

UNIT	OPERATIONAL CONTROL	LOCATION
1901 Comm Sq	Det 3, Northern Comm Area	Travis AFB Calif
1902 Comm Sq	Det 3, Northern Comm Area	Hamilton AFB Calif
1904 Comm Sq	Det 3, Northern Comm Area	Malmstrom AFB Mont
1905 Comm Sq	Det 3, Northern Comm Area	McChord AFB Wash
1906 Comm Sq	Det 3, Northern Comm Area	Hill AFB Utah
1910 Comm Sq	Det 3, Northern Comm Area	Lowry AFB Colo
1911 Comm Sq	Southern Comm Area	Offutt AFB Neb
1915 Comm Sq	Southern Comm Area	Grissom AFB Ind
1916 Comm Sq	Det 1, Northern Comm Area	Pease AFB NH
1917 Comm Sq	Det 1, Northern Comm Area	Westover AFB Mass
1918 Comm Sq	Southern Comm Area	Scott AFB Ill
1932 Comm Sq	Det 1, Northern Comm Area	Goose AB Canada
1934 Comm Sq	Det 1, Northern Comm Area	Kindley AFB Bermuda
1936 Comm Sq	Det 1, Northern Comm Area	Lajes Fld Azores
1937 Comm Sq	Det 3, Northern Comm Area	Beale AFB Calif
1941 Comm Sq	Det 3, Northern Comm Area	Kingsley Fld Oreg
1954 Comm Sq	Det 3, Northern Comm Area	AF Acct Fin Ctr Colo
1959 Comm Sq	Det 3, Northern Comm Area	USAF Academy Colo

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SO G-62, HQ AFCS, Scott AFB, IL 62225, 2 April 1970

UNIT	OPERATIONAL CONTROL	LOCATION
1963 Comm Sq	Southern Comm Area	Chanute AFB Ill
1966 Comm Sq	Det 3, Northern Comm Area	Minot AFB ND
1983 Comm Sq	Det 1, Northern Comm Area	Thule AB Greenland
1991 Comm Sq	Southern Comm Area	Whiteman AFB Mo
2001 Comm Sq	Southern Comm Area	K I Sawyer AFB Mich
2004 Comm Sq	Det 1, Northern Comm Area	Sonderstrom AB Greenland
2009 Comm Sq	Southern Comm Area	Richards-Gebaur AFB Mo
2014 Comm Sq	Det 1, Northern Comm Area	L G Hanscom Fld Mass
2016 Comm Sq	Det 1, Northern Comm Area	Dover AFB Del
2017 Comm Sq	Det 1, Northern Comm Area	McGuire AFB NJ
2018 Comm Sq	Det 1, Northern Comm Area	Otis AFB Mass
2019 Comm Sq	Det 1, Northern Comm Area	Griffiss AFB NY
2026 Comm Sq	Det 3, Northern Comm Area	Grand Forks AFB ND
2029 Comm Sq	Det 3, Northern Comm Area	Ellsworth AFB SD
2030 Comm Sq	Southern Comm Area	Wurthsmith AFB Mich
2031 Comm Sq	Southern Comm Area	Selfridge AFB Mich
2039 Comm Sq	Det 3, Northern Comm Area	Fairchild AFB Wash
2042 Comm Sq	Det 1, Northern Comm Area	Plattsburgh AFB NY
2044 Comm Gp	Det 1, Northern Comm Area	Ft Myer AI Va
2045 Comm Gp	Det 1, Northern Comm Area	Andrews AFB Md
2046 Comm Gp	Southern Comm Area	Wright-Patterson AFB Ohio
2049 Comm Gp	Det 3, Northern Comm Area	McClellan AFB Calif
2104 Comm Sq	Southern Comm Area	Gentile AFS Ohio
2177 Comm Sq	Southern Comm Area	Kincheloe AFB Mich
2192 Comm Sq	Det 1, Northern Comm Area	Loring AFB Maine
2034 Comm Sq	Det 3, Northern Comm Area	Mather AFB Calif

22. The following units are relieved from current assignment and assigned to Southern Comm Area effective 1 May 1970, with no change in mission, location, or equipment

UNIT	LOCATION
1903 Comm Sq	Davis Monthan AFB Ariz
1907 Comm Sq	Norch AFB Calif
1914 Comm Sq	Holloman AFB NM
1920 Comm Sq	Kelin AFB Fla
1922 Comm Sq	Williams AFB Ariz
1923 Comm Sq	Kelly AFB Tex
1925 Comm Sq	Edwards AFB Calif

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SO G-62, HQ AFCS, Scott AFB, IL 62225, 2 April 1970

a. Personnel will be reassigned as directed by Comdr, AFCS.

b. Supplies and equipment will be returned to supply channels in accordance with current directives. 1800 Spt Sq Equipment Authorization Inventory Data List 180046970000 is voided on date of inactivation.

c. Organizational records will be disposed of per paragraph 6-1, Chapter 6, AFM 12-50.

d. Funds will be disposed of and final reports submitted in accordance with current directives.

e. Authority: AFM 26-2.

25. The following units are designated and activated at locations indicated and assigned AFCS, effective 1 Oct 1970. Equipment authorized per EAIDL numbers indicated. Authority: AFM 26-2.

UNIT	EAIDL NUMBER	LOCATION
Det 1, AFCS	000080620001	Arlington AHG Va
OL G, AFCS	000080620700	Wright-Patterson AFB Ohio
OL H, AFCS	000080620800	Keesler AFB Miss
OL I, AFCS	000080620900	Eglin AFB Fla
OL K, AFCS	000080621100	Griffiss AFB NY
OL L, AFCS	000080621200	Tinker AFB OKLA
OL M, AFCS	000080621300	Elmendorf AFB Alaska
OL N, AFCS	000080621400	Randolph AFB Tex

26. The following units are designated and activated at locations indicated and assigned Det 1, AFCS, effective 1 Oct 1970. Equipment authorized per EAIDL numbers indicated. Authority: AFM 26-2.

UNIT	EAIDL NUMBER	LOCATION
OL B, Det 1, AFCS	000080620201	Los Angeles Cy Calif
OL C, Det 1, AFCS	000080620301	Pentagon HQS Va
OL D, Det 1, AFCS	000080620401	Robins AFB Ga
OL F, Det 1, AFCS	000080620601	Richards-Gebaur AFB Mo
OL G, Det 1, AFCS	000080620701	Sunnyvale TSI Calif
OL H, Det 1, AFCS	000080620801	Vandenberg AFB Calif!
OL I, Det 1, AFCS	000080620901	Westover AFB Mass
OL J, Det 1, AFCS	000080621001	Wright-Patterson AFB Ohio

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UNIT	LOCATION
1926 Comm Sq	Robins AFB GA
1927 Comm Sq	Barksdale AFB La
1938 Comm Sq	Ramey AFB Puerto Rico
1948 Comm Sq	Columbus AFB Miss
1960 Comm Sq	Kirtland AFB NM
1968 Comm Sq	Charleston AFB SC
1984 Comm Sq	Tinker AFB Okla
1993 Comm Sq	Dyess AFB Tex
2002 Comm Sq	Altus AFB Okla
2015 Comm Sq	Randolph AFB Tex
2021 Comm Sq	Tyndall AFB Fla
2022 Comm Sq	Craig AFB Ala
2024 Comm Sq	Moody AFB Ga
2035 Comm Sq	Castle AFB Calif
2047 Comm Sq	Maxwell AFB Ala
2048 Comm Sq	Carswell AFB Tex
2050 Comm Sq	Webb AFB Tex
2052 Comm Sq	Keesler AFB Miss
2053 Comm Sq	Reese AFB Tex
2054 Comm Sq	Sheppard AFB Tex
2055 Comm Sq	Vandenberg AFB Calif
2065 Comm Sq	Brooks AFB Tex
2080 Comm Sq	Los Angeles AF 01 Calif
2081 Comm Sq	Goodfellow AFB Tex
2101 Comm Sq	Blythevill AFB Ark
2103 Comm Sq	Ellington AFB Tex
2106 Comm Sq	Lackland AFB Tex
2107 Comm Sq	Laredo AFB Tex
2108 Comm Sq	Laughlin AFB Tex
2109 Comm Sq	Perrin AFB Tex
2110 Comm Sq	Vance AFB Okla
2178 Comm Sq	McCoy AFB Fla
2179 Comm Sq	Patrick AFB Fla
2193 Comm Sq	Norton AFB Calif

23. OL A, Det 4, Northern Comm Area is designated and activated at Fairchild AFB, Wash, and assigned to Det 4, Northern Comm Area, effective 1 May 1970. Equipment authorized per EAIDL 000089030104. Authority: AFM 26-2.

24. The 1800 Spt Sq is inactivated at Scott AFB Ill, effective 30 Sep 1970. All subordinate elements of the 1800 Spt Sq are also inactivated and appropriate EAIDL numbers are voided on date of inactivation.

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UNIT	EAIDL NUMBER	LOCATION
OL K, Det 1, AFCS	000080621101	Andrews AFB Mo
OL L, Det 1, AFCS	000080621201	Las Vegas Cy Nev
OL M, Det 1, AFCS	000080621301	Offutt AFB Nebr
OL N, Det 1, AFCS	000080621401	Cape Kennedy AFS Fla
OL P, Det 1, AFCS	000080621601	Aero Chart Inf Cn ADM Mo
OL Q, Det 1, AFCS	000080621701	Buckley AGB Colo
OL R, Det 1, AFCS	000080621801	Kadena AB Ryuku
OL S, Det 1, AFCS	000080621901	Yokota AB Japan

27. Det 16, AFCS is inactivated at Richards-Gebaur AFB Mo, effective 31 Jul 1970.

a. Personnel will be reassigned as directed by Comdr, AFCS.

b. Supplies and equipment will be returned to supply channels in accordance with current directives. Equipment Authorization Inventory Data List 000080620016 is voided on date of inactivation.

c. Organizational records will be disposed of per paragraph 6-2, Chapter 6, AFM 12-50.

d. Funds will be disposed of and final reports submitted in accordance with current directives.

e. Authority: AFM 26-2.

28. The following units are inactivated at locations indicated, effective 30 Jun 1970:

UNIT	EAIDL NUMBER	LOCATION
OL B, Pacific Comm Area	000089330200	Hickam AFB Hawaii
1826 Elect Instl Sq	182639570000	Chanute AFB Ill

a. Personnel will be reassigned as directed by Comdr, AFCS.

b. Supplies and equipment will be returned to supply channels in accordance with current directives. Equipment Authorization Inventory Data List numbers indicated above are voided on date of inactivation.

c. Organizational records will be disposed of per paragraph 6-2, Chapter 6, AFM 12-50.

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d. Funds will be disposed of and final reports submitted in accordance with current directives.

e. Authority: AFM 26-2.

29. The following units are inactivated at locations indicated, effective 30 Sep 1970:

UNIT	EAIDL NUMBER	LOCATION
Det 15, AFCS	000080620015	Griffiss AFB NY
OL A, Det 15, AFCS	000080620115	Scott AFB Ill
Det 1, Northern Comm Area	000089030001	Westover AFB Mass
Det 2, Northern Comm Area	000089030002	Keesler AFB Miss
Det 3, Northern Comm Area	000089030003	Hamilton AFB Calif
Det 4, Northern Comm Area	000089030004	McClellan AFB Calif
OL A, Det 4, Northern Comm	000089030104	Fairchild AFB Wash
Det 2, Southern Comm Area	000089130002	Edwards AFB Calif
1832 Elect Instl Sq	183239570000	Hill AFB Utah

a. Personnel will be reassigned to directed by Comdr, AFCS.

b. Supplies and equipment will be returned to supply channels in accordance with current directives. Equipment Authorization Inventory Data List numbers indicated above are voided on date of inactivation.

c. Organizational records will be disposed of per paragraph 6-2, Chapter 6, AFM 12-50.

d. Funds will be disposed of and final reports submitted in accordance with current directives.

e. Authority: AFM 26-2.

30. The following units are inactivated at locations indicated, effective 30 Sep 1970.

UNIT	EAIDL NUMBER	LOCATION
OL B, Det 15, AFCS	000080620215	Teheran City Iran
OL C, Det 15, AFCS	000080620315	New Delhi City India
OL D, Det 15, AFCS	000080620415	Ent AFB Colo
OL E, Det 15, AFCS	000080620515	Kelly AFB Tex

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SO G-62, HQ AFCS, Scott AFB, IL 62225, 2 April 1970

a. Personnel will be reassigned as directed by Comdr, AFCS.

b. Supplies and equipment will be returned to supply channels in accordance with current directives. Equipment Authorization Inventory Data List numbers indicated above are voided on date of inactivation.

c. Organizational records will be disposed of per paragraph 6-1, Chapter 6, AFM 12-50.

d. Funds will be disposed of and final reports submitted in accordance with current directives.

e. Authority: AFM 26-2.

31. The following units are designated and activated at locations indicated and assigned AFCS, effective 1 Oct 1970. Equipment authorized per EAIDL numbers indicated. Authority: AFM 26-2.

UNIT	EAIDL NUMBER	LOCATION
Det 20, AFCS	000080620020	Teheran City Iran
Det 21, AFCS	000080620021	New Delhi City India
Det 22, AFCS	000080620022	Ent AFB Colo
Det 23, AFCS	000080620023	Kelly AFB Tex

FOR THE COMMANDER

STANTON R. JENSEN, Lt Col, USAF
Director of Administration

DISTRIBUTION
GB - Plus
10 - Tac Comm Area
10 - Eur Comm Area
10 - Pac Comm Area
10 - Alaskan Comm Rgn
10 - All units listed above thru Sq level
2 - Det 6 AFCS
2 - Det 7 AFCS
2 - Det 8 AFCS
2 - Det 9 AFCS
2 - Det 10 AFCS
2 - Det 11 AFCS
2 - Det 12 AFCS
20 - HQ AFCS (CSXM00)

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NEWS RELEASE

UNITED STATES AIR FORCE

Office of Information, Hq. Ground Electronics Engineering Installation Agency, Griffiss AFB, N.Y. 315 330-3057

No. 69-460

An Agency of the Air Force Logistics Command

FOR IMMEDIATE RELEASE

GRIFFISS AFB, N. Y., October 16---Since Tactical Satellite Communications I, the world's most powerful communications satellite, was launched last February from Cape Kennedy, two GEEIA men assigned to the Griffiss headquarters, have been making plans for the Interim Operational System.

Pat Nasto, program manager, and Marshall Helton, project engineer, are involved with the GEEIA task to engineer and install five ground terminals for this 1,600 pound, two-story high, eight feet in diameter satellite.

"When GEEIA finishes the job, the tactical satellite communications program will permit communication signals or messages to flow in a "saw-toothed trail" between the five ground terminals and synchronous "birds" or satellites in the sky", explains Marshall Helton.

(MORE)

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GEEIA Men Involved in Tactical Satellite Communications Program

This satellite carries a cluster of antenna systems capable of radiating signals that can be received by all types of ground terminals, including those antennas as small as one foot in diameter. It is designed for both ultra and super high frequency operation.

The intrinsic value of satellite communications is that ships or aircraft in widely different locations can send signals to the "birds" for relay. This permits them to communicate with one another and with land units. Moreover, jamming by enemy forces is nearly impossible.

As the satellite communication system undergoes development test studies, both Nasto and Helton have traveled to the Scott AFB, Ill. test sites to familiarize themselves with the ground terminals, AN/TRC-157 (UHF) and AN/TSC-80 (SHF).

According to Pat Nasto,"Several problems are involved in the development of GEEIA's engineering and installation efforts for the practical Interim Operation System. For instance, equipment from three terminals used at the developmental test sites will have to be removed from shelters for installation into buildings.

"Additional components will be needed to properly install the terminals inside these buildings. Since the equipment is newly designed, it is difficult to find components already on the market which will either be adjustable or adaptable to them."

(MORE)

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GEEIA Men Involved in Tactical Satellite Communications Program

The other two terminals will be installed as shelter configured equipment, which can be transported in a standard 1¼ ton vehicle, helicopter or cargo aircraft.

Obtaining adequate technical data for the job is another problem. No published descriptive pamphlets exist on newly designed equipment.

Both Nasto and Helton have met with Air Force Communications Service personnel, Collins Corporation technicians, and Mitre Corporation personnel to obtain technical information and to discuss problems encountered during the tests which would have an impact on GEEIA's effort.

A satellite communications system is not bound by limitations of terrain and weather like conventional line-of-sight radio systems.

Field units of the future will be able to broadcast from low ground, over mountains and dense jungles to receiving stations hundreds of miles away. Both GEEIA men state, "The terminals don't care whether they're nine feet apart or 9,000 miles away. As long as the terminals can see the satellites, they can communicate".

Unlike other satellites which relay all incoming signals, TACSATCOM will have a built-in ability to detect and disregard unfriendly signals. This selective capability, combined with its reliable accuracy in "hitting" any desired receiver/target area, will allow commanders to reach any specific area.

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GEEIA Men Involved In Tactical Satellite Communications Program

To date the men have definitized GEEIA's exact tasks, conducted site surveys, developed milestone dates, advised prime depots as to equipment required, established delivery dates for the equipment, provided standard installation drawings, written test plans, and discussed all aspects of the job with the customer command.

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69-505

FOR IMMEDIATE RELEASE 6 Nov 1969

GRIFFISS AFB, N. Y. --- A four-day seminar has been conducted by engineering personnel assigned to the Ground Electronics Engineering Installation Agency (GEEIA) headquarters, Griffiss AFB, N. Y. to orient GEEIA Region engineers and engineering representatives from other government agencies on the AN/UCC-4 Multiplexer Set, now adopted as standard equipment by the armed services for communications transmission.

Recently designed by the Air Force, the multiplexer set meets all requirements of the Defense Communication Services standards for frequency division multiplex equipment.

The set was developed to provide for the combination of a large number of voice channels (telephone circuits) into a single wideband signal for point-to-point and long-haul communications transmission.

(MORE)

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Its voice channels range from a minimum of 12 to a maximum of 600. Highly flexible, by adjusting the number of equipment racks, transmission links in several directions may be served.

Engineering and installation standards for use by all government agencies on this set were prepared and published by GEEIA.

GEEIA also prepared the schematics and instructions on how to adapt this set to environmental conditions at various field sites, and additionally how to use the UCC-4 Multiplexer Set with other communication equipments.

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HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCG

SUBJECT: AFLC System Manager Program (AFLCM 375-2)

26 November 1969

TO: OCAMA OOAMA SAAMA SMAMA WRAMA
(Commander)

1. Our current and foreseeable manpower posture is such that it is deemed necessary to reevaluate our management programs and techniques in order to conserve our manpower resources and eliminate, wherever possible, excessive management applications.

2. Therefore, the AFLC System Manager "Crew Chief" Program, per se, will be discontinued except as indicated in Paragraph 4 below, effective 1 January 1970. All necessary personnel actions should be completed not later than 30 June 1970. Those specific responsibilities delegated to the Crew Chief under AFLCM 375-2 will revert to those prescribed for the standard D/MM organization and System and Program Management regulations. Manpower resources identified under Project "Panel Top" will be returned (AFLC MET action) to this headquarters.

3. For all AMAs, except WRAMA, Panel Top Item #27 will apply and 18 officer spaces will be withdrawn from each AMA effective FY 4/70. For WRAMA, Item #90 will apply to the extent of a withdrawal of 31 military spaces effective FY 4/70. Subsequent Air Force implementation of Item #90 will require an additional withdrawal of the 2 military and 15 civilian spaces identified to this item.

4. Notwithstanding the above, AMAs may elect to continue to apply the principle of "Crew Chief" responsibility to locally selected systems, subsystems, etc. For those systems selected, AMAs may continue the assignment of available resources to accomplish a selected system management effort within the IM/SM organizational structure.

ROBERT J. FRIEDMAN
Lieutenant General, USAF
Vice Commander

Copy to: GEEIA (GEG)
AGMC (AGG)

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COPY FOR GEOC

GEO (Mr C. S. Dayhoff/3505/2 Dec 1969/jm)

2 DEC 1969

Elimination of AFLC System Manager (Crow Chief) Program

GEG

The attached letter from AFLC is notification to all concerned that AFLC Manual 375-2 which established the System Manager concept is being rescinded. Since the letter was not action to GEEIA, we contacted Mr Stiles, MCMO (Manpower), to determine the effect on GEEIA.

a. Reference paragraph three of the letter - Since GEEIA was not given any additional spaces to implement the System Manager concept, AFLC will not take any of our spaces away.

b. Reference paragraph four of the letter - AFLC is leaving the continuation of the program to the decision of the local level; that is, Hq GEEIA. It is our recommendation that the System Managers currently assigned to the following programs continue in their present capacity and responsibilities:

Autosevocom - Mr J. Boone

Spintcom/Criticom - Mr V. Poccia

Autodin - Capt G. Denton

IJCS-PAC - Mr R. Dlugolecki

European Wideband - Capt W. Harrington

Base Wire Communications Plan - Mr P. D'Antonio

World-Wide Technical Control - Mr L. J. Evans.

It is further recommended that the System Managers for the following programs be discontinued and that management of these programs revert to normal program management:

Autovon - Capt F. Bedser

Peace Ruby - Lt Col J. Jones

Secure TV - 1Lt W. Wilson

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In accordance with paragraph four of the letter, the future assignment or elimination of System Managers is within the prerogatives of Hq GEEIA.

CECIL D. MILLER
Colonel, USAF
Director of Operations

1 Atch
AFLC (MCG) Letter, 26 Nov 1969 (cy)
(copy previously furnished)

Cys to GEO, GEOC, GEOS, GEOA-1

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFCS)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEOC-24

10 APR 1970

SUBJECT: Systems Manager Program

TO: GEOC

1. Reference GEOC Memorandum dated 1 April 1970 (Attachment #1).

2. The System Manager program information for the period of July 1969 thru March 1970 is as follows:

A. Project: Base Wire Communications Program (BWCP)

B. Project Manager and Title: Mr. Philip J. D'Antonio, Crew Chief, World Wide Base Wire.

C. What It Is: The Base Wire Communications Program, referred to as the "BWCP", is a planning document designed to provide the support, upgrade and expansion program for the base telephone central office system, whether government-owned or leased, and any related systems to the extent that they occupy circuits in the outside plant. The BWCP is prepared separately for each base to document the inside and outside communications requirements for a minimum of 3 years. The BWCP program is world-wide in scope and involves approximately 650 Air Force Bases, Sites and/or locations. Approximately 2900 active BWCP schemes are generated yearly by the BWCP procedures. This is a perpetual program and was one of the biggest GEEIA engineering and installation support programs. AFM 100-17, CED 1750 (C1) dated 15 Feb 1968, established the programming document for the BWCP. On 30 October 1968, Hq USAF delegated Hq GEEIA the responsibility and authority to review all Air Force Bases, BWCP brochures and changes thereto. Hq GEEIA reviewed BWCP documents as to (1) technical adequacy (2) application of value engineering principles (3) economic justification (4) manpower utilization (5) material supportability and (6) total program milestone dates to meet the customers' requirements. Hq GEEIA review comments were forwarded to Hq USAF for evaluation and determination to effect approval/disapproval action.

D. Accomplishments: During the time period July 1969 thru 31 March 1970, Hq GEEIA reviewed 410 BWCP brochures and 364 emergency AF Form 783 change requests. Hq GEEIA was instrumental in publishing a standard BWCP format, a standard BWCP checklist and a standard Agenda to be used at all BWCP Conferences. Hq GEEIA was also responsible for establishing world-wide BWCP meeting dates involving all major commands. Advantages of Hq

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GEEIA review is a worthwhile effort and has resulted in advantages that would not have accrued to the Air Force. Hq GEEIA review for only 188 BWCP brochures, resulted in a cost reduction/avoidance in excess of $1 million dollars. If the cost of handling, shipping and installation were considered, savings would have amounted to well over $2.5 million dollars. This cost savings was validated by Air Staff. Standardization of BWCP documents and a greater professional approach to the contents were two additional advantages which resulted from the Hq GEEIA review critique.

P. J. D'Antonio, Crew Chief
World Wide Base Wire
Directorate of Operations

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Program History -- AUTODIN (July 1969 through March 1970)

During this period, Captain Gordon T. Denton served as AUTODIN System Manager, with concentration on the overseas portion of the program. 1/Lt R. Phalen acted as Program Manager of CONUS AUTODIN.

Scope of Program: AUTODIN stands for the Automatic Digital Network; it is a computer-controlled, high-speed, worldwide DOD communications network. It handles and processes massive quantities of administrative, logistic, and operational data with previously unobtainable reliability and security. The program itself calls for the replacement of the currently leased AUTODIN terminals with improved government-owned equipment, as well as expansion of the network, to USAF activities previously unserved with this capability.

Significant Actions: Having been previously determined that overseas locations would be the first to receive GFE AUTODIN, the most notable action during this period was the July decision to begin actual call-out and installation of equipment. Through March 1970, installation and subsequent cutover to AUTODIN Switching Centers had been effected on 18 terminals. Also at this time, there were approximately 21 terminals in various stages of installation and 28 were in the process of being shipped to installation sites. In addition, call-outs of equipment are continuing toward the final goal of some 250 digital subscriber terminal equipment (DSTE) installations at overseas locations.

Foremost among the difficulties experienced with AUTODIN during this FY 170 - FY 370 period was the overall DSTE supply supportability, with specific problems in obtaining spare parts.

Most significant in the CONUS portion of the program was the installation of 11 DSTEs at the USAF AUTODIN Training Center, Sheppard AFB. This equipment will be used to train the very vital USAF AUTODIN maintenance and operator personnel. In addition, it was during this time frame that major commands submitted their C-E Implementation Plans (CEIPs) for Hq USAF approval. Thus, the groundwork was laid for a continued high level of activity in the AUTODIN system, with approximately 250 DSTEs programmed for installation in CONUS.

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IJCS-PAC Submarine Cable Subsystem. - The contract for the IJCS-PAC Submarine Cable Subsystem, Link #1 only, was awarded to U.S. Undersea Cable Corporation, 16 March 1970. The protest against award of contract by the competing contractor (ITT-Federal) was denied. Representatives of this Headquarters and Pacific GEEIA will participate in a site and route survey in coordination with the contractor. Departure date is approximately 15 April. (GEETW/Rodgers/7611) 61

Program History - IJCS-PAC (July 1969 through March 1970)

Mr. R. G. Dlugolecki is the System Manager for Integrated Joint Communications System - Pacific, commonly referred to as IJCS-PAC.

In August 1967, Secretary of Defense tasked Defense Communications Agency to provide a high quality circuit between the Philippines and the Kanto Plain area of Japan to be implemented by combined Army/Air Force actions with detailed DCA management. The AF was tasked for two portions of the system; one to upgrade and expand the existing Japan Tropo System and two the installation of Submarine Cable System.

This system is the first communications system that received detailed DCA management in accordance with DOD Directive 5105.19. The GEEIA management concept is to make maximum use of existing government organizations and functional responsibilities. This same philosophy is true within GEEIA where at the Hq Level, we are exercising overall management control, i.e., under the Logistics Command Crew Chief Concept, with the detailed management and operations being accomplished by our Pacific GEEIA Region in whose area this system is being implemented. We have also established a Field Office in Japan for resolution of problems and the day to day country actions. The AF customer is the Air Force Communications Services Command who we are constantly in coordination with. The procurement of the two AF tasks is accomplished by; the Logistic Command Procurement Agency at Tinker AF Base for the Submarine Cable; the US Army Procurement Agency in Japan for the Tropo System.

As stated earlier, there are two Air Force tasks. The first task is the improvement and expansion of the existing Japan Tropo System. This system is a combination of tropo and microwave links running from Ikinawa up through Japan. Our task here is to improve the quality of the system so it will accommodate high speed data transmissions. In addition, we are increasing the capacity of the system by the addition of 12 channels. A contract was awarded to Nippon Electric Company of Japan in Feb 69 to accomplish the above task by 19 May 1970. The contractor is 85% complete as of 31 March 1970 and is anticipated to meet the operational requirement.

Our second major task is the installation of submarine cables. These cables will run from Okinawa to Northern Taiwan and from Southern Taiwan into the Philippines, and the interconnecting links on Taiwan and the Philippines will be the Army Microwave System. This cable procurement was awarded to United States Underseas Cable Corporation on 13 March 1970 to engineer, furnish and install a 60 channel submarine cable system between Okinawa and Taiwan only.

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MEMO FROM: GEOS 1

3 April 1970

TO: GEOS

SUBJECT: GEEIA History - Secure TV Link, Ent AFB

1. This program is classified Secret, and therefore, any further description of the requirement other than above subject is classified.

2. On 10 September 1969, JCCRG Memo to SEC DEF provided status stating that due to budget limitations that were in effect, this program could not be included in FY 70 and FY 71 funding. A suspense date of 1 July 1970 was placed on action to review the funding for the program.

3. Hq GEEIA Program Manager is 1/Lt. W. T. Wilson, GEOS-1, Extension 7778.

Joseph F. Stabinski

JOSEPH F. STABINSKI
Chief, Command & Control Sys Grp
Directorate of Operations

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PROJECT PEACE RUBY: A post-contract award meeting was held in Teheran, Iran, on 21 - 25 Nov 1969. The conference achieved unified interpretation of contract requirements, terms and conditions. Representatives of AFLC, OCAMA, DCASR-Philadelphia, ARMISH/MAAG (US Air Section), Imperial Iranian Air Force General Staff and Philco-Ford Corporation attended. (Misiewicz/GEOS-4VD/2613)

PROJECT PEACE RUBY

The following is the status of Project Peace Ruby as of 31 Mar 1970:

Project Peace Ruby is the code name for an integrated aircraft control and Warning (AC&W) System and its interconnecting communications system, which is being provided to the Government of Iran by the United States Government under the Foreign Military Sales (FMS) program. The system is being engineered, furnished and installed by the Philco-Ford Corporation and construction is being provided by the Government of Iran.

The Program Activation Task Force (PATF) has been established as the US Government in-country management team whose responsibility is timely completion and turn-over of the system to the Government of Iran. PATF consists of Detachment 10 of Headquarters GEEIA and Detachment 15 of Headquarters AFLC, the contract management element. It is the responsibility of Detachment 10 to insure that a technically adequate system is provided.

System cost is $65.5 million.

The AC&W system consists of four AC&W sites located along the Persian Gulf coast of Iran. The communications portion of the program connects the AC&W sites with the Air Defense Operations Center (ADOC) in Tehran via a microwave line of sight and tropospheric scatter wideband system. The communications system also contains on administrative common user dial telephone system. Sites in the communications system are located on the Peace Ruby AC&W sites, on Imperial Iranian Air Force (IIAF) air bases and on remote mountain top locations. The Peace Ruby system is completely self supporting in that all utilities, power and buildings are being provided under the project with the exception of existing support facilities at four of the IIAF air bases.

Project Peace Ruby is currently in the engineering and construction phases with system completion scheduled for 31 December 1971. No slippage.

GEEIA tasks: technical evaluation of contractor design of the system. Monitor in-country contractual effort.

PEACE RUBY - PHILCO-FORD CONSTRUCTION DRAWINGS 35% SUBMITTAL REVIEW. - During the period of 4 Mar 70 thru 24 Mar 70, personnel from GEESE participated in a drawing review of the 35% submittal involving the electrical and mechanical systems to be provided and installed by Philco-Ford. This review was accomplished at Coco Beach, Florida, in conjunction with PATF and Ammann & Whitney engineers. All marked up drawings and comments will be furnished to the contractor, Philco-Ford, by PATF for corrective action. (GEESE/Boyce/Peterson/7767)

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Project Peace Ruby

Peace Ruby is a Foreign Military Sales Program to provide the Government of Iran an AC&W System and the necessary interconnecting communication subsystem. This system is being provided as an expansion of the existing Spellout AC&W system and will consist of the following:

4 Radar sites consisting of

1 Search Radar - AN/FPS-100A
1 Height Finder - AN/FPS-89
1 UHF/VHF Ground/Air subsystems

13 Wideband Communication sites consisting of Tropo and Microwave equipment. Four of these sites are collocated with the radar sites.

At the request of the Iranian Government the complete system EF&I effort was awarded to the Philco Ford Co. The final contract was signed 6 November 69 for a firm fixed price of $44,378,975. This price does not include the radar and radar ancillary equipment which is furnished as GFE and the CFE provisioning data, spares and AGE which still have to be negotiated.

As the appointed USAF engineering agent, Hq GEEIA formed an engineering team drawing support from all branches of the Telecommunications and Engineering Support Divisions, with the Search & Detection Branch furnishing AC&W engineering and the Program Engineer. At the direction of AFLC, GEEIA established a Program Activation Task Force (PATF) in Iran. The PATF consists of 27 personnel of various engineering disciplines. The primary function of the PATF is to monitor and evaluate the system contractor's performance IAW the terms of the contract.

The Engineering Requirement Plan (ERP) was developed by European GEEIA and approved November 1968. The System Design Criteria (SDC) was developed by Hq GEEIA and completed by January 1969. The Facility Construction Design Criteria (FCDC) and Guide Specifications were developed by Amman & Whitney Inc under an AFLC contract and IAW Hq GEEIA Statement of Work. The FCDC and Guide Specifications were completed 13 February 1969.

The Peace Ruby contract calls for the contractor to furnish an Engineering Plan, Construction Drawings, Installation Plans, Test Plans, Installation Drawings and Technical Data. The status of each of the above efforts is as follows:

a. Engineering Plan - a preliminary plan was furnished 15 April 1969. This and subsequent revisions A B and C have been found by Hq GEEIA and the PATF to be inadequate. A supposed final issue was received 17 March 1970 and is presently being reviewed by Hq GEEIA.

b. Construction Drawings. These drawings consist of two packages. The first package is for use by the Imperial Iranian Air Force (IIAF) contractors for construction of all buildings and concrete foundations. These drawings were submitted to the PATF by Philco Ford February 1970. The second package is for Philco Ford construction effort which will consist all electrical and mechanical systems. The review of the preliminary drawings was completed during March 1970. The review of the final drawings is scheduled for

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1 June 1970, at the Amman & Whitney Office in Florida.

c. The installation plan. This is scheduled for completion September 1970.

d. Installation Test Plan and Installation Drawings. These are scheduled for delivery during April 71.

The IIAF Construction Effort which will be monitored by Philco Ford and the PATF, is scheduled for completion during the period of 15 August 1970.to February 1971. The completion of the installation and the system test is scheduled for January 1972.

To date each product offered by PF in response to the requirements of the contract has been initially unacceptable, some have been repeatedly inadequate.

As the engineering positions of the PATF have been manned; as the individuals in the PATF have become experienced and to the degree the acceptability of the Philco Ford products increases, the engineering support provided by the 12 members of the Hq Program Engineering Team decreases. The Hq support is to become "on-call consultation" only.

JAMES RAYMOND, GEERS

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Scope Communications

1. System Manager July 1969 - Capt Harrington
   System Manager 31 Mar 70 - Capt Harrington

2. What It Is: Scope Communications is a new Wideband (Microwave/Tropo) Communications System that will run from Berlin to West Germany via tropo and from West Germany through Belgium to England via microwave. This system will provide the "backbone" communications link for DOD and NATO activities in Central Europe.

3. Why: This new Communications System is necessary to support the high quality circuit requirement necessary for the transmission of high speed data and for effective operation of the worldwide autovon/ autodin systems.

4. For Whom: This system is being installed for the Air Force Communications Service. However, because it is part of the Defense Communications System, the program is under overall management of DCA.

5. Status: Work is presently in progress. However, the basic procurement contract for the radio equipment and the part of the system to be contractor installed is undergoing inter-governmental negotiations. These problems should be resolved in the near future and maximum effort is expected during the late summer and fall of 1970.

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SCOPE COMMUNICATIONS. - Messrs Pracht and Waldron visited Europe on 5 November 1969 to discuss the status of Scope Communications program. Discussions were with USAFE, EURACOMM Region, UK COMM Region, GEEIA DET 9, ESD Det 9 and the Army Procurement Center at Frankfort. Major topics covered were the Feldberg tower overload problem, allied support, Tasks 44 and 56 CEIP amendment, tech control requirements, Scope Comm "in theater" office, Martlesham Heath to Hillingdon interim installation and the Siemens contract efforts. Mr. Waldron returned to this headquarters on 17 November. Mr. Pracht will remain in the theater until 28 November. A detailed trip report will be prepared by 21 November. (WALDRON/CEETR/4503)

SCOPE COMMUNICATIONS ORDERWIRE SYSTEM. - Meetings were held at DCA on 2 and 4 December 1969 to discuss the feasibility of modifying the Scope Communications orderwire system concept to comply with DCAC 310-50-6. As a result of this meeting, CSAF has tasked GEEIA to prepare an amendment to the Scope Communications SOW to make the orderwire system compliant with the DCA Circular. However, in event this change should result in impact on the Scope Communications implementation schedule, cost or orderwire system performance, the orderwire system as presently specified in the SOW will be retained. (GEETR-2/Pracht/4503)

SCOPE COMMUNICATIONS. -

a. CEIP Assist: Mr. Fostar and J. Scott visited Hq AFCS for the purpose of providing technical assistance in the preparation/revision of CEIP's for Task 43 interim, Task 44 UK, Task 56 Germany and Berlin Communications. All GEEIA inputs were completed.

b. Scope Comm SOW Revision: M. Fostar is currently TDY to OCAMA to discuss the changes made in the revised Scope Comm SOW. Revision of the SOW was required to incorporate an optional orderwire that meets the new DCA concept for orderwire subsystems. (GEETR-2/Waldron/4345)

SCOPE COMMUNICATIONS. - Berlin Tropo/Task 56 Reconfiguration. A GEEIA team consisting of Messrs R. Smart, GEESE, F. Wilkie, GEESS, and R. Waldron, GEETR-2, completed site surveys in Germany as directed by CSAF/AFOCCPI. Survey was to determine feasibility, cost and schedule for implementing a proposed DCA system realignment (DCA alternate 2) which was subsequently approved by JCS. It was determined that the realignment is feasible and can be implemented at a relatively low cost within a time frame agreeable to all. Details of the survey are classified and are retained in CEETR classified files. (WALDRON/GEETR/4503)

SCOPE COMMUNICATIONS: Negotiations with the Belgian Government are still underway to determine the administration of the construction work in that program. Currently, USAF will not permit the award of the major contract until the consummation of the US-Belgian agreement. This delay will necessitate further delays in the program to the point that the June 1971 completion date is becoming unattainable. GEEIA has requested Air Force to release the material portion of the contract which will eliminate the dependence of material delivery upon this agreement. On 9 - 10 Feb 1970, AFCS and GEEIA jointly reviewed the tests to be performed to establish a DCA required data base and system acceptance for Scope Communications. Air Force has indicated that Scope Creek testing with some modifications will be required to satisfy DCA requirements. Due to the extensive testing effort directed by DCA, the system test and acceptance will require the commitment of a substantial portion of GEEIA engineering and installation resources. A plan is being prepared with AFCS assistance which will allow most efficient use of GEEIA and AFCS resources at that time. (Harrington/GEOS-2/4361)

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SPINTCOMM

1. System Manager, Mr. Venanzio Poccia, July 1969 thru 31 Mar 70.

2. What it is. SPINTCOMM (special intennigence communications) employs specialized equipment configuration to provide expeditious dissemination of intelligence reports to world-wide consumers.

3. For whom: All Commands.

4. Status. The above program is in the continuing phase, with no date for completion.

CRITICOMM

1. System Manager, Mr. Venanzio Poccia, July 1969 thru Mar 1970.

2. What it is. CRITICOM (Critical Communications) Critical intelligence communications in support of the intelligence community. Status of projects is classified, minimum confidential.

3. For whom: Security Service and NSA.

4. Status. The above programs in the continuing phase, with no date for completion.

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WORLD-WIDE TECHNICAL CONTROL IMPROVEMENT PROGRAM: CEIPs 3KB049Y and 8AD00J, 9G15R, for FY 70 funded requirements have been received, coordinated and forwarded to USAF through AFLC. Following the Air Force, Army, Navy and DCA statement of work review meeting during the week of 11 Aug 1969, representatives of GEEIA, AFLC, and OCAMA established program schedules for FY 69 and FY 70 funded locations. Current planning is to have the contractor establish three installation teams, i.e., Europe, Pacific and CONUS. Installation completion dates established are:

Mt Vergine - Sep 71	Keesler - Sep 71	Fuchu - Mar 72
Aviano - Jan 72	Andrews - Feb 72	Camp Drake - Aug 72
Croughton - Oct 72	Elmendorf - Jul 72	Hickam - Feb 73

The forecast support date follows the installation completion date by one month. (Evans/GEOCC/7764)

WORLD-WIDE TECHNICAL CONTROL IMPROVEMENT PROGRAM (WWTCIP): All GEEIA commitments made at the WWTCIP meeting on 4 - 5 Mar 1970 have been fulfilled. Change of Osan from number 17 on the FY 72 schedule to priority one on the FY 71 schedule has been documented. A revised Osan equipment list was forwarded to OCAMA on 9 Mar 1970. Pen and ink change three to the management engineering plan has been distributed to reflect the Osan change. Scope Comm Task 44/UK TCF/PTF requirements have been identified on a site by site basis. Equipment lists and fund estimates were forwarded to OCAMA on 13 Mar 1970 for inclusion on the WWTCIP contract on a furnish only basis. (Evans/GEOC-49/7764)

31 March 1970

Current status: GEEIA Statement of Work has been approved by Air Force activities, Army, Navy and DCA and is currently being processed by OCAMA for procurement.

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FY-69, 70, 71 WWTP PROGRAM
MILESTONES AS ESTABLISHED AND
AGREED TO AT 4 MAR 70 MEETING

OCAMA SOW coordination and initiation of the purchase request		15 Mar 70
Letter request for tech proposal normally issued 60 days after receipt of the PR package from OCAMA D/MM; must follow final Tri-Services meeting by 10 days	(60 days)	15 May 70
Prospective Bidders submit written questions to the Government (21 days after LRFTP)	(14 days)	1 Jun 70
Government reviews and answers questions (Takes 14 days)	(14 days)	14 Jun 70
Bidders briefing	(5 days)	19 Jun 70
Tech proposal received	(30 days)	19 Jul 70 * Δ
GEEIA completes review of tech proposals	(30 days)	19 Aug 70 *
Invitation for bid issued	(30 days)	19 Sep 70 *
Bids received	(30 days)	19 Oct 70 *
Contract Awarded	(30 days)	15 Nov 70 *

Attach 2

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World Wide Technical Control Improvement Program

What is it: A technical control facility is a configuration of racks, patch basy test and analysis equipment that serve as a management hub for direction and control of the various transmission media of the Defense Communications System (DCS).

What it does: To accomplish the direction and management of the transmission equipment, a technical control facility must be capable of testing circuits, monitoring circuit quality, restoring circuits and rerouting circuits when transmission equipment fails. This capability must exist between both technical controls of the transmission equipment. ie: Microwave, trapo, HF radio, cable leased lines, submarine cable etc.

What generated: this program With the increased requirements for communications and data. The Defense Communications systems has grown from 12,000 circuits in 1964 to over 60,000 circuits in 1969. Associated with the tremendous growth in the number of DCS circuits has been the technological advances in the speed of transmission. For example, the high speed circuits of ten years ago at 100 words per minute has been increased to over 1600 words per minute. The rapid growth in both speed and quality of the DCS resulted in numerous fragmented and emergency programs usually limited to expansion of the patching capability with little or no expansion of the monitor and test capability.

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In many cases the expansion was accomplished thru local fabrication and installation of nonstandard equipment. This situation has deteriorated to the point the AF/DCS technical controls are incapable of accomplishing the circuit management functions.

Scope/Magnitude: Requirements will be implemented beginning with FY69/70 thru FY-75.

81 Air Force Locations.

Region: Involvement

Eur - 41

Pac - 22

Eastern - 10

Central - 3

Western - 5

Total - 81

Funds: (Thousands)

Equipment - 33,326,300.00

Construction - 21,236,400.00

GEEIA - 521,900.00

Responsibilities: DCA - Overall DOD Management.

Air Force

1. Configuration of a standardized DCS technical control.
2. Procurement of technical control equipment from Air Force, Army and Navy.

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3. Research and Development of Semi Automatic Tech Control.

AFCS (RADC)

R&D of Semi Automatic Technical Control.

AFLC

1. Configuration of Standardized DCS technical control.

2. Management, engineering, procurement and installation of all Air Force technical controls.

3. Procurement of Army and Navy technical control equipment.

AFCS

Provide standardized operational requirements for technical controls.

Designate and establish priority for improvement of Air Force technical controls.

Develop standardized operator training requirements in coordination with ATC.

Program Construction Funds.

ATC

1. Establish an Air Force technical control training facility.

2. Train all technical controllers for standard DCS operation.

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GEEIA

1. Configuration of a standard DCS technical Control.

2. AFLC Program manager.

3. Correlation of Army and Navy requirements.

4. Engineering and Installation of all Air Force technical controls.

OCAMA

Procurement agent for Air Force, Army and Navy technical control equipment.

Unique Aspects: 1. DCA has and will continue to prepare and update a Sub-System Project Plan (SS/PP). The SS/PP will be used by the MILDEP budget request.

2. GEEIA application of PET (Program Engineering Team) concept.

3. PET in coordination with AFLC, CSAF, AFCS, ATC, OCAMA and the Aerospace Guidance and Metrology Center and Newark AFS, prepared a Management Engineering Plan (MEP).

4. AFLC coordinated the MEP with the entire Hq staff.

5. AFLC presented the MEP to Air Staff for coordination and approval.

6. Prepared method of using the MEP annual update of schedules and funds in lieu of AFM 100-18 program action.

7. System type implementation with GEEIA designated as system manager.

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WORLD WIDE TECHNICAL CONTROL IMPROVEMENT PROGRAM

A vital resource of the Defense Communications System is its circuitry. This resource consists of over 55,000 circuits which are operated and maintained by the Military Departments in accordance with DCA Directives. The primary tool used to manage DCS communications paths is the Technical Control Facility (TCF). These facilities are normally located at large military-owned communications stations that carry volumes of traffic via several transmission media such as cable, high frequency radio, microwave, troposcatter or satellite. Technical management actions performed on circuits entering and leaving the TCF include making electrical connections and adjustments, monitoring, testing, restoring and rerouting over any available means based on priorities. These capabilities also provide the basis upon which to determine the status of resources through reporting procedures which are requisite to system control.

The evolutionary growth of the DCS has created an imbalance in the capability of Technical Control Facilities in relation to transmission subsystems and has established a pattern of heterogeneity throughout the DCS. This has created an overall system that has limitations in respect to reporting and control. A JCS study, completed in February 1968, revealed those factors that would improve the operational effectiveness of the DCS. Two areas for improvement within the

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Military TCF's were noted:

Expansion of technical capability to exercise timely operational direction, and provision for additional communications-electronics equipment, including test equipment, for technical control personnel. Consequently, DCA and the Military Departments evaluated two-hundred-twenty Technical Control Facilities. Of these, one-hundred-fifty-three have been programmed for upgrade under the World Wide Technical Control Improvement Program (WWTCIP).

The WWTCIP consists of three concurrent phases. Phase I entails a fifty million dollar program for the procurement and installation of equipment for Technical Control Facilities to ensure their capability to perform the prime functions of monitoring, testing, restoring, rerouting and reporting. Phase II consists of the procurement and installation of automatic quality monitoring devices which predetermine communications failure due to gradual degradation. Phase III is a research and development effort to determine the specific automotion techniques to be applied to the entire Technical Control Facility.

The Air Force has been given the lead in the WWTCIP, and subsequently GEEIA has been tasked to manage the program. GEEIA is providing for

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an E, F, and I effort to upgrade eighty-four Air Force TCFs over a period of five years, FY 1969 through FY 1974. Air Force is also responsible for procurement of equipments to concurrently improve some seventy-three Army and Navy facilities under WWTCIP.

A team of five engineers at Hq GEEIA, Directorate of Engineering, Telecommunications Division lead the Air Force Engineering effort for WWTCIP. Mr. C. P. Hayes, assigned to the Special Projects Group of the Data and COMSEC Systems Branch is the Project Engineer.

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Intrusion-Detection Systems for Burglary Protection

Because of the vulnerability of stored funds at USAF air bases, and particularly at Griffiss AFB, an Engineering Requirement Plan was developed by Hq GEEIA (GEEXS) to establish a prototype system for Intrusion Detection/Duress alarms. The base security police determined what facilities require intrusion protection, with GEEIA assistance to assess each situation and identify the intrusion detection devices to meet security regulations. Recommendations by GEEIA to the customer include the feasibility of an electronic intrusion detection system suitable for protection of highly sensitive areas other than stored funds. These sensitive areas require a detailed physical survey to examine security protection requirements.

Based on Hq GEEIA (GEEXS) Engineering Requirements Plan a complete intrusion detection alarm system was installed on Griffiss AFB under the management of the Base Civil Engineer Office and operated by the Base Security Police. AFLC was provided a copy of the Engineering Requirements Plan for Griffiss AFB to be used as a guide at other AFLC bases.

The wide variety of intrusion detection systems employing methods such as, capacitance detectors, ultrasonic motion detectors, duress alarms, magnetic switches, electromechanical, photoelectric, sound, electromagnetic and vibration detectors require specialized knowledge of systems and equipment in order to investigate and determine suitability of circuit arrangement, installation methods and maintenance service.

Expansion of efforts by the base security police in protection of government property and security of air force bases in accordance with USAF directives will require that GEEIA continue to provide engineering assistance, technical advice and consultive service to USAF agencies.

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Rivet Switch (Non-Tracals)

New generation VHF/UHF ground/air radio equipment which will tune in 50 KHz increments and provide 679 potential channels in the 116 to 149.95 MHz band and 3600 potential channels in the 225 to 399.95 MHz band is currently in development. The equipment was originally intended for use in Traffic Control and Landing Systems (TRACALS) and was designed for an RF power output of 50 watts (single channel) and 20 watts (multichannel transceiver). In early 1969 Hq USAF, under the code name RIVET SWITCH, directed that all existing and authorized VHF/UHF radios, over and above those utilized in TRACALS, should be replaced with the new generation equipment. Subsequently, project RIVET SWITCH came to include both the TRACALS and NON-TRACALS equipment update.

Most NON-TRACALS applications - notably those of ADC, SAC, MAC, USAFSS, AAC and the Air Force Test Ranges - require communication over the maximum obtainable radio line of sight range. Over smooth earth with the aircraft of 30,000 ft. this is 455 statute miles or more, 50% of the time. The other parameters (antenna characteristics, receiver sensitivity, circuit losses, etc.) require that to be able to fully utilize the UHF band, over this range the RF power output of the ground station should be significantly greater than 50 Watts. A ROC to this effect has been addressed to Hq USAF and modifications to the new equipment to provide additional RF power output is under study.

Standard, interference-free installation designs for the new equipments in the existing environments of the several non-TRACALS users will be a significant [illegible] task when equipment becomes available for test and mock-up.

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Integrated Program for Air Base Defense (IPAD)

The near-term objective of the Air Base Defense Program is to enhance the defense capability of security forces through application of Intrusion Detection Devices and data remoting equipment. The longer range objective is to improve base security/defense world wide by use of other area denial munitions and detection systems.

GEELA management is centered in the office of Data Collection and Detections Systems Group, GECS-3 while the engineering-installation of equipments is the responsibility of the Search and Detection Branch, GEEMS.

The IPAD encompasses the acquisition, deployment and operational system check-out of new and improved detection equipments and facilities. It is dynamic in nature and open-ended in scope. GEELA efforts within the program are diverse both in nature and scope.

Specific efforts falling within the scope of GEEIA management/engineering responsibilities are:

a. E-I of Tactical Security Support Equipment (TSSE) including intrusion detection devices at a Model Base Facility, NADC, Griffiss AFB, NY.

b. E-I of a Balanced Pressure Intrusion Detection System for SAC at March AFB, CA.

c. E-I of an Air Base Detection System for PACAF at South East Asia locations.

d. E-I of an Intrusion Detection Alarm System for Training of security forces at Lackland AFB, Texas.

GEELA is the AFLC organization responsible for the installation of USAF ground electronics equipment and as such is responsible for the following major areas for IPAD installations.

a. Management of all phases of installation engineering and the installation of TSSE, as required by the System Program Office (SPO).

b. Provide technical assistance and/or other support to the IPAD, as defined in the ASD/GEEIA Statement of Agreement.

c. Provide members and alternates to the various boards, committees, and teams as defined by the SPO.

d. Conduct site surveys and process Site Concurrence Letters for all installations.

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Base defense equipment, sub-systems, and systems will be deployed to theaters of operation as directed by the SPO. Priorities of locations for deployment will be determined by the major command headquarters responsible.

Such deployments will be made on a total system basis to the degree feasible. This does not preclude deployment of individual equipments and sub-systems to various locations wherein the need exists for such items prior to deployment of the total system. However, the systems deployment concept should continue to be the objective.

A total system for the initial phases of the program is described as an instrumented base perimeter detection and surveillance system consisting of detection sub-systems, surveillance sub-systems, and a command, and communication sub-system. The system is designed to do two things:

(1) provide warning through instrumentation that enemy ground forces are approaching or are penetrating the perimeter of an air base; (2) provide the data describing this situation to the proper locations, in such manner, and in such a timely way as to allow defense forces to make decisions and effectively react.

Beyond the initial phases of the program, systems will be upgraded by the addition of airborne platforms for surveillance and reaction, and remote ground detection and surveillance sub-systems employed at distances from air bases at which threats of stand-off weapons exists. Systems will be further upgraded by the addition of defense sub-systems to counter low flying aircraft, cruise missiles, and rocket and mortar rounds.

Intrusion Detection Equipments are fairly new in application for air base defense and as such GEEIA is expanding its role in the installation of this equipment.

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HISTORY

CORIS (469L)

Conversion of Range Telemetry System

1. Military tactical operations have demands on the radio spectrum from 225 Mc to 400 Mc. Therefore, it was necessary (DOD demand) to vacate the VHF telemetry band from 215 Mc to 260 Mc and to convert such operations to UHF telemetry bands from 1435 Mc to 1540 Mc and 2200 Mc to 2300 Mc at the Air Force Test Ranges at (AFFTC) Air Force Flight Test Center, Edwards AFB Calif, (ADTC) Armament Development Test Center, Eglin AFB Calif. (PTR) Parachute Test Range, El Centro Calif.

2. ESD was chosen to manage the above conversion program under the 469L System. On 30 Nov 67 a ESD/GEEIA SOA was signed to have GEEIA organically install the 469L System based on contractor provided Installation Plans and Checkout Plans. In March 1968 GEEIA participated in the review of contractor technical proposals. In Aug 68 ESD awarded an equipment contract to Service Technology Corp. (STC) of Dallas, Texas. From Aug 68 to July 69 Hq GEEIA, Eastern GEEIA Rgn and Western GEEIA reviewed and commented on the Contractor Provided Installation and Checkout Plans and issued schemes. GEEIA provided approximately 90% of the installation hardware items.

3. GEEIA from july 69 to Mar 70 has been perfoming the installations at the three ranges. At AFFTC there are four sites involved with the following major items being installed at each site.

a. Bldg 3940

1 omni ant sys
1 RF distribution sys
9 data Receivers (telemetry)

b. Bldg 5790

3 auto track ant sys (with towers) 1-16 ft dish and 2-8 ft dish
3 optical sys
1 collimation sys
15 Data Receivers Telemetry

c. Shoshone Mt

1 fixed ant sys (3 horns & 1 omni)
1 RF Distribution Sys
3 Data Receivers (telemetry)

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d. Ely

1 Auto Track Ant (16 ft dish), Tower and Radome
1 Omni
1 Collimation
7 Data Receivers (telemetry)

4. At ADTC there are five sites involved with the following major items being installed at each site

a. B4A

3 Auto Track Ant (16 ft dish) and Towers
3 Optical Sys
1 Omni Ant
9 Data Receivers (Telemetry)

b. D-3

3 Auto Track Ant (16 ft dish) and Towers
3 Optical Sys
1 Omni Ant
11 Data Receivers (Telemetry)

c. D-4

2 Auto Track Ant (16 ft dish) and Towers
2 Optical Sys
1 Omni Ant
8 Data Receivers (Telemetry)

d. Bldg 130

2 Steerable Ant Sys
1 Omni Ant
1 Retransmission Sys (To B4A)
4 Data Receivers (Telemetry)

e. A15A

3 Remote Pickup Ant/Cable Sys
1 Fixed Directional Ant Sys
1 Retransmission Sys (To B4A)
4 Data Receivers (Telemetry)

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5. At El Centro there are 2 sites involved with the following major items being installed at each site.

a. PTR Site

1 Auto Track Ant Sys (8 ft dish) and tower
1 Optical Sys
1 Omni Ant
5 Data Receivers (telemetry)

b. NAF Site

1 Omni Ant
1 RF Distribution Sys
4 Data Receivers (telemetry)

6. The above program is just about complete with the last AFTO 88 being signed at Site A15A (ADTC) on 31 Mar 70. Cat II testing is scheduled to begin approximately 15 Apr 70 with turn over of all sites from ESD to the users by approximately 1 Jun 70. GEEIA is not expected to participate any further unless problems arise during Cat II testing that are a direct result of the installation.

7. GEERS is Engineering OPR for this Project.

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CATEGORY II RVR

Mr. Richard A. Mackey of the Meteorological Branch on 13 March 1970, completed an Engineering Implementation Plan (EIP) for the Air Weather Service to install Category II Runway Visual Range (RVR) instrumentation at 18 USAF bases. This system is a part of the program to eventually provide an all weather landing capability for Air Force aircraft.

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3 April 72

Civil Engineering Branch (GEESS)

GEEIA Support of RADC Optical Radar Program

GEEIA agreed to support Rome Air Development Center (RADC) with the necessary civil engineering for development of RADC's Coherent Optical Radar Laboratory (CORAL) project, by means of a Statement of Agreement 15 Nov 68.

The Civil Engineering Branch of Hq GEEIA (GEESS) produced design drawings and a Statement of Work (SOW) for procurement by RADC of a masonry building addition, a reinforced concrete extension tower for an AB-563 arctic tower, and a 40 foot high cone-shaped stable antenna support. In addition GEESS produced design drawings and SOW for procurement by GEEIA of modifications to a standard AB-563 tower. The modifications made the AB-563 tower compatible with the 40 foot high cone-shaped stable antenna support. GEESS provided advice to the contract manager to achieve completion of the tower modification contact, and subsequently advised the 2861st GEEIA Sq concerning erection of the modified AB-563 at RADC Floyd Test Annex, Floyd, NY.

Chief, Civil Engineering Branch

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DIRECTORATE OF OPERATIONS

AN/CPS-9 METEOROLOGICAL RADAR FOR OKLAHOMA STATE UNIVERSITY: The Oklahoma State University has requested an AN/CPS-9 radar set to support their weather phenomena project. This is a DOD project monitored by the US Army Electronics Command through their Atmospheric Science Laboratory at White Sands Missile Range, New Mexico. The project involves the graduate school at the University and is a special interest tornado watch and forecaster program. The Air Weather Service has determined that they can provide a CPS-9 from their resources and due to the urgency of the program, requested assistance from GEEIA to install the set. This radar is needed for next spring's tornado season which normally starts during the end of March. AFLC has been requested to authorize GEEIA to proceed with the installation and also to authorize $13,000 of additional P-437 funds to complete the project. Upon receipt of authorization and approval of the funds, action will be taken to satisfy the request. (Kratzert/GEOC-1/

AN/CPS-9 METEOROLOGICAL RADAR FOR OKLAHOMA STATE UNIVERSITY: AFLC has approved the Air Weather Service request for GEEIA to install an AN/CPS-9 at Oklahoma State University to support the Oklahoma State University Weather Phenomena Project. This is a DOD sponsored project and the equipment has been provided to the University from Air Weather Service resources. Central GEEIA Region has been tasked to engineer and install. Scheme Number 2820A0D0 has been

AN/CPS-9 FOR OKLAHOMA STATE UNIVERSITY: A member of this office attended the formal commissioning ceremony for the AN/CPS-9 weather radar set at Oklahoma State University, Stillwater, Oklahoma, with General Nichols on 17 Mar 1970. This set was given to the University by AWS/OCAMA and installed by GEEIA in support of the "THEMIS" Weather Phenomena project. Utilization of this weather radar set will enable scientists to track violent thunderstorms and tornadoes that form and pass through the area. Dr Kamm, the President of Oklahoma State University, expressed his sincere appreciation for all the efforts expended by GEEIA in completing the installation. The original installation was scheduled for completion on 30 Mar 1970. The set was placed in operation on 16 Mar 1970, fifteen days ahead of schedule.

AN/CPS-9 METEOROLOGICAL RADAR FOR OKLAHOMA STATE UNIVERSITY: Installation of the AN/CPS-9 weather radar set at the Tornado Watch Center at Oklahoma State University is progressing ahead of schedule. The tower is completed and is being painted. All cables to the electronic equipment are terminated. As soon as the university completes the installation of the commercial power, the team will be ready to turn on power and start the debugging operation. (Kratzert/GEOC-1/4220)

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SOLAR TELESCOPE PROJECTS AT PEDELLI HILL, GREECE.- Representatives of Hq GEEIA, Eastern GEEIA Region, and Air Weather Service met with personnel of AFCRL at Hanscom Fld on 24 Mar 1970 to determine requirements for the combined telescope projects at Pedelli Hill, Athens, Greece. An existing solar optical telescope is to be removed from the National Observatory in Athens and erected together with a solar radio telescope at a site on Pedelli Hill. The completed installation will consist of a 30ft x 50 ft operations building, an optical telescope shelter, administrative offices, three radio antennas, a riometer system, and an interferrometer. The project is to be mutually funded by AWS and the Greek government. GEEIA is tasked to perform pre-engineering for CEIP preparation and to oversee the construction of the buildings and antenna sites by Greek contractors. Eastern GEEIA Region will conduct an RFI study and site survey of Pedelli during the week of 27 April with EIP submission anticipated by 1 June. AWS requested the entire project be complete by 30 Sep 1970. (GEERM/JOHNSON/4363)

Scheduled ... AFB, ... May and Dover AFB, ...

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Addie

21 AUG 1969 01 5

GNOOO

PTJAAS

ATTKYUU RUEFHQA1200 2322213-UUUU--RUCIGED. E

ZNR UUUUU

R 2018182 AUG 69 ZEX

FM CDRAF

TO RUETEJA/INFO ATC

RUCIGED/GEEIA GCD

R 191580Z AUG 69

FM [illegible] TC RANDOLPH AFB TEX

CDRAF

UNCLAS JOPREP JIFFY/ATOCP/INREP

A. [illegible] AUG 69. A. KEESLER AFB MISS.

B. 1 /0430Z AUG 69 (CAMILLE)

C. THIS IS A CURSORY PRELIMINARY ESTIMATE OF DAMAGE TO KEESLER AFB. THE PERCENTAGES USED INDICATE THE ESTIMATED PRECENTAGE OF THE ORIGINAL COST OF THE FACILITIES THAT MUST BE EXPANDED TO RETURN THE FACILITIES TO NORMAL USE.

FACILITY	PERCENTAGE
[illegible] TRAINING	1
[illegible] FH FAMILY HOUSING	15
FALCON PARK WEST EM FAMILY HOUSING	5
FALCON PARK EST EM FAMILY HOUSING	2

PAGE 2 RUEFHQA1200 UNCLAS JOPREP JIFFY/ATOCP/INREP

SKYLARK LANE EM FAMILY HOUSING 15

SERVICE PLANT 1

WEIGHTS (TRAILER PARK) 2

TRANSIENT AREA AIRMEN DORMITORY 3

BOQ OFFICER FAMILY HOUSING 1

(S) 10

BASE HOUSES 2

FOOD FACILITIES 1

RESERVE PARK MARINA 57

PARK OFFICER HOUSING 20

COURT FH FAMILY HOUSING 40

AIRMEN FH FAMILY HOUSING 30

FH FAMILY HOUSING 5

PERMANENT PARTY AIRMEN DORMITORY 2

DORMITORY (WW11 MAIN BASE) 1

TRAINING BUILDINGS 5

6

(TRAINING AIDS) 10

1

CENTER 3

PAGE 3 RUEFHQA1200 UNCLAS JOPREP JIFFY/ATOCP/INREP

[illegible] FACILITIES

[illegible]

FACILITY PERCENTAGE

[illegible] TOTAL BASE FACILITIES DESTROYED 2

[illegible] TOTAL BASE FACILITIES DAMAGED 5

GEO

GEE

CEF

Easper – Ops Control of GEO
19 Aug 69.

GEO Responsibilities

1. Rehabilitate Rgn
2. Direct CEM programs for user commands
3. Workload squadrons
4. Monitor Overtime Fund
5. Emergency request

3 days only

Initial Deployment

6 men from 2860th
6 men from 2861st
4 men from 2863rd
16 total

Also prep tents, vehicles & equip

Easper reverted to its own control – 22 Aug 69

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[illegible] A CURSORY PRELIMINARY ESTIMATE A MORE DETAILED SURVEY OF DA
[illegible] IS BEING CONDUCTED.
C. (1) RUNWAY, TASI RAMP NOT DAMAGED.
(2) NAVAIDS STATUS:
[illegible] HAS WIND AND WATER DAMAGE.
[illegible] HAS WIND AND WATER DAMAGE, ESTIMATE 72 HOURS TO COMPLETE
REPAIRS AND DECARE OPERATIONAL.
[illegible] IS STOWED AND HAS LAST PRIORITY FOR RESTORATION TO OPERATIONAL
CO[illegible]TION.
[illegible] BEACON OPERATIONAL.
TRANS RECEIVE SITE OK.
DF ANTENNA HAS LOWERED FOR HURRICAN EN INACCESSIBILITY PREVENTS
SURVEY OF EQUIPMENT STATUS.
(3) [illegible] GAS TANK TRUCK AVAILABLE ALL OTHER EQUIPMENT NORMAL.

P[illegible] RUEFHQA1200 UNCLAS JOPREP JIFFY/ATOCP/INREP
([illegible]) [illegible].
E. [illegible]: 4 INCOMING TRUNKS OK, 9 TWO WAY TRUNKS OK AND 1 PRIORITY
[illegible] TRUNK OK.
EXTENSIVE DAMAGE TO VAST CABLE PLANT WILL REQUIRE GEEIA ASSISTANCE,
TELEPHONE OUTAGE DAMAGE ON SOME BASE EQUIPMENT MAY EXIST TWO WEEKS.
ANTENNA OUT VECAUSE OF COMMERCIAL LINE TROUBLE.
F. (1) SIX DINING HALLS IN USE :THROUGH LIMITED BY POWER OUTAGE,
ADDITIONALLY ONE DINING HALL HAS EMERGENCY POWER AND IS
IN FULL USE. WE ANTICIPATE WE CAN HANDLE THE INCREASE IN HOUSING
AND FEEDING AS A RESULT FROM DISLOCATION OF OTHER MILITARY
PERSONNEL IN AREA.

(2) NO SIGNIFICANT DAMAGE TO TRANSPORTATION MEDIA.
(3) MEDICAL FACILITIES FULLY OPERATIONAL WITH EMERGENCY POWER.
G. PRIMARY RESTORATION ACTION DEPENDS ON ARRIVAL OF PRIME BEEF TEAMS
TO REPAIR POWER LINES AND EQUIPMENT. ESTIMATES OF RESTORATION AND
RECOVERY TEAMS ARE ALSO PREDICATED ON THOSE ASSISTANCE TEAMS.WE
HAVE ESTABLISHED COMMUNICATIONS WITH THE 3RD RESERCE REGION, ALL ASS
ISTANCE ACTIONS HAVE BEEN TIMELY. ONE 100KW GENERATOR, FIVE OR SIX 30
L[illegible] GENERATRRS AND THREE 60 KW GENERATORS HAVE BEEN REQUESTEDAND ARE
DUE [illegible] 19AUG TO PROVIDE ADDITIONAL EMERGENCY POWER. 90,000 POUNDS OF

P[illegible] RUEFHQA1200 UNCLAS JOPREP JIFFY/ATOCP/INREP
RATIONS WERE RECEIVED TODAY FROM THE ARMY GENERAL DEPOT ATLANTA GA.,
ADDITIONAL 90,000 POUNDS OF RATIONS HAVE BEEN REQUESTED.
BT
#120[illegible]

[illegible]

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MA Addie

AGENDA

GEEIA COMMANDERS' CONFERENCE

THURSDAY 4 DECEMBER 1969

Time	OPR	Subject	Speaker
*0815-0820	GEG	Welcome	Gen Nichols
*0820-0835	GEA	Military Personnel	Capt Hayslett
*0835-0850	GEI	Summary of Findings, CY 69 IG Inspections	Capt Catalfamo
*0850-0915	GEQ	Quality Assurance	
*0915-0935	GEF	Safety Management	CMSgt Swierzewski
0935-0945		Coffee Break	Mr. Franklin
0945-1130	GEV	Redcoste	
		69-1R	Mr. Clark
		JOBAR	Mr. Clark
		Project 703	Mr. Clark
		ANG Programs & Augmentation	Mr. Mayo
		Priority Systems	L/Col Nesbit
		Summary	Mr. Stomierowski
1130-1200	GEG	NCO Promotions	Col Kelly
1200-1300		Lunch	CMSgt Wolf
1300-1400	GEE	Rapcon and Control Tower Modernization	Mr. Sanderson
		Shielding, Bonding, and Common Grounding	Sqd Leader Silver
		DCA E & I Standard Program	Mr. Mennecke
		Automated Consolidated BOM	Mr. Harris
1400-1430	GES	OERS/APRS	Mr. Magenis
1430-1500		Break	Col Purkey
1500-1600	GEO	E & I Services Contract Status	Mr. Kovach
		P437 Contract Services Funds	Mr. Kovach
		Inside Telephone/Outside Plant	Col Miller
		Instrument Landing System Exchange Program	Col Miller
		GCA/MWRAPCON Overhaul/Exchange Program	Col Miller
1600-	GEO	Control Room	

*All Personnel

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GEEIA COMMANDERS' CONFERENCE

FRIDAY 5 DECEMBER 1969

Time	OPR	Subject	Speaker
0815-0830	GES	Inside Plant Telephone Equipment	Mr. Hill
		Non-Standard Items	Mr. Hill
		AN/FPN-16 Panels	Mr. Hill
		GEMS Phase Analysis Report	Mr. Hill
0830-0900	GEBPCT	Walkie-Talkie Radios	Mr. Hill
0900-0945	GEC	Professional Education and Training Budget	Mr. Parker
		First Quarter Fallout	
		Temporary Duty Travel	Mr. Mattia
0945-1000		Cost Reduction	Maj Andrews
1000-1130	GEC	Break	Mrs. Tyler
		Management Review	
1130-1200		Management Performance	Mr. Camardo
1200-1300		Awards	Mr. O'Halloran
**1300-1530	GEE	Lunch	
		Demonstration, Time Sharing Computer Terminal	
	GEE	Rapcon (2861st)	
1530-1600	~~Region Commanders~~		
*1600-1615	GEG	Executive Session	
	GEG	Closing Remarks	Gen Nichols

*All Personnel
**Voluntary Basis

1300-1530 - Optional ~~Optional~~ Periods for Region Commanders

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Released to news media
on an "as requested" basis only

29 Oct. 1969

AFLC will be reduced by 1086 persons as part of an economy move announced today by Melvin Laird, Secretary of Defense. All of the reductions which included both military and civilian are programmed to be completed by the end of 1969.

Laird's announcement today detailed AFLC cuts along with others in DOD and said the activities would reduce expenditures by $609 million annually.

AFLC reductions include:

Hq AFLC Wright-Patterson AFB, Ohio	409 Civilian 93 Military
SMAMA Sacramento Air Materiel Area McClellan AFB, Calif.	35 Civilian 5 Military
WRAMA Warner Robins Air Materiel Area Robins AFB, Ga.	32 Civilian 13 Military
OCAMA Oklahoma City Air Materiel Area Tinker AFB, Okla.	33 Civilian 6 Military
SAAMA San Antonio Air Materiel Area Kelly AFB, Tex.	32 Civilian 9 Military
OOAMA Ogden Air Materiel Area Hill AFB, Utah	31 Civilian 7 Military

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		civ	mil
HQ GEEIA Griffiss AFB, N. Y.	30 Civilian 80 Military		
Hq Western GEEIA Rgn McClellan AFB, Calif.	49 Civilian 25 Military		
Hq Eastern GEEIA Rgn Keesler AFB, Miss.	39 Civilian 56 Military	- 203	- 216
Hq Central GEEIA Rgn Tinker AFB, Okla.	47 Civilian 20 Military		
Hq Pacific GEEIA Regn Wheeler AFB, Hawaii	35 Military 38 civilian		

Total - 419

AFLC officials said impact on the Command of the reduction cannot be fully assessed at this time. As the mission support command AFLC workload diminishes in direct proportion to the announced reductions in USAF and other DOD activities.

Civilian personnel separated by Reduction In Force who decline to accept transfer offers will be provided all the advantages outlined in the DOD policy for stability of employment for career employees including priority rights to vacancies in other DOD activities and priority for reemployment.

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SUBJECT: Final History of GEEIA

AUTODIN DSTE PROGRAM

The initial shipment of Digital Subscriber Terminal Equipment for operational AUTODIN requirements commenced in Jul 1969. The first 16 of a total of 620 sites were delivered to GEEIA Installation Teams in European and Pacific Areas. The program has proceeded with a total of 81 sites presently having been called out. Installation has been completed at 44 terminals with AFTO 88 accomplished. The Call-out of DSTE Terminals has been restricted by CSAF/AFCS due to deficiencies in follow on support from US Army Communications Systems Agency, who was responsible for Tri-Service procurement and follow on support.

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ITEM	INCREMENT I	INCREMENT II	GRAND TOTAL
SPEL Packages	184	91	275
Major Items	144	62	306
Minor Items	5,364	3,440	8,704
Tie Pieces	648	188	836
Weight	105,495	54,907	160,402
Cube	29,038	3,677	32,715

Material requirements aggregated and processed by GREEA for Combat Fox were unique as opposed to normal scheme processing procedures. This program set a precedence for scheme aggregation of major and minor items at a central assembly point under the "Closed Loop" concept. Hq USAF and Hq AFLC kept a close surveillance over program progress and accomplishment.

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accomplishment of CSELDs time-phased commitments. The full complement of assigned personnel, totaling 52 people, was utilized on an overtime basis for a period of two weeks, including a holiday, Saturday and Sunday, exclusively to the project. A complete warehouse bay, totaling 6,000 square feet, was cleared of storage material to provide space for individual SFEL requirements. Installation material was drawn from stock, placed in identified SFEL areas, inspected, crated, and marked on an assembly line concept. As a result of this arduous working force, Increment One and Two requirements were completed with established time-frame.

SEA LIFTS:

Increment One: Material requirements in support of Increment One consisted of 184 SFELs containing 5,364 installation items and 144 major items. The three C-141 aircraft airlifted a combined total of 648 pieces, weighing 105,495 pounds and 29,038 cube. In addition to the 184 SFEL packages included were 1750 field phones, 500 telephone instruments, 500 miles field wire, and 30 miles of spiral four wire.

Increment Two: Material requirements in support of Increment Two consisted of 91 SFELs containing 3,440 installation items and 62 major items. SEA Express was utilized for movement of all material. Shipment consisted of 188 pieces, weighing 54,867 pounds, 3,677 cube.

Statistical Summary of Combat Net (Increment I & II) requirements and shipping data is as follows:

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COMBAT FOX

The Directorate of Materiel received an emergency request from CINCPACAF to augment existing C-E capability in SEA under the project name "Combat Fox". This request was authorized by Hq USAF. Total requirements were segregated into two increments to be shipped to two distinct SEA destinations.

In AFLC directed Hq GEEIA and OCAMA to aggregate all Major and Minor items at GEEIAs SMAMA assembly area. Concurrently with this, AFLC further directed OCAMA to prepare and process an Air Force Supply Directive (AFSD) for all Major equipment related to the program and ship to GEEIAs SMAMA assembly area for marriage with installation items. In support of all installation items contained in required SFEL packages, GEEIA, Directorate of Materiel, mechanically programmed against available assets in Home and SMAMA storage areas. All material requirements were identified and documented by individual, distinctive SFEL package. In the interest of time and to maintain the integrity of each SFEL package, GEEIA prepared all documents required to substantiate material shipments. A total of 32,000 documents, reflecting total Combat Fox requirements to be assembled, packaged, and subsequently shipped, were sent to SMAMA for processing. SMAMAs response to this emergency workload was outstanding. The organization was very cooperative, well coordinated, and efficient, and each employee knowledgeable and energetic in the performance of his duties. Extensive preliminary preparations were taken to assure

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The depth and range of program responsiveness extended to all elements of supply requirements, i.e., item substitutions, cancellations, changing package configurations, damaged shipments, added to the complexities and responsibilities of SMAMA. In the light of all the program problems, SMAMA, through its energetic efforts and knowledgeable supply capabilities, managed to keep abreast of each change and assured timely program accomplishments.

STATISTICS:

Summary of material requirements, schemes, transportation data, is as follows:

ITEM	DATA ELEMENT
Nr. Schemes	224
Nr. Major Items	305
Nr. Minor Items	6,200
Outshipment Documentation	23,000
Nr. Pieces	501
Weight	119,254
Cube	9.511

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PACAF CLM IN-THEATER STORAGE PROGRAM

CINCPACAF desired a quick reaction capability support of CE equipment within SEA to satisfy emergency AF 524 actions. Hq USAF approved this requirement and tasked Hq GESLA to engineer and develop SFEL package commodities that would meet the needs of CINCPACAF.

PACOM HAMON identified major and minor equipment requirements and submitted listings to Hq GESLA for processing. A total of 224 commodity packages were identified under a management scheme.

A total of 23,000 outshipment documents prepared by Directorate of Materiel reflecting 6200 installation items and 305 major items to support 224 individual kit/SFEL packages were delivered to SMAMA (SMSFSE) for immediate processing. SMAMAs response to this enormous workload, which must be considered above and beyond the norm of scheme processing, was unusually receptive. In anticipation of this requirement, extensive preliminary preparations were taken to assure adequate work areas and storage space for 305 incoming major items. Additional manpower was assigned by SMSFSE to synchronize and fulfill the workload requirements of document processing, material issues, packaging, and physical movement of material under a unique assembly line concept. Without reservation, the SMAMA (SMSFSE) work force should be held in high esteem for this project. The success of this accomplishment can only be attributed to the harmonious work relationship that seems to be so evident at SMSFSE.

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AN/GPA-73 IRAN PROGRAM (GERMANY)

GEEIA has been tasked to perform the IRAN of the AN/GPA-73 System in Germany. This equipment is located at six sites. To obtain the minor items to enable GEEIA to accomplish the IRANs, GESMP was provided a listing of 452 items which were required. Actions were initiated to obtain these items from the appropriate Federal Supply classes and local procurement for the NSL items. The accumulation of this equipment represents approximately $200,000.00 in inventory, which was shipped to Ramstein AB, Germany in time for the first IRAN start at Kindsbach.

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487L SURVIVABLE LOW FREQUENCY SYSTEM

GEEIA/Directorate of Materiel was tasked with the responsibility to provide Installation and Check-Out spare support for the 487L Add-On Program as well as the NAUTF Test Mission and the Re-Inspection and Test Mission at Ramey AFB, segments of the basic 487L System. This entailed controlled movement by serial numbers of approximately 130 components of the Receiver TTY Set Radio AN/FRR-77 from Westinghouse Electric Corp., seven GEEIA Squadrons and two GEEIA Acct locations. Efficient control and movement enabled timely installation of 32 scheme facilities of the Add-On Program, and reinstated specific NAUTF sites and Ramey AFB facilities to operational status without loss of manhours, material and additional cost to the government.

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SCOPE HEAD - ENIWETOK PHASE-DOWN

CSAF ordered the phase-down of Eniwetok C-E facilities to be completed by September 1969. There was approximately $2,000,000.00 in C-E scheme material on the Island waiting installation when the phase-down decision was made. This made quick reaction to obtain disposition for excesses and reprogramming of required items to Minute Man III and Vandenburg AFB, Calif requirements a necessity. The information required to effect movement of this equipment was obtained and all actions required were accomplished on time. As a result, 31 schemes were cancelled, 27 major items were utilized for Minute Man III and 22 major items were utilized at Vandenburg AFB for Scope Head requirements. There were 28 excess major items which were returned to the Air Force inventory for future utilization.

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Final History of GEEIA-Equipment Management Division (GESE)
July 1969 - March 31, 1970

The major responsibilities of this Division fall in two distinct areas of EAID/AGE and organizational equipping and management of the Vehicle Fleet GEEIA world-wide.

The Equipment Management Division spent an extremely busy and mission-oriented nine months. They participated actively in some 60 conferences, meetings and equipping reviews involving Command Equipment Management Team Surveys, AGE Provisioning Meetings, ANG Mobility Equipment Meetings, Mobile Depot Maintenance and Vehicle Evaluation and Improvement Programs.

Through aggressive management actions this Division insured the timely acquisitioning and Table of Allowance documentation for tools and test equipment required in many priority programs and projects assigned to GEEIA. These included such diverse ground CEM concepts as Scope Communications, Bamboo Tree, Scope Scoop/Scope Sand, DOD-AIMS, Blue Bar/Green Bar, AN/GPA-73 and many "L" system related end equipments.

By attending and keeping their eyes open at manufacturer's exhibits and government supported and/or sponsored conferences, equipment specialists continued their search for modern advanced equipment. Field testing and evaluation of latest, potentially more efficient and economical equipment, on loan from manufacturers continued and was a way of life within GEEIA.

GEEIA utilized the Maintenance Evaluation Program (AFR 66-8) to a wide degree. Many commercial equipments were evaluated by

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GEEIA activities under our series of WRAMA assigned "MG" Project Directives. Testing by GEEIA has been most beneficial because of the temendous variation in geographical and climatic conditions available. Some 50 new wire/cable crimping tools, cable/wire pulling and vacuum blower fishing systems; headsets, hand tools and other equipments were adopted.

Another major accomplishment for GEEIA was the inclusion of GEEIA Mobile Depot Maintenance equipping allowances in TA 713. This coordinated action completed several years of invalid allowances with the expansion of the TA by some 1,000 items required by GEEIA.

Two GEEIA ANG Mobility Conferences were convened by this Division with wide representation from AF Advisors, technicians and the 19 Squadrons involved. Through revision and improvements to the Mobility Equipping Lists, the ANG units have reached an enviable equipping posture of approximately 90% across the board.

GEEIA mission peculiar equipment requirements and allowances were completed in an exemplary manner in 1969. Some 160 new units valued at over $225,000.00 were brought into the AF system in response to GEEIA needs for Circuit Conditioning, Electromagnetic Compatibility, Survey and Measurements, Radiation Hazards and Interference Reduction Programs. These requirements were generally for the latest state-of-the-art equipments and were over and above Regions and Prototype Laboratory needs for standard stock-listed items.

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The GEEIA Equipment Management Division was highly instrumental in insuring proper time-phasing in Programming Plan 69-1R. These important transfers of equipment between Athens, Wiesbaden, Ramstein and Keesler met established milestones on/or ahead of schedule.

During this period, field testing and evaluation of new wire and cable splicing techniques and tools monitored by Hq GEEIA Equipment Management Office, had resulted in authorization and adoption of PIC-A-BOND connectors and tooling to GEEIA Splicing Teams. Field reports indicated dynamic manhour savings, simplification of work methods and higher quality connections with less interruptions to service and error free work. The adoption of PIC-A-BOND connectors and tooling had resulted in an approved Cost Reduction Program savings for the first year of $700,000.

Another item of historical significance in the Equipment Modernization Program was the final delivery of 16 additional type GPC-28 AF Utility Trailers to CONUS and European GEEIA Squadrons. This quantity is in addition to 42 each previously procured for GEEIA units. These self-contained units consisting of water pump, compressor, generator and special spot/warning/hazard lights mounted on a 2-wheel trailer chassis, eliminated many cumbersome and individual pieces of equipment.

This $4500 piece of equipment has been thoroughly used to provide a mobile source of power (5KW) light, a pumping capability, and a compressor for small hand tools, pressure testing cables, and air for ventiltating manholes. These have repeatedly proved themselves to be well worth their investment.

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During these nine months, close coordination was effected between Hq GEEIA Equipment Management Division and responsible AFLC/ATAC and other agencies/services personnel in the modernization of the GEEIA Vehicle Fleet. This action resulted in GEEIA units being provided an equitable share of latest "state-of-the-art" vehicle assets and allocations with USAF/AFLC approvals. Some items of special interest accomplished are:

a. Procurement of nine additional medium size crawler trenchers, Davis Model TF-1000 to meet GEEIA CONUS and European workloads. These trenchers proved so successful that after seeing them operate in our Pacific Region, Hq AFCS queried us for pertinent information data which was provided to them.

b. GEEIA was also successful in obtaining 44 of the latest type new Constructions and Maintenance Trucks with a rotating hydraulic derrick and auger. Introduction of this vehicle was a major step in fleet modification which GEEIA as initiator takes great pride for development. Early outside plant workload was accomplished with V-17/V-18 line construction vehicles. Recognizing the need for a more modern line construction truck, a "high profile" construction/maintenance commercial truck, the McCabe Powers PM20 Polemaster was procured for GEEIA units for partial replacement of V-17s and V-18s. As experience with the peculiar demands, particularly of PacGEEIA squadrons in SEA, was accumulated, an extremely heavy duty, "low profile", state-of-the-art construction truck was developed, authorized and procured.

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This vehicle has the capability to set a 90-foot pole, yet is air transportable in a C-130. Deliveries were accelerated and were completed by early 1970.

c. Experience with our medium size trencher in the Pacific also revealed an essential requirement for tilt deck trailers for transport to and from aircraft and on-site. After extensive service tests of IM excess tilt trailers proved them to be unsafe and unsuitable, we were successful in obtaining authorization for procurement of 33 each 12,000 lb capacity tilt deck trailers specifically designed for hauling the medium size trenchers in use. This $1,150 trailer can also be used for intra-site movement of scheme materials and supplies. They also are easily air transportable along with trencher. Without these trailers we would have had to increase our vehicle inventory by a significant number of truck tractors and low bed semi-trailers at a much greater expenditure.

d. In the fourth quarter of FY69, a thorough Grass Roots Review of vehicle authorizations was accomplished and as a result a reduction of 84 authorizations was realized. Subsequently, during October/November 1969 by special realignment to more effectively utilize on-hand assets, we were successful in further reducing another 138 vehicle authorizations to comply with Project 703.

Materials handling capability has been also improved especially in our SEA GEEIA Squadrons by the procurement and shipment of additional Rough Terrain Forklifts. These

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facilitated the handling of scheme material, poles, cable reels and other bulky items in unsurfaced, muddy or sandy areas. Through use on base as well as deployed to work sites, these forklifts have been involved in moving GEEIA material. A number of other vehicles have proved their value to GEEIA Squadrons, including deliveries of 7 and 10 ton hydraulic cable trailers, industrial tractors, telephone trucks, M-151A jeeps and several types of cargo vehicles.

Team transportation has received continuing emphasis. Because of the extended high utilization and poor operating conditions in some areas (Down Range and Pacific), commercial vehicles deteriorated quite rapidly even under adequate maintenance support. For this reason, a balanced fleet of M-Series and commercial trucks was established; M-52 Truck Tractors, M-715 Utility Trucks and M-151A Jeeps are now in the GEEIA Vehicle Fleet Inventory.

As a result of aggressive follow-up actions and continual identification of GEEIA's vehicle requirements to Hq AFLC and the Vehicle Item Manager (WRAMA), a total of 176 new vehicles of 13 various types were delivered to our units worldwide in FY69/70. The receipt of these vehicles, valued at approximately $2.5 million for filling open authorizations and as replacements for obsolescent or uneconomically operable vehicles significantly increased unit response posture to command customer requirements.

Severe vehicle reductions and austere funding necessitated a continuing program of maximum utilization of vehicles from

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available resources to offset reductions from new vehicle buy programs. Hq GEEIA Vehicle Managers effected realignment and redistribution actions Intra-GEEIA and Inter-Command for a quantity of 206 vehicles totaling a value of $1.3 million.

As a final note, the Equipment Management Division became involved in the support of the Bare Base Demonstration, Project Cornetbare, conducted by Hq TAC at North Field SC, 14 - 27 October 1969. GEEIA's equipment capabilities were the only known source for obtaining immediate assistance. Wheel and Crawler type trenchers/ditching machines and tractors with attachments were located for airlift by TAC aircraft to meet short in-place dates. General Momar, Commander TAC, commended this Headquarters and advised that "assistance and support received has been outstanding in all respects."

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What Does Quality Really Mean?

15 Jan 1969

By Capt. Norman G. Gallacci
Chief, Quality Assurance Office

GRIFFISS AFB, N.Y. -- "Quality is our most important product", is a phrase we have heard many times. We are told that quality is an individual responsibility. All well and good, but exactly what is quality? We hear the terms Quality Assurance, Quality Control, not knowing fully what all this talk of quality is, or means.

To begin with, a few definitions might help. Quality Assurance (QA) is the overall quality program, establishing policy, procedures and implementing a quality system. Quality Control is the inspection function under QA, which determines or finds areas where quality is not in accordance with established standards.

The purpose of the Quality Assurance/Quality Control Program is, basically, to provide the best possible product to all of our customers. This is done through inspection of the GEEIA product. Deficiencies are reported, data analyzed, trends established, and corrective actions taken. By performing these actions, Quality Assurance/Control provides assistance to commanders and managers in improving their products.

The Quality Assurance Program has been recently reorganized in GEEIA. In July 1968, the Quality Assurance office at Hq. GEEIA was "divorced" from the Inspector General and made a separate staff office under the Commander. At region level, the Quality Assurance office is under the Commander.

On Nov. 27, 1968, approval was received from AFLC to place the Quality Control function at GEEIA Squadrons under the Commander. This action provides separation of the Quality functions from the production levels. It also provides a continuity of organization and authority in quality, which is in consonance with Air Force and AFLC quality programs.

A revised GEEIA Quality Control manual is being published which will standardize quality methods and procedures throughout GEEIA, and provide a useful working program basis.

Now, you say, "What is all this supposed to do for me?" All it is doing is taking my five best squadron people". First it will provide information to all levels of management regarding the quality of the product, whether it be engineering, materiel, installation, or any other functional area in GEEIA. Deficient areas will be pointed out by studies and inspections by quality control personnel.

In addition, outstanding quality will be duly recognized. The data collected will be analyzed and quality trends established. The information will be given to the appropriate management level for necessary corrective action. This will eliminate areas where quality is low and needs improvement--areas where needless spending in money and time are reducing quality.

Another item which will be a vital part of the program is the feedback of the customers' adequacy of quality comments. The customer will be given a form upon signing of the AFTO Forms 8E which he will be required to give his comments on the GEEIA quality. This, hopefully, will give GEEIA valuable information as to the customers' opinion of our quality, and help us improve where necessary.

Monthly quality reports and briefings will provide current status and quality trends throughout GEEIA, keeping GEEIA quality conscious. Ultimate improvement of our product will result, providing greater customer satisfaction.

The new organization and program will eliminate the confusion that has existed in the area of quality assurance/control in the past, both in regards to directives and functions.

Remember, maintaining high quality is an individual responsibility. Quality Control is a function of checking this quality to insure it is remaining at the highest level possible.

Quality Assurance is the program which establishes and directs an efficient working quality control system GEEIA-wide.

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GEV/Mr. Stomierowski/ab/3503

Headquarters GEEIA Reductions Under Project 703 - Item 612

AFLC (MCVM)

1. The attached 989K's are forwarded which reflect the proposed deletion of manpower spaces from Hq GEEIA and Region Headquarters in accordance with MCVM message 031912Z Oct 69. Panel Top items are identified by Code "P". No spaces were withdrawn from squadrons and detachments.

2. Request this office be advised of any action taken on proposed manning reduction.

3. The attached 989K's represent a joint effort by this office and the AFLC MET (SGVMG).

FOR THE COMMANDER

FRANCIS A. KELLY, Colonel, USAF
Chief, Plans and Management Office

1 Atch
989K's

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[redacted]

GEVP

22 October 1969

Project 703

AFLC MET (SGVMG)

1. The deletion of 426 spaces previously identified and processed to MCVM in the FY 170-999 time frame are rephased as follows:

ORG	2/70	3/70	4/70	TOTAL
Hq	-61(69-1R)		-57 (P.T. and 4 additional)	118
Eastern	-31(69-1R)		-64 (P.T.)	95
Western		-45(P.T.)	-29 (additional)	74
Central		-67(P.T.)		67
Pacific		-72(additional)		72
Total	92	184	150	426

2. The above changes were reflected on 989K Forms by line item and handcarried to Mr. Peffley (SGVMG) on 20 Oct 1969, at his request for retransmittal to MCVM. This letter confirms action taken by GEV.

ROBERT B. MAYO
Chief, Plans Division
Plans & Management Office

for GEV authorization

Thanks

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REF DG 1635Z NOV 69

PRIORITY

CEEIA CRIFFISS AFB NY

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UNCLAS CEG

TO ALL COMMANDERS FROM COL SHULTZ. SUBJECT: CEEIA Manpower Reductions Under Project 703. This message in four parts. PART I. Disregard CEG Confidential message 051955Z Nov 69. PART II. New direction received from Hq AFLC negates all previous communications on this matter. PART III. Following is quoted from Hq AFLC message received by this office on 6 Nov 69. QUOTE. Authorizations to be deleted from CEEIA resources are as follows: Hq CEEIA, Griffiss AFB, minus 81 military/37 civilian; Hq Eas CEEIA Rgn, Keesler AFB, minus 56 military/39 civilian: Hq CENCER, Tinker AFB, minus 20 military/47 civilian: Hq WESCER, MCCLELLAN AFB, minus 25 military/49 civilian: Hq PACCER, Wheeler AFB, minus 36 military/45 civilian. These reductions were developed by Hq

6 11 20
Nov 1969
1 3

3503

EDWARD T. STOMIEROWSKI
Deputy Chief, Plans & Mgmt Office

CHARLES Y. SHULTZ, JR., Col, USAF
Vice Commander

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USAF and represent a 15 PCT reduction of headquarters units (Item 612) by category (Officer, Airman, Civilian) at each base effective FY 3/70 and each succeeding quarter through 999. Air Staff personnel have contacted personnel by telecon and advise as follows: Hq AFLC. 1. All reductions will be effected in program element code (PEC) 71b. 2. No operating locations or detachments of headquarters units, On other than specified bases, are to be reduced. 3. No SEA authorizations are to be identified for reduction as these phase out at end FY 4/71. This headquarters (Hq AFLC) notes with concern that 109 (26 PCT) of your direct mission Engineer/Engineer Technicians were cut in your initial submission. If direct Engineer/Engineer Technician authorizations must be reduced, the reduction may not exceed 15 PCT or a maximum of 64. These are identified as non-supervisory AFSC 28XXX and 30XX(X) and 36XXX authorizations in Electronics, Radio Comm and Wire Comm Branches of the Engineering Divisions in region headquarters units or in radio/flight facilities and tele-comm divisions in Directorate of Engineering, Hq CEEIA.

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EDWARD T. STOMIEROWSKI 3503

It is strongly recommended that the total 15 PCT reduction be effected in non-direct authorizations. Hq USAF has directed submission of reductions identified by Air Force specifically by base. This data is to be provided to Air Staff on or before 10 Nov 69. UNQUOTE. PART IV. Request Hq GEEIA, ATTENTION: GEG be furnished with teletype message ASAP listing above requested data in following format: All authorizations to be reduced will be identified by (1) Bar Fan No., (2) Line No., (3) Organizational Code, and (4) By Category (Officer, Airman, and Civilian). Further request that 30 September Bar be utilized for this exercise. Requested teletype to reach this headquarters on or before 9 Nov 1969.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEV

13 Jan 1970

SUBJECT: Status of Panel Top

TO: All GEEIA Regions, Directorates & Staff Offices & 2856 ABG (GEB)

(Commander)

The following letter received from Hq AFLC (MCVMR/SGVMG) is quoted for your guidance and action, as appropriate:

"This headquarters recently requested that Hq USAF cancel the balance of Project Panel Top on the grounds that the original report had been overtaken by events (workload shifts, manpower reductions, hiring restrictions, etc.). Hq USAF recognized our position and indicated that, at the moment, they did not intend to implement any further Panel Top items; but if such implementation became necessary, they would select specific items with extreme care taking into account events which have recently transpired. Hq USAF also indicated its intent to call for an update of Project Panel Top in early CY 1970.

Pending a call for update or cancellation of Project Panel Top by Hq USAF, all remaining Panel Top items are considered to be active. All instructions previously issued governing control of Panel Top spaces remain in effect."

Francis A Kelly

FRANCIS A. KELLY, Colonel, USAF
Chief, Plans and Management Office

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFCS)
GRIFFISS AIR FORCE BASE, NEW YORK 13442

REPLY TO ATTN OF: GEG

SUBJECT: USAF Suggestion Program

16 April 1970

TO: Directors/Staff Office Chiefs, Hq GEEIA

1. The Suggestion Program has received a lot of publicity through correspondence, news media and it has been an item at Staff Meetings. As a result, Hq GEEIA is on target and barring any "let downs" we should surpass our FY70 goal.

2. Hq GEEIA's fiscal year goal, established as of 30 June 1969, equates to 30% of the assigned strength or 76 military suggestions and 224 civilian suggestions. As of 31 March, Hq GEEIA personnel submitted 63 military suggestions and 186 civilian suggestions. As you can see, we need 13 military suggestions and 38 civilian suggestions to meet the FY70 goal. We have a little over two months to accomplish this.

3. I urge that all supervisors exert maximum efforts to obtain our goal.

JACK C. HUNTER, Colonel, USAF
Vice Commander

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FY 70 ENGINEERING & INSTALLATION CONTRACT SERVICES FUNDS AS OF 24 APRIL 1970

CEEIA ACTIVITY	APPROVED	INITIATED	OBLIGATED
Headquarters	$2,222,058	$2,222,058	$1,089,618
Eastern	827,933	826,561	764,540
Western	604,961	598,046	502,899
Central	315,745	262,273	216,285
Pacific	484,381	484,381	471,001
TOTALS	$4,455,078	$4,393,319	$3,044,352

(RICCARDI/CEOA-3/4316)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE COMMUNICATIONS SERVICE DETACHMENT 15
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEF/4552 12 May 1970

SUBJECT: Final History of GEEIA

TO: GEK (Miss Adelaide Schmid)

1. The following items are submitted as requested by your letter dated 23 March 1970:

a. GEEIA ended the year 1969 with a new all time safety record, meeting all Air Force goals in "Mission Safety 70" Campaign. GEEIA was the only unit within AFLC to accomplish this feat.

b. Hq GEEIA was nominated for the coveted National Safety Council's"Award of Honor", the highest recognition given by the council. It is significant to note the ground accidents in GEEIA were reduced 37.4 percent during 1969 as compared to the 1968/1967 averages.

c. During December 1969, key Safety personnel represented the regions and GAFB attended a Safety Seminar conducted by GEF at Griffiss. the project was an outstanding success and another first for GEEIA.

d. During this period, GEF became a separate and independent staff office and started conducting safety inspections separate from the IG function. No-notice inspections were conducted of Europe, Eastern, Western and Central GEEIA Regions. Majority of the visits were conducted parallel with visits by the GEEIA Sgt Major.

e. One fatal accident was recorded during this time frame. On 11 July 1969, SSgt Donald L. Blalock, 2868th GEEIA Squadron fell to his death with a pole while working in Alaska remote. He intentionally violated instructions and safety procedures to expedite work.

EDWIN F. POLASEK, MSgt USAF
Safety Office

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101 Critical Days Safety Campaign for 1969. A three year comparison of the accidents experienced by GEEIA for the like period of 29 May - 7 Sep is as follows: (Franklin/4552/GEF)

	1967	1968	1969
MDI	19	13	12
CDI	4	5	0
GMV	8	14	11
PMV	11	4	4
PD	0	2	1
Fatal	3	1	1

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ACCIDENT COSTS: The total accident cost for Griffiss AFB was $87,240.00 for the period 1 January-31 March 1970. During the same period in 1969 the total cost was $9,864.00. The total cost for this past quarter is over twice the cost of ground accidents for calendar year 1969. A large percentage of this cost was due to an increase in property damage type accidents, and the permanent partial disability accident.

MISSION "SAFETY 70": A comparison of Griffiss AFB organizations' accident rates and AFLC Mission "Safety 70" goals is as follows:

CUMULATIVE RATES - 1 JAN-31 MAR 1970

Organization	Mil Disabling Inj Rate	Civ Disabling Inj Rate	AF Veh Accident Rate	Mil PMV Accident Rate	Mil PMV Injury Rate
2856 AB Gp	*43.69	.94	2.14	0	0
416 BW	20.90	0	*14.97	*13.96	*20.90
49 FIS	*64.55	0	0	*21.52	*21.52
2019 Comm Sq	*123.17	0	0	0	0
2861 GEEIA Sq	0	0	*13.79	0	0
22nd Dist OSI	0	0	*45.67	0	0
MISSION "SAFETY 70" GOALS - 1970	27.5	1.4	3.2	7.4	7.0

The following units have not experienced a reportable accident for the period 1 January-31 March 1970:

Hq GEEIA
Rome Air Development Center
15 Weather Squadron, Det 6
211 "C" Field Training Det
211 "S" Field Training Det
2701 Explosive Ord Disposal Sq
AFLC/MET, Det 1, 3030 Spt
Resident Auditor

NOTE: * Indicates rates exceeding AFLC Mission "Safety 70" Goals.

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CECSA

31 MAR 1970

CEEIA Projects and Programs Accomplished

CEK/Miss Adelaide Schmid

1. Reference CEK letter, subject "Final History of CEEIA", dated 23 Mar 70.

2. Reprogramming of CEMS applications from the UNIVAC 1105/1004 Computers to the Burroughs 3500. This major program was initiated and completed during the second and third quarters of FY 70 with a resultant cost reduction savings of $681,000. The B3500 Computer was installed primarily for Base support in October 1969. Approval of the CEEIA recommendation to convert and transfer CEEIA workload to the B3500 was obtained from USAF after lengthy delays; however, the work was accomplished and the conversion was successful. As a result, the UNIVAC 1105 was discontinued and dismantled during April 1970.

3. Computer communications with Eastern CEEIA Region. A significant step with development of long distance computer communications was initiated between Hq CEEIA Data Automation at GAFB and Eastern CEEIA Region at Keesler AFB. As a result, Hq CEEIA Data Automation at GAFB was able to provide direct data support to the Eastern CEEIA Region during a period when local support at Keesler was not available. The original configuration started with a Data Line Terminal modified to transmit CEMS information from the UNIVAC 1004 installed in Bldg #311 at GAFB and another UNIVAC 1004 at the Keesler end with a UNIVAC 9200 Computer. During February 1970 the 1004 at GAFB was replaced with a UNIVAC 9300, multiplying the speed of transmission and resulting in increased capability.

WILLIAM N. BUTLER
Chief, Data Automation Div
Comptroller

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From: ROBFB, Mr. A. Mattia 15 May 70

GEBIA BUDGETARY DATA

1 Jul 1969 - 30 Apr 1970

($ In Thousands)

Elem of Expense	Program	Obligation	%
Mil Pay	29,239.6	24,304.3	83
Civ Pay	35,827.2	29,812.1	83
Travel	10,052.5	8,414.0	84
Contracts	5,489.0	2,837.8	52
Supplies	13,745.1	9,760.0	71
Equipment	154.6	62.2	40
Other	1,553.1	1,476.6	95
TOTAL	96,061.1	76,667.0	80

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEDAM (M. Fiorentino/2816)

SUBJECT: Mail Embargo 18 Mar 70

TO: Hq GEEIA Directors and Staff Officers
2856th AB Gp Divisions
Tenant Organizations

1. Due to a work stoppage within the Civil Postal Service, the Post Master General has ordered an embargo on the acceptance of all classes of mail destined for the New York City Long Island Areas, and Patterson, New Jersey. This embargo will include all zip codes whose first three digits are 100 - 104 and 110 - 119. In addition, all APO and FPO destined for Europe and the Far East including all international mail.

2. The following specific cities include:

New York City	Long Island City
Bronx	Staten Island
Brooklyn	Mineola
Flushing	Hicksville
Rockaway	Riverhead
Jamica	Patterson, New Jersey

FOR THE COMMANDER

MICHAEL J. FIORENTINO
Chief, Administrative Communications Branch
Administration Division

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 2854TH AIR BASE GROUP (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

SPECIAL ORDER
G-24

30 December 1969

The presently unnamed Griffiss Air Force Base roadway, described hereinafter, is designated Burhanna Road, this date, in honor of COL HOWARD BURHANNA, JR. (deceased), a native of Philadelphia, PA., with an outstanding record of performance of duties on behalf of the United States Air Force. Burhanna Road parallels Hangar Road running westerly from Depot Parkway, north of Bldgs 102 and 106, and terminates at the western side of Bldg 112.

FOR THE COMMANDER

OFFICIAL

IV[illegible] YOUR
Chief, [illegible] Administration

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NEWS RELEASE

UNITED STATES AIR FORCE

Office of Information, Rome Air Development Center, Griffiss AFB, N.Y. 13440
FOR FURTHER INFORMATION TELEPHONE AREA CODE 315 - 330 - 3053

69-328

For Release 30 Dec. 69

GRIFFISS STREET
GETS NEW NAME

GRIFFISS AFB, N. Y. - A Griffiss AFB street will get a name today when it is dedicated in honor of the late Air Force Colonel Howard Burhanna, Jr. at 4: p.m.

Colonel Burhanna, who died suddenly last January 22 in North Carolina, was chief of the Rome Air Development Center's (RADC) Procurement Division from 1956 until he retired in 1968.

The street, which was previously unnamed, will be dedicated by his widow, Mrs. Gertrude Burhanna, ~~with the help of Maj. Gen. Franklin A. Nichols, commander of the Ground Electronics Engineering Installation Agency (GEEIA), and RADC Commander Colonel Robert C. Mathis.~~

Burhanna Road will run north-south past the RADC procurement Division building and enter center's fenced-off compound.

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A number of Griffiss AFB officials, Congressman Alexander Pirnie and Rome Mayor William A. Valentine will join Mrs. Burhanna, her son Howard III, and daughter Mrs. Bruce Phelps of Potsdam at the dedication ceremony.

General Nichols will present Mrs. Burhanna with a plaque noting that Burhanna Rd. is named "in memory and recognition of Colonel Burhanna's outstanding performance of duties".

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Historian GEX 96

Minutes of the 2856th Air Base Group Integrated Safety Council Meeting
(Re: Griffiss AFB Accident Prevention Plan (70-71)/Traffic Safety
Coordinating Group (AFR 127-7)

26 February 1970

1. Place: GEB Conference Room, Bldg 1

2. Time: 0930

3. Chairman: Colonel Wesley E. Britting

4. Members Present: Lt Colonel John Guthrie - GEB-1
Colonel Felix M. Turnipseed - GEBM
Colonel Robert Horschman - GEBE
Colonel Henry S. Haerle - GEBD
Colonel William Packer - GEBJ
Lt Colonel Jack M. Lewis - GEBT
Lt Colonel Paul Kilde - GEBC
Major George C. Finck - GEBO
Major Gerald T. McCarthy - 49 FIS Safety Officer
Major Laurence R. Cunningham - RADC Alt Flying Safety Officer
Captain Leo R. Price - GEBB
Captain John R. Silvers - GEBP
Captain Rodolfo Perez, Jr. - GEBMT
Captain Carson E. Smith - GEBH
Lt Alfred S. Ferenczhalmy - GEBE
Lt Leon S. Croley - 2019 Comm Sq Safety Officer
Lt Dennis A. Lawler - 15 Weather Squadron
MSgt Edward Perry - RADC Safety Office
Mr. James Franklin - GEEIA Ground Safety Officer
Mr. Richard E. Sanderson - GEEIA Information Office

5. Old Business.

a. Driver Improvement Course. The Base Commander and Chief of Safety have discussed this item. The final decision is that the Safety Division will continue to conduct the course as in the past. The course will be presented during normal duty hours. It is mandatory for military personnel with an assessment of eight points and any driver that is adjudged at fault in an accident. Civilian personnel may also be scheduled. Item closed.

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b. Use of Spotters for Backing Trucks and Vans. Decals have been printed with the words "Use Spotter Before Backing". They were passed out at the February Vehicle Control Officers meeting. These stickers are to be placed on the outside rear view mirrors of trucks and vans as a reminder. Item closed.

6. New Business.

a. One Way Traffic Signs - March Street. "Do Not Enter" and "One Way Traffic" signs are not conspicuous and traffic continues to enter one way streets. It was recommended that these signs be recolored. Two specific locations that are considered hazardous are March and Moody Streets; Langley Street and Hangar Road West. This item has been referred to the Civil Engineering Division for resolution. Item closed.

b. Traffic Safety Coordinating Group (AFR 127-7). The Chief of Safety discussed the Commander's, staff, supervisor's and individual's responsibilities in the Motor Vehicle Accident Prevention Program.

The Griffiss AFB 1969 vehicle accident experience was reviewed.

GRIFFISS AIR FORCE BASE
1969 VEHICLE ACCIDENT SUMMARY

	PMV	GMV
Number	12	14
Location		
On Base	1	7
Off Base	11	7
Time of Accident		
Night	8	3
Day	4	11
Vehicles Involved		
One Car Accident	6	3
Two Car Accident	6	11

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Cause Factor	PMV	GMV
Operator Error	10	14
Mechanical Condition	0	0
Hazardous Road Condition	4	5
Seat Belts Not Used	5	1
Driver Training	9	14
Organizations		
2856 AB Gp	1	5
Hq GEEIA	1	0
2861 GEEIA Sq	1	4
416 BW	7	1
2019 Comm Sq	1	1
RADC	1	3

During 1969, the 2856 Air Base Group reduced the Air Force motor vehicle accidents by 45% and the private motor vehicle accidents by 75%. There was even a greater reduction in non-reportable government motor vehicle accidents (in 1968 there were 177 non-reportable; in 1969 there were 86 non-reportable). As evidenced by the reduction in vehicle accidents, the programs conducted at Griffiss AFB during 1969 have been successful. They are the Traffic Safety Education Program (AFR 50-24), Pre-Holiday Traffic Safety Briefings, and jumbo signs posted at the entrance gates and other locations on base. As they have proven effective, these programs will be continued during 1970.

The GEEIA ground safety officer discussed the GEEIA regions vehicle accident experience for 1969. The following is a breakdown of the rates for 1969.

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GEEIA VEHICLE ACCIDENT RATES - 1969

	GMV #/RATE	PMV #/RATE	PMVI #/RATE
GAFB	5-2.9	2-7.1	2-7.1
EASTERN	15-10.0	1-2.5	1-2.5
CENTRAL	7-4.6	1-5.1	1-5.1
WESTERN	2-1.1	1-3.5	1-3.5
EUROPE (De-activated 1 Oct 69)	2-4.2	1-6.1	1-6.1
PACIFIC	3-1.2	3-6.2	2-4.1
GEEIA	34-3.3	9-4.9	8-4.4
Mission "Safety 70" Goals	3.4	7.8	7.4

7. Meeting adjourned: 1030 hours.

WESLEY E. BRITTING, Colonel, USAF
Commander

ACTION BY APPROVING AUTHORITY:

Approved

8 MAR 1970

FRANKLIN A. NICHOLS
Major General, USAF
Commander

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GRIFFISS AFB
RETENTION STATISTICS

1 JANUARY THRU 31 DECEMBER 70 AS OF DATE 31 MAY 1970

AFLC; MAC; AFSC; SAC; ADC; AFCS; ATC; AU

UNIT	FIRST TERM AIRMEN (AIRMEN HAVING LESS THAN 6 YEARS TAFMS)						SECOND TERM AIRMEN (AIRMEN HAVING OVER 6 YEARS BUT LESS THAN 10 YEARS TAFMS)						OTHER CAREER AIRMEN					
	ELIGIBLE		REENLISTED		PERCENT		ELIGIBLE		REENLISTED		PERCENT		ELIGIBLE		REENLISTED		PERCENT	
	Current Month	Cumulative Total	Current Month	Cumulative Total	Current Month	Cumulative Total	Current Month	Cumulative Total	Current Month	Cumulative Total	Current Month	Cumulative Total	Current Month	Cumulative Total	Current Month	Cumulative Total	Current Month	Cumulative Total
HSS ABGP	1	31	0	0	.0	.0	1	5	0	2	.0	40.0	1	8	1	7	100	87.9
USAF HOSP	1	5	0	1	.0	20.0	1	1	1	1	100	100	0	4	0	4	--	100
~~DET 15~~ AFCS	0	14	0	0	--	.0	1	1	1	1	100	100	1	4	1	4	100	100
2861 SCEIA	0	11	0	0	--	.0	0	6	0	4	--	66.7	0	4	0	4	0	100
DET 6 2701 EOD	0	0	0	0	--	--	0	2	0	0	--	.0	1	1	1	1	100	100
DET 6 15 WEA	1	2	0	0	.0	.0	0	0	0	0	--	--	0	0	0	0	--	--
RADC	0	13	0	3	--	23.1	1	4	1	2	100	50.0	0	3	0	3	--	100
416 HSS BMG	0	14	0	0	--	.0	0	3	0	3	--	66.7	1	10	1	10	100	100
16 AMS	0	19	0	1	--	5.3	0	0	0	0	--	--	1	3	1	3	100	100
416 SPS	0	17	0	1	--	5.9	0	4	0	2	--	50.0	0	3	0	3	--	100
416 OMS	1	35	0	0	.0	.0	0	1	0	1	--	100	1	6	1	6	100	100
416 FMS	5	45	2	3	40.0	6.7	2	7	1	5	50.0	71.4	2	6	2	6	100	100
416 AMMS	0	5	0	3	--	60.0	1	1	1	1	100	100	0	6	0	6	--	100
56 MMS	0	10	0	0	--	.0	0	0	0	0	--	--	1	2	1	2	100	100
668 BS	1	1	0	0	.0	.0	0	0	0	0	--	--	1	2	1	2	100	100
41 ARS	1	3	0	0	.0	.0	0	0	0	0	--	--	1	2	1	2	100	100
49 FIS	2	29	2	6	100	17.2	1	2	1	2	100	100	2	8	2	8	100	100
DET 1 49 FIS	1	7	1	1	100	14.3	0	3	0	2	--	66.7	0	4	0	3	--	100
656 RDR SQ	0	2	0	1	--	50.0	0	1	0	1	--	100	0	5	0	5	--	100
579 BAND	0	0	0	0	--	--	0	0	0	0	--	--	0	2	0	2	--	100
2019 COMM	1	10	0	0	.0	.0	0	2	0	0	--	.0	0	1	0	0	--	.0
2110 FTD	0	0	0	0	--	--	0	0	0	0	--	--	0	2	0	2	--	100
2115 FTD	0	0	0	0	--	--	0	0	0	0	--	--	1	3	1	3	100	100
515 ROTC																		
520 ROTC																		
545 ROTC	0	0	0	0	--	--	0	0	0	0	--	--	1	1	1	1	100	100
570 ROTC																		
TOTALS	15	273	5	20	33.5	7.3	8	43	6	26	75.0	60.5	15	90	15	88	100	97.8

SOURCE: GEBPMAI (CAREER INFORMATION & COUNSELING UNIT) EXT-2380
(BASE CAREER ADVISOR-TSGT C.H. AVERI)

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GEEIA EFFORT EXPENDED FOR CUSTOMER SUPPORT

July 1969 through March 1970

Customer	Manhours Expended	%
AFCS	718,654	18.3
PACAF	645,912	16.4
AFSC	447,187	11.4
AFLC	437,847	11.1
ADC	370,132	9.4
SAC	207,938	5.3
USAFE	197,327	5.0
AWS	147,876	3.8
ATC	143,195	3.6
AAC	122,815	3.1
TAC	110,197	2.8
Other	385,429	9.8
Total	3,934,509	100.0

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

99

REPLY TO ATTN OF: GEG

28 FEB 1969

SUBJECT: Replacement of Water Line Connection to Bell Road Area

TO: AFLC (MCG)

1. This headquarters is confronted with a most unique problem. We find ourselves in the untenable position of being a part of the City of Rome's (New York) water System. This problem was brought to my attention on 19 November 1968 by Congressman Alexander Pirnie (32nd District) who had received a complaint from a constituent indicating that the water furnished her household was rusty because of a faulty water line constructed and maintained by the Air Force (See Atch 1). He queried us for an appropriate reply. After conducting an extensive inquiry into this problem, this headquarters finds that Griffiss Air Force Base is, in fact, an integral part of the system furnishing water to a group of property owners adjacent to the base. We also find that this situation was the result of a decision made in the Office of the Secretary of the Air Force in November 1957. In view of the above, this matter is being referred to your headquarters for guidance. For your information, our research reveals the following pertinent facts leading to our present perplexing predicament:

a. In early 1957, the New York District of the Corps of Engineers, United States Army, was responsible for the construction of an extension to an existing runway at Griffiss Air Force Base. In order to extend the runway it was necessary to drain a marshy portion of Air Force land. This project included the excavation of land, relocation of a creek and construction of a culvert to allow excess water to flow into the nearby Mohawk River (See Atch 2; Pages 1-7, Atch 3).

b. Newspaper articles found in our retired files indicate that in April 1957, property owners adjacent to GAFB began to complain to Army and Air Force authorities that their water wells were drying up, that the drainage of Air Force land had lowered the water table and that we were responsible for cutting off their water supply. Inasmuch as the Corps of Engineers was responsible for the project, the Base Commander apparently referred all complaints to the U.S. Army for settlement. Pending settlement of their claims, and as a good will gesture, the Griffiss Base Commander initiated a "water caravan" to supply water to those residents affected (See Atchs 3, 10, 11, 12, 13, 14). Shortly thereafter, the Corps of Engineers initiated an investigation into the complaints made by property owners. The attached newspaper reports reveal that the District Engineer obtained right of entry permits from some

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of the adjacent property owners and entered onto their property for the purpose of deepening wells or drilling new wells at no expense to the owner (See Pages 2-4, Atch 3; Atchs 5, 8). From the District Engineer's action, it would appear that this was an admission of liability on the part of the Government that the drainage project did cause a lowering of the water table so as to affect some of the wells.

c. By letter of 5 August 1957, the Army District Engineer was notified by the law firm of Griffith, Pileckas, and Baldwin of Rome, New York, that it had been retained to represent 33 property owners residing along Pennystreet, Wright Settlement and Bell Roads, Rome, New York, who had suffered a loss of water supply. It was the intent of the attorneys for the affected property owners to seek a permanent solution to this problem. It was their position that the damage to their clients' property was caused by the District Engineer's excavation and drainage of Air Force land (See Atch 4). While it appears the District Engineer did assume some liability to property owners along Pennystreet Road, as evidenced by his action to deepen existing wells, or drill new wells, he denied liability in most cases. It was the District Engineer's position, as outlined in two letters from the Office of the Chief of Engineers, Department of the Army, to U. S. Senator Jacob K. Javits on 21 August 1957 and 16 October 1957, that the Government was not liable to landowners along Bell and Wright Settlement Roads because geological surveys conducted by the Army indicated a subnormal rainfall in the area as the cause of their diminished water supply (See Atchs 5, 8, 15). Mr. Griffith, however, took exception to the District Engineer's findings (See Atchs 6, 17).

d. On 25 September 1957, Mr. Griffith informed the Griffiss Base Commander that his firm had been retained to represent the 33 affected property owners (See Atch 10). Mr. Griffith suggested that the least expensive method of bringing water to the properties affected would be to extend a base water line from two base houses (quarters) located near the present base Golf Course to a point along Bell Road (See Map, Atch 2). The Base Commander informed Mr. Griffith that he was in no position to resolve the problem as the Army Corps of Engineers was the responsible governmental agency involved (See Atchs 11, 13).

e. Following a conference with representatives of the District Engineer on 16 October 1957, Mr. Griffith, on 21 October 1957, proposed a "compromise settlement" to the water problem (See Pages 9, 10, Atch 3; Atch 16). The District Engineer in reply indicated a study of the proposal would be made and upon completion would be forwarded to "the Washington level" for determination (See Atch 19). Subsequently, on or about 25-26 November 1957, Mr. Griffith met with Air Force officials in Washington, D. C., for the purpose of resolving the problem. This meeting was apparently arranged by Congressman William R. Williams (See Pages 12-16, Atch 3).

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In addition to Mr. Griffith, newspaper reports indicate the following persons may also have attended the meeting: John M. Ferry, Assistant Air Force Secretary for Installations; George S. Robinson, Deputy Assistant Secretary for Installations; Lt Col J. J. Fischer, Administrative Assistant to Mr. Ferry; Colonel Harold Kelley, Officer-In-Charge of Air Force Construction; and Samuel Henenberg, Assistant General Counsel to the Secretary of the Air Force (See Pages 15-17, Atch 3; Atchs 20-27). It is also possible that representatives of Congressman William R. Williams, Senator Jacob K. Javits, and Senator Irving M. Ives may have attended (See Page 16, Atch 3).

f. According to Mr. Griffith and available newspaper reports, Air Force officials agreed to run an on-base water line (4 to 6 inch pipe) to a point on Griffiss property opposite the nearest home on Bell Road from which point Bell Road residents would be allowed to tap onto our base pipeline (See Pages 16-19, Atch 3). The details of the plan are disclosed in a letter from Mr. Griffith to the District Engineer on 6 December 1957 (See Atch 22). From the tenor of this letter, it would appear that representatives of the District Engineer did not attend the Pentagon meeting.

g. It appears that the extension of the then existing water system at this base was approved by Mr. John M. Ferry "as a fire protection measure" in conformance with an existing base master plan. It is also evident that the Secretary's office, while agreeing to this arrangement, denied any legal liability for any damage to water wells allegedly caused by the construction of the new runway (See Pages 16-18, Atch 3). Apparently, the Air Force took the position that the Army had full responsibility in the matter since it was the governmental agency in charge of the construction program.

h. Available evidence also indicates that on or about 4 December 1957, Colonel Edward F. Stoddard, Griffiss Base Commander, announced that official confirmation had been received that the Air Force would extend the water line to the perimeter of the base opposite North Bell Road (See Page 18, Atch 3). Newspaper items appearing in the local press on 10-11 December 1957 further indicate that clarification instructions on the proposed water line construction were transmitted through the "Air Materiel Command" (See Page 19, Atch 3). This headquarters has made a thorough search of its records in an attempt to locate any directive eminating from the Office of the Secretary or Headquarters Air Materiel Command instructing this installation to proceed with this project. Our search included historical files, procurement, legal, and engineering, retired records and related office files. The retired records have been disposed of in accordance with current directives and are no longer available. Unfortunately, all office files of the Staff Judge Advocate and the Base Commander were destroyed by fire in January 1961. However, this

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headquarters has obtained copies of letters exchanged between Mr. Griffith and Mr. Ferry which appear to confirm the fact that the Assistant Secretary did approve the installation of the water line (See Atchs 20-27).

i. Within a matter of a week following the Pentagon meeting, it appears a misunderstanding arose as to what the Assistant Secretary had committed the Air Force to do. Mr. Griffith on 5 December 1957 wrote to the Assistant Secretary requesting that he take action to clarify their agreement with the Installations Officer at Griffiss. From what we can determine, from a review of the correspondence, this issue was finally resolved to the satisfaction of Bell Road residents (See Atchs 21-27). Our records indicate the water line was, in fact, constructed on Air Force property in the spring of 1958 by Government contract, at a cost of $24,850.00. The project included the installation of 4,700 feet of 8 inch unlined steel pipe (See Atchs 2, 28). Information received from personnel employed in the Base Engineer's office indicates that this pipe was salvaged from the Redistribution and Marketing Branch. The use of unlined steel pipe also accounts for the subsequent complaints of "rusty water" being carried to the residents of the Bell Road area.

j. From early 1958 to January 1964, the water line "compromise" apparently operated without undue incident. On 24 January 1965, however, Mr. E. Griffith wrote to the Base Commander to complain of excess rust in the water being received by residents in the North Bell Road area. He requested the Commander to look into the situation and to take appropriate corrective action (See Atchs 29-32). In order to correct the problem, a military construction project to replace the water line was submitted to and approved by Headquarters AFLC (MCEP) at an approximate cost of $48,600.00 (See Atch 34). This project was subsequently revised, reviewed, and re-approved at an estimated cost of $26,400.00 (See Atch 35). On 16 July 1964 the Deputy Base Engineer referred the project with a suggested alternative solution to the Base Staff Judge Advocate for review. It was suggested by the Deputy Base Engineer that the City of Rome could construct an off-base water main connecting the homes of the complaining parties directly to the City water system at a cost of approximately $9,000.00. According to the Deputy Base Engineer, this suggested alternative would save the Government an estimated $17,400.00 on an estimated project cost of $26,400.00 and, at the same time get the Air Force out of the water business. He suggested that the City assume construction responsibility for this project and then be reimbursed by the Air Force for the costs involved (See Atch 36).

k. On 28 October 1964, the Staff Judge Advocate rendered an opinion in which he held that an outgrant of this nature could not be legally accomplished. He was also of the opinion that the City of Rome was responsible for the water provided to its users, that Air Force liability

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was remote and that the whole matter should be referred to the City for satisfaction (See Atch 36). As a result of the above opinion, it appears that sometime after 16 November 1964 the Base Engineer's office cancelled the project to replace the water line (See Atch 36).

1. During the years 1965 and 1966 this headquarters referred all complaints to Rome city officials. At the same time, the Base Commander, in his correspondence with city officials, avoided taking any position with regard to any liability for the water line in question. He continued to suggest that the most desirable solution to the problem would be for the City to install a water line connecting the complaining residents directly to the City's water system (See Atchs 37-44). A legal opinion rendered by the Staff Judge Advocate on 17 August 1965, reaffirmed the position that the Air Force had no legal obligation to maintain water lines furnishing water to Bell Road residents (See Atch 45).

2. As indicated above, our attention was re-directed to this problem by Congressman Pirnie in November 1968. He has been appraised of our progress by interim replies (See Atchs 50, 52). Since then, staff members of this command have met with city officials in an attempt to resolve the problem at this level. We have pointed out to city officials that in our opinion the Air Force could not justify an expenditure of appropriated funds to improve the water pipe originally installed by the Air Force in 1958 or to construct an off-base water line inasmuch as the Air Force does not have a legitimate requirement for doing so (See Atchs 47, 48, 49, 51, 53). The water line as it now exists is sufficient to satisfy our needs for fire-fighting (original, official purpose for construction) and golf course maintenance. It has been and remains our objective to convince city officials that the City of Rome is primarily responsible for furnishing water to its citizens and that the ideal solution, at the least cost, is for the City of Rome to install a water line from its Ridge Mills pumping station to the Bell Road residential area (See Map, Atch 2). From the Air Force point of view, this solution would serve our best interests as it would get this base out of the "water business".

3. City officials are reluctant to install a water line, as we have suggested, because they state it would establish a precedent obligating the City of Rome to install water lines in other sparsely settled areas. City officials indicate that it has a policy against the extension of its water system in such areas, at city expense, because the cost involved cannot be justified by the small number of homes that would be served. In any event, this headquarters is absolutely convinced that city officials, including the city's Common Council, will not take the initiative in this matter or approve any project to correct the situation until it is forced to do so. From our personal observations and discussions with city officials, it is our opinion that they have adopted a "wait and see

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attitude". It is extremely unlikely that the City of Rome will authorize an expenditure of up to $10,000.00 to construct a water line in the Bell Road area as long as there is even a remote possibility that the Federal Government will pay the costs involved.

4. Our Base Civil Engineer estimates that it would now cost the Air Force approximately $33,000.00 or more, to replace the present unlined steel water line with a pipe suitable for water distribution purposes. It is also estimated that the installation of a water line of approximately 1200 feet from the old Ridge Mills pump station to Bell Road would now cost the City an estimated $10,000.00 (See Map, Atch 2).

5. The problem is further complicated. In November 1968, a few days after receiving Congressman Pirnie's letter of inquiry, the Commander, 2845th USAF Hospital, was requested to make an analysis of the water in the Air Force pipeline servicing the residents in the Bell Road area. A copy of his report, including tests made by the Regional Environmental Health Laboratory at Kelly Air Force Base, Texas, are attached (See Atch 54). It is the opinion of the Hospital Commander that certain chemical characteristics of the water exceed U. S. Public Health Service Standards and continued consumption of this water could be harmful to the human body. He strongly recommended that this source of water be discontinued for human consumption. The Hospital Commander also recommended that a copy of this report be forwarded to the Oneida County Health Officer for appropriate action. No action has been taken by this headquarters on this recommendation because we are reluctant to act until the results of this analysis have been reverified. For this reason, a second water sampling and analysis has been ordered by the Base Commander. Further, because of the potential seriousness of this problem and the implications involved, such as possible legal liability on the part of the Air Force, it is absolutely essential that we are sure of our facts before proceeding further. Your headquarters will be informed of the results of this additional analysis, which we have asked to be expedited, as soon as it is received.

6. Additionally, the quality of the water being provided to Bell and Wright Settlement Road residents was the recent subject of a letter from the New York State Department of Health, Albany, New York, to the U. S. Public Health Service, Region II, New York, New York (See Atch 55). According to the Department of Health, the water being delivered to residents "is not satisfactory for normal household use and the iron and color content exceed the limits of the New York State Drinking Water Standards and the recommended Standards of the U. S. Public Health Service". This substantiates, to some degree, our own water analysis. The State Department of Health is of the opinion that the solution to the problem is for the Air Force to replace the pipe as we have a "moral obligation to provide the injured citizens with water of satisfactory quality".

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7. It is the opinion of this headquarters that the time has come for the USAF to definitely resolve this problem. It would appear that we might take one of several courses of action, as follows:

a. Accept, after all these years, the fact that we do have a responsibility to provide a water line connection to the Bell Road residential area. In so doing we must:

(1) Notify Bell Road residents, and all others utilizing water from our on-base water lines, that they can continue to do so at their own risk, until a new line is provided by the Air Force.

(2) Obtain immediate, emergency funding to install a proper replacement water line. In this regard, the cost is estimated to be approximately $33,000.00.

b. Officially petition the City of Rome, New York, to provide a six inch water line from its Ridge Mills Pumping Station - a distance of approximately 1200 feet. The City has informally estimated the cost of such a line to be approximately seven to nine dollars per running foot. Of course, as a result of our petition the Air Force would have to bear all costs. While informally discussing such a proposal with Mayor William A. Valentine, Rome, New York, on 18 February 1969, he indicated that very probably the City would wish to enlarge the referenced line from six to eight inches and possibly share in the overall costs. The Air Force petition would have to be based upon the following:

(1) Fire protection to two sets of quarters (farm houses) and a golf clubhouse which was not in existence when the original on-base line was laid in 1958.

(2) To provide an additional source for watering our nine hole golf course and driving range - not in existence in 1958.

(3) To provide a water supply to our new Family Camp area. Construction will begin on this project in the next 90 days.

c. Disclaim all liability or responsibility to provide Bell Road area residents with a water connection. In so doing we:

(1) Should cut the water off to all off-base residents effective immediately because of our own and the New York State Department of Health's water analyses. If we don't, the Air Force could be subjected to numerous law suits if personnel concerned become ill or otherwise affected, health wise, from drinking water provided through USAF water pipe connections.

(2) Must expect a rash of bad publicity in the local area.

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(3) Must expect congressional actions from numerous sources.

d. Leave the matter "status quo". In so doing, we would continue to advise all concerned that we accept no liability or responsibility and that Bell Road area residents may continue to use water from our line, at their own risk. Concurrently, we should advise the Oneida County Public Health Officer of the water analyses, for action as he deems appropriate.

8. Of the choices outlined in paragraph 7 above this headquarters favors the following:

a. Since the Air Force has been providing a water connection to the Bell Road residential area for eleven years by means of an on-base water line, we should finally accept the fact we have a responsibility to Bell Road residents, moral or otherwise, to continue to do so.

b. If we replace the currently unsatisfactory on-base water line it will cost the USAF approximately $33,000.00. On the other hand, if we petition the City to provide us a line from its Ridge Mills Pumping Station it should only cost approximately $10,000.00. This would constitute a $23,000.00 savings.

c. Once the Ridge Mills line is laid, Bell Road residents could obtain water therefrom, and the USAF would, in fact, be out of the off-base water business.

9. In view of all the circumstances outlined above, it is requested that this headquarters be granted permission to petition the City of Rome, New York, to provide this base with a water line from its Ridge Mills Pumping Station, at a cost not to exceed $10,000.00.

FRANKLIN A. NICHOLS
Brigadier General, USAF
Commander

1 Atch
Case Record w/55 Atchs (trip)

8

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ROTUM

Olmsted Air Force Base, Pa. 25 MAY 1970

Corps of Engineers (NADEN)
P.O. Box 1715
Baltimore, Maryland 21203

1. The real property records for subject installation reflect a .30 acre tract of land and 1,103 feet of railroad trackage remaining for disposal. It has been a number of years since these facilities were reported to General Services Administration as excess and their disposal status is still nebulous at this time.

2. Since we are most anxious to remove subject installation from the Air Force inventory, request that consideration be given to transferring real property accountability of the above real property to General Services Administration effective 1 Jul 70.

FOR THE COMMANDER

R. L. HARTMAN, Colonel, USAF

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ROBERT

Olmsted Air Force Base, Pa.

25 MAY 1970

Corps of Engineers ([illegible])
P.O. Box 1715
Baltimore, Maryland 21203

1. The real property records for subject installation reflect a .[illegible] acre tract of land and 1,1[illegible]3 feet of railroad trackage remaining for disposal. It has been a number of years since these facilities were reported to General Services Administration as excess and their disposal status is still nebulous at this time.

2. Since we are most anxious to remove subject installation from the Air Force inventory, request that consideration be given to transferring real property accountability of the above real property to General Services Administration effective 1 Jul 70.

FOR THE COMMANDER

[illegible] Colonel USAF
[illegible]

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NEWS RELEASE

UNITED STATES AIR FORCE

Office of Information Hq Ground Electronics Engineering Installation Agency, Griffiss AFB N.Y 315 330-30

No. 69-453

An Agency of the Air Force Logistics Command

FOR IMMEDIATE RELEASE

GRIFFISS AFB, N. Y., October 9---The Ground Electronics Engineering Installation Agency (GEEIA) can be rightly proud today as it achieved second place among all major Air Force units in "The General Thomas P. Gerrity Logistics Award" program for outstanding accomplishment of its mission. The first place winner was Seventh Air Force with jurisdiction in the Vietnam area.

The news came in a congratulatory message from Air Force Logistics Command Commander Gen. Jack G. Merrell to GEEIA Commander Maj. Gen. Franklin A. Nichols.

Formerly known as the "Unit Award for Outstanding Achievement in Logistics Management," its name was changed early this year in memory of General Gerrity, who was serving as the AFLC commander at the time of his death last year.

It provides recognition for superior performance of logistics support of the Air Force mission, and only units of numbered Air Force, or comparable level, are eligible to be nominated.

GEEIA was nominated for the award by Col. Worth M. Speed, chief of Communications Electronics, Maintenance Engineering

(MORE)

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7-2-2-2

GEEIA Wins 2nd Place In Gerrity Award

Division, Deputy Chief of Staff, Systems and Logistics, Hq. USAF.

In the nomination, Colonel Speed briefly covered GEEIA's engineering, installation and maintenance functions as well as on-site depot level maintenance and emergency restorations.

He also noted that "GEEIA reacts quickly to emergency conditions resulting from hurricanes, earthquakes, etc., and when high priority programs of national interest require immediate action to provide facilities."

Adding that GEEIA's monthly average of schemes on hand is more than 8,000, Colonel Speed wrote that they involve installation, rehabilitation, removals or relocations, and minor installation orders.

"GEEIA averages more than 1,000 on-hand engineering jobs per month and 1,200 maintenance work orders," he remarked. "An example of how well they do their job is the percentage of completions without exceptions.

"For first quarter FY-63, they obtained a 98.1 per cent, for the second quarter, 98.8 per cent, and for the third quarter, 98.5 per cent. They made a remarkable improvement over delinquent schemes, reducing them from more than 2,000 in FY62 to only 700 in FY63."

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J-J-J-J

GEEIA Wins 2nd Place In Gerrity Award

Colonel Speed also mentioned GEEIA's management methods in scheme logistics and transportation, noting that the command's worldwide assets include more than 2,000 vehicles of 51 different specialized types, with a total value of $11 million.

"In summary," he wrote, "at any given point in time GEEIA will be actively engaged in more than 800 individual installation and maintenance jobs in practically every state in the union and in more than 40 different countries.

"Today, they have a 'can do' and'will do' attitude towards customer satisfaction."

The Air Force regulation containing the guidelines for the award notes that "the activity that is nominated should generlly have made a sicnificant contribution in more than one functional area to the logistics support of the Air Force mission."

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Sent to TAC for release approval received on Dec 15, 1969

15 Dec 69

69-548

FOR IMMEDIATE RELEASE

GRIFFISS AFB, N. Y. ---Commanders have always sought ideas to move tactical forces with their supporting facilities quickly.

In ancient times Hannibal used elephants. Such methods are outmoded in today's aerospace age. Now the rapid deployment of tactical forces is a must.

The modern commander looks toward mobility and flexibility to move a tactical force to a suitable airfield, offering an operational strike capability or show of force only hours after arrival.

Toward this goal the Tactical Air Command (TAC) developed concepts for light, air transportable, reusable shelters and base support equipment of modular design.

These were used during an actual demonstration exercise at North Field, South Carolina recently when a tactical fighter wing was transported to a bare base, offering no physical facilities other than a runway, taxiways, parking area, and a source of water.

Upon completion of this bare base demonstration known as Coronet Bare, the Air Force Logistics Command's Ground Electronics

(MORE)

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Engineering Installation Agency (CEEIA) received high praise
for its expeditious support and fine cooperation from General
William W. Momyer, commander TAC.

Many tasks were performed by CEEIA several months
in preparation for the actual exercise.

Last January, TAC asked for assistance in the
design of telephone, intercom, radio and radar
and radar scopes for the bare base shelters,
provided through the Ogden and Warner-Robbins
After consultation with the Air Force Logistics
this job was given to CEEIA.

Approximately 700 shelters were involved.
laminated foamboard flashed on both sides
cover of aluminum, had to be wired.
wiring diagrams, cost estimates,
equipment.

Last summer during the installation phase,
2870th CEEIA Squadron, Hill AFB, Utah
shelters being assembled at Ogden
Utah for this bare base concept.

They had to install the intercom equipment
for the telephone and intercom quick
for direct hook-up to the master communications
stations. Once transported to the site,
power was plugged in, all shelter facilities

(MORE)

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GEEIA's Role in Coronet Bare

3-333-3

At Warner-Robbins Air Materiel Area, Robins AFB, Ga., teams from the 2860th GEEIA Squadron at that base, performed similar pre-wiring tasks on the shelters assembled there.

Other GEEIA teams installed the wiring for the master communications system network stations at the TAC Wing Headquarters Command Post, the TAC Fighter Squadron Command Post, the Weather Forecast Shelter, the Civil Engineering Operations Maintenance Shelter, and the various types of maintenance shelters. This was accomplished during the summer months.

The next phase toward the Coronet Bare base demonstration called for a simulated training exercise in an isolated area at Seymour Johnson AFB, North Carolina to ensure that the developmental power distribution system was operable.

Last September requests for assistance were again made to GEEIA. This time trenching equipment was needed.

GEEIA personnel from the Directorates of Operations and Materiel at Hq. GEEIA, Griffiss AFB, N. Y. and from the GEEIA regions at McClellan AFB, Calif., Tinker AFB, Okla., and Keesler AFB, Miss. worked together to screen which GEEIA communication-electronics schemes would be least affected by the loss of trenchers.

With the available trenchers identified, GEEIA equipment management officers next pinpointed the exact area where the trenchers were working or where they were down for shop overhaul. Then they decided which trenchers could be spared.

(MORE)

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GEEIA's Role In Coronet Bare

4-4-4-4

GEEIA trucked one trencher from the 2860th GEEIA Squadron, Robins AFB, Ga. to Seymour Johnson AFB, No. Car. Two trenchers were airlifted from Patrick AFB, Fla. and another one was airlifted from Andrews AFB, Md.

Based on experience gained during the training exercise, TAC notified GEEIA that the three small-tracked trenchers were inadequate due to the volume of trenching required in hard ground. The larger trencher worked fine. Three substitute large tractor-mounted trenchers were requested to be at North Field by Oct. 10th to prepare for the Oct. 14th through 27th demonstration.

This gave GEEIA's equipment management officers about eight days to decide which ones could be spared and to get them to the demonstration field.

In fullfillment of this request, trenchers were sent from the 2861st GEEIA Squadron, Griffiss AFB, N. Y.; the 2862nd GEEIA Squadron, Patrick AFB, Fla.; and the 2865th GEEIA Squadron at Chanute AFB, Ill.

Upon conclusion of the successful demonstration that proved the feasibility of the developmental bare base mobile shelters and equipment, GEEIA was commended by Gen. Jack G. Merrell, commander AFLC, for "its fine performance and 'Can-Do' attitude" in support of Coronet Bare.

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GEG

25 NOV 1969

Ethiopian Radar Survey Team

GEE

1. It is always a pleasure to receive letters praising my GEEIA people. I appreciate the favorable impressions that you have left with the customer in spite of the diplomatic and geographic problems associated with a task of this nature.

2. Please extend my congratulations to those responsible for a job well done.

Original Signed By

FRANKLIN A. NICHOLS
Major General, USAF
Commander

1 Atch
MAAG Ltr, 4 Nov 69

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HEADQUARTERS
UNITED STATES MILITARY ASSISTANCE ADVISORY GROUP
TO ETHIOPIA
APO NEW YORK 09319

MAAG/CH 4 November 1969

SUBJECT: Ethiopian Radar Survey Team

Commander
Headquarters GEEIA
Griffiss Air Force Base
Rome, New York 13440

1. A GEEIA team comprised of members from your headquarters and Headquarters EURGEEIA conducted a site survey for the Ethiopian Radar Project "Peace Topaz" from 10-29 October 1969. The team members were:

Mr. Robert S. Neill, GS-15, HQ GEEIA

Mr. Constantine V. Dicocco, GS-13, HQ GEEIA

Mr. Knuth O. Peterson, GS-12, HQ GEEIA

Mr. Ephriam J. Mayes, GS-12, HQ GEEIA

Mr. Joseph F. Karpe, GS-11, HQ GEEIA

Sgt Robert C, Burtch, Jr., HQ EURGEEIA

Sgt David A. Broadbent, HQ EURGEEIA.

2. This team obtained complete sets of radar siting data for no less than four widely separated locations during this short period. This was singularly difficult because of the equatorial climatic conditions and the primitive support facilities available at these locations. Only a thoroughly professional team effort made possible such fine results under these conditions. I wish to commend the team members for their invaluable contribution to this most important project.

G. W. McCAFFREY
Brigadier General, USA
Chief of MAAG

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

17 SEP 1969

SUBJECT: Letter of Appreciation

TO: Mr. John E. Wagner
GEEIA (GEESM)

THRU: GEE

1. I would like to add my personal appreciation and congratulations to those already expressed by Lt Gen McNickle and Maj Gen Snavely to you.

2. The contributions made by you to achieve electromagnetic compatibility of Air Force equipment as cited in Gen McNickle's letter are truly commendable. It is always a pleasure to receive such correspondence and to learn that a GEEIA man has bestowed much credit upon himself and GEEIA. I am very proud to have you under my command.

3. In recognition of this achievement, I am awarding you the GEEIA Certificate of Merit.

FRANKLIN A. NICHOLS
Major General, USAF
Commander

2 Atchs
1. MCN letter, 11 Sep 69
2. Certificate

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCN

11 SEP 69

SUBJECT: Letter of Appreciation

TO: GEEIA (Maj Gen F. A. Nichols)
Griffiss AFB, New York 13440

1. I am pleased to forward to you the attached letter from General McNickle, Deputy Chief of Staff, Research and Development, HQ USAF. Mr. Wagner's outstanding performance and devotion to duty, under most trying conditions, reflects most favorably upon GEEIA and this Command.

2. Please extend my congratulations and thanks to Mr. John E. Wagner for his exceptional performance.

William W. Snavely

WILLIAM W. SNAVELY, Major General, USAF
Deputy Chief of Staff, Material Management

1 Atch
Ltr from Lt Gen McNickle,
25 Aug 69

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C.

REPLY TO ATTN OF: AFRDC

25 AUG 1969

SUBJECT: Letter of Appreciation, Mr. John E. Wagner

TO: AFLC (MCO)

1. This letter is to convey appreciation for the contributions of Mr. John Wagner for his superior efforts to achieve electromagnetic compatibility of Air Force equipment.

2. Mr. Wagner particularly distinguished himself during the period between June 1968 and July 1969. In 1968 it appeared that the Sentinel Anti-Ballistic Missile (ABM) system would be located to defend the Minuteman missile system, the Air Force's strategic missile deterrent to general war. The Minuteman system was the most complex system in the world, short of the proposed Sentinel, but it was not clear what electromagnetic compatibility impact this deployment would have. Serving as the Logistic Command's single focal point for areas of the Department of Defense Electromagnetic Compatibility Program and as GEEIA's representative to the Ad-Hoc Air Force Committee on Safeguard RFI, Mr. Wagner helped to isolate and identify the needed measurements for prediction of Minuteman susceptibility to the Safeguard radar signals, and for measurement of electromagnetic propagation path-losses. He outlined and organized the Logistics Command plan to collect the needed data. With great personal sacrifice and physical hardship to himself, he and the other members of the GEEIA and Logistics Command team collected data during winter storms and spring floods in North Dakota and Montana. Under Mr. Wagner's direction, the data were analyzed and reported, with recommendations, in time to allow the Air Force to prepare the electromagnetic compatibility program required to keep the missiles ready.

3. Mr. Wagner's service has been invaluable in the Sentinel-Minuteman analysis and reflects great credit on the Logistics Command and the United States Air Force. I am proud to cite his performance as an outstanding example of dedicated civilian service in the Air Force.

Marvin L. McNickle
Lieutenant General, USAF
Deputy Chief of Staff
Research and Development

Copy to: HQ GEELA

Underwrite Your Country's Might - Buy U.S. Savings Bonds

AF-174

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GEG 10 FEB 1970

Letter of Appreciation - Technical Development Plan for ADC Integrated Command Control System

Mr. George J. Morris, Jr. (GEESE) and Mr. Henry J. Buss (GEERC)

1. It is a genuine pleasure to forward the attached correspondence from Lt Gen Agan, Gen Ferguson, Maj Gen Cody and Mr. Robert B. Doane.

2. Allow me to add my own appreciation for the exemplary manner in which you so ably represented GEEIA and contributed to the effectiveness of the ADC Integrated Command Control System Technical Development Plan.

3. Well-done!

Original Signed By

FRANKLIN A. NICHOLS
Major General, USAF
Commander

1 Atch
ESD (ESM/Mr. Robert B. Doane)
Ltr, 13 Jan 70, w/3 Atch

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE SYSTEMS COMMAND
IN AIR FORCE [illegible]

Letter of Appreciation

AFSC (SCG)

1. I wish to express my appreciation and regard for the ESD/ESLF Technical Evaluation Team which conducted an outstanding systems analysis of Headquarters ADC, and produced an exhaustive Technical Development Plan for the ADC Integrated Command Control System during the period 6 January to 15 August 1969.

2. Although some of the ultimate details of the plan may be modified by Department of Defense budget restrictions, the study is an excellent data foundation and baseline from which to work and will remain a valuable planning document for several years to come.

3. Especially commendable are the results attained by Mr. George Cudd, the project's very capable team chief, Mr. Henry Buss and Mr. George Morris of Eastern GEEIA, and Mr. Paul Hatton and Mr. William Conners of Systems Development Corporation. I am aware they worked many extended hours to assure a complete product under pressures of time limitations that were necessarily short. They were excellent, thorough and diligent representatives of their parent organizations and have enhanced the future course of the Aerospace Defense Command's Command Control System immeasurably.

4. Please convey my sincerest personal appreciation to these gentlemen.

Arthur C. Agan

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS ELECTRONIC SYSTEMS DIVISION (AFSC)
LAURENCE G. HANSCOM FIELD, BEDFORD, MASSACHUSETTS 01730

OFFICE OF THE COMMANDER

2 DEC 1969

SUBJECT: Letter of Appreciation

TO: ESL A/

1. It pleases me to forward correspondence such as the attached from Lt General Agan and General Ferguson.

2. Our Division's participation in the systems planning of operating commands fulfills a sizable portion of our mission. Allow me to express my sincere gratitude to Mr. George Cudd, the Technical Evaluation Team Chief for the time, effort, and exhaustive quality that were obviously put into the ADC Technical Development Plan.

3. Please also express my appreciation to Mr. Henry Buss, Mr. George Morris, Mr. Paul Hatton, and Mr. William Conners for a job well received by the Aerospace Defense Command.

JOSEPH J. CODY, JR.
Major General, USAF
Commander

1 Atch
AFSC (SCG) ltr, 24Nov69
w/atch

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE SYSTEMS COMMAND
ANDREWS AIR FORCE BASE, WASHINGTON, D.C. 20331

SCG

24 NOV 1969

Letter of Appreciation

ESD (LCG)

1. It is indeed a pleasure to forward General Agan's letter expressing his regard for the ESD (LCG) Technical Evaluation Team. The efforts of Messrs George Cudd, Henry Buss, George Morris, Paul Hatton and Willian Conners were especially noteworthy and should receive proper recognition.

2. Cooperhtive assistance to an operating command in planning its future systems is a prime function of the Air Force Systems Command. Not only does it assist the operator in defining his requirement, but it also gives us the depth of understanding so necessary in providing him with the product which will satisfy his need.

3. Please add my appreciation to that of General Agan's for the Team's representation of AFSC in such a commendable manner.

James Ferguson

JAMES FERGUSON, General, USAF
Commander

1 Atch
ADC Ltr, 6 Nov 69

FORGING MILITARY GRACEFULNESS

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Oklahoma State University
SCHOOL OF ELECTRICAL ENGINEERING

STILLWATER, OKLAHOMA 74074
ENGINEERING SOUTH
(405) 372-6211, EXT. 7581

March 16, 1970

Commanding Officer
H.Q. GEEIA
Griffiss Air Force Base, New York

Dear Sir:

It is my pleasure to express to you, to those on your staff and to those associated with your organization the thanks and gratitude of Oklahoma State University and particularly those on the THEMIS Project.

The speed of response of your group and the capability and helpful attitude of all echelons is something to behold. Not only is this radar now operational for Oklahoma's spring storm season, but the installation from tower to console was done efficiently and cheerfully.

We at O.S.U. are pleased to have had the help and guidance of the GEEIA team under Sgt. McMunn, the Central GEEIA organization including Mr. Shrum, Mr. Diggs and Mr. Raney as well as the Headquarters group under Mr. Kratzert. From Top to bottom these groups have consistently maintained an attitude of friendly helpfulness during this project.

Your example to us has been set. In accepting use of this radar facility we at O.S.U. pledge to make available in a spirit of cooperation the information from this facility. Furthermore, we fully intend to use this device to benefit the people of this area in the best way we know how.

Thank you again for all you have done for us.

Very truly yours,

Wm. L. Hughes

Wm. L. Hughes
Head
School of Electrical Engineering

WLH/dm

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCG

SUBJECT: Commendation 22 September 1969

TO: GEEIA (Major General Franklin A. Nichols)

1. I have been informed of your recent achievements in furthering relations between the Air Force and the civilian community of Rome, New York. I am fully cognizant of your distinguished, untiring efforts in the establishment of a branch of the Mohawk Valley Community College in Rome, and the time and energy required in such an undertaking. This is the type of community relations support that has earned this Command such an enviable reputation throughout the Air Force.

2. Please accept my personal appreciation for the exemplary manner in which you have contributed to this important project, and my thanks for a job "exceptionally well done."

Jack G. Merrell

JACK G. MERRELL
General, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE OHIO 45433

REPLY TO ATTN OF: MCG

30 March 1970

SUBJECT: Letter of Appreciation

TO: GEEIA (Major General F. A. Nichols)

1. It is with considerable pleasure that I note and forward General Ferguson's complimentary remarks concerning the noteworthy support you and your people have given the Air Force Systems Command in the past.

2. I join General Ferguson in this recognition of the fine relationship which has existed between GEEIA and elements of AFSC. I know that GEEIA will continue to perform in this outstanding manner under AFCS leadership.

JACK G. MERRELL
General, USAF
Commander

1 Atch
AFSC (SCG) ltr, 23 Mar 70

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE SYSTEMS COMMAND
ANDREWS AIR FORCE BASE, WASHINGTON, D.C. 20331

REPLY TO ATTN OF: SCG

23 MAR 1970

SUBJECT: Letter of Appreciation to the Ground Electronics Engineering-Installation Agency

TO: AFLC (MCG/General Jack G. Merrell)

The recent announcement by Headquarters USAF of the merger of the Air Force Communications Service and the Ground Electronics Engineering-Installation Agency (GEEIA) will terminate one of your organizations which has provided outstanding service to the Air Force Systems Command. I want to take this opportunity to express my appreciation to you and the Commander of GEEIA for the dedicated manner in which the GEEIA organization has always served this Command.

James Ferguson

JAMES FERGUSON, General, USAF
Commander

FORGING MILITARY SPACEPOWER

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE COMMUNICATIONS SERVICE
SCOTT AIR FORCE BASE, ILLINOIS 62225

REPLY TO ATTN OF: CSCCR

15 MAY 1970

SUBJECT: Letter of Appreciation

TO: Det 15, AFCS (CR)

1. It is indeed a pleasure to forward the attached letters from SAC and ATC complimenting the past performance of GEEIA. I am confident that in our new organization the same professional accomplishments of the engineering, installation and mobile depot mission will continue. The combined team of AFCS and GEEIA is a major step in enhancing the communications electronics posture of the United States Air Force.

2. Please pass these letters of appreciation to all ex-GEEIA personnel including the Electronics Installations Squadrons. I take great pride in having GEEIA as a member of the team.

PAUL R. STONEY, Maj Gen, USAF
Commander

1 Atch
AFLC (MCG) Ltr, 6 May 70
w/2 Atch

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: MCG

6 May 1970

SUBJECT: Recognition of GEEIA Performance

TO: AFCS (Major General Stoney)

1. The attached letters from the Commander in Chief, Strategic Air Command and the Commander, Air Training Command are most complimentary of GEEIA's performance while assigned to AFLC.

2. I will appreciate your forwarding this favorable recognition on to those concerned.

3. General Nichols has been personally apprised of these letters by separate correspondence.

JACK G. MERRELL
General, USAF
Commander

2 Atch
1. SAC ltr dtd 24 Apr 70
2. ATC ltr dtd 27 Apr 70

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE, NEBRASKA, 68113

24 APR 1970

REPLY TO ATTN OF: CEHC

SUBJECT: Letter of Appreciation

TO: AFLC (C)

1. Please extend my appreciation to Major General F. A. Nichols and the GEEIA staff for their outstanding efforts in support of the Strategic Air Command. The achievements of GEEIA while under General Nichols' command were commendable.

2. During General Nichols' tenure, there was constant improvement in the response and approach of GEEIA personnel to the unique problems of SAC. They continually demonstrated their "CAN DO" motto. Of particular note was their responsiveness to SAC requirements in Southeast Asia. GEEIA's unrelenting efforts provided Command Control Communications and Air Traffic Control facilities vital to SAC's mission.

B. F. HOLLOWAY, General, USAF
Commander in Chief

Peace . . . . is our Profession

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR TRAINING COMMAND
RANDOLPH AIR FORCE BASE, TEXAS 78148

27 APR 1970

SUBJECT Letter of Appreciation

TO AFLC

1. I wish to express my gratitude to the Ground Electronics Engineering Installation Agency personnel of your command for their contribution toward the development of the communications-electronics environment within Air Training Command.

2. The individual and collective efforts of the personnel within GEEIA reflect the highest standards of technical proficiency and personal dedication. Whenever called upon by Air Training Command, whether formally or informally, the information and service provided by GEEIA has been accurate and timely.

3. GEEIA's exceptional performances are many, and are typified by the following:

a. The transfer of Columbus AFB, Mississippi, from SAC to ATC, required numerous and substantial changes to the C-E inventory and configuration. These changes have been, or are being, accomplished expeditiously.

b. A requirement to relocate a GCA unit at Williams AFB, Arizona, coupled with a change of equipment type and short lead time operational date, placed an unusual workload on GEEIA. The response was typical of many in recent months with the job being completed with minimum interruptions to mission requirements.

c. Because of the dynamic changes in airspace utilization, several priority and emergency requirements for training GCA and VOR installations have developed. Personnel of Central GEEIA Region have met the requirements for emergency assistance rapidly and effectively.

4. Such responsiveness by GEEIA can be attributed only to outstanding management and leadership at all levels. The unique and highly

PREPARED BY THE MAN

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specialized contributions to the Air Training Command mission reflect great credit upon the personnel of the Ground Electronics Engineering and Installation Agency.

SAM MADDUX, JR, Lieutenant General, USAF
Commander

Cy to: GEEIA (CR)
Griffiss AFB NY

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GEEIA ORGANIZATI

GROUND ELECT

1 HISTORICAL OFFICE GH
Mr. R.H. Marvin 3057
B1

10381 **COMMANDER**
MAJ GEN F. A. NICHOLS 3522
VICE COMMANDER
COL. C.Y. SHULTZ JR. 3523
CHIEF OF STAFF
COL. J.C. HUNTER 3524
9 B1

17 PERSONNEL OFFICE A
Capt. H.H. Hayslett 3525
VACANT (Civ Pers Adv.) 3525
B1

20 OFFICE OF THE INSPECTOR GENERAL I
Capt. A.J. Guilbault Jr. 2201
6 B1

5 QUALITY ASSURANCE OFFICE Q
Capt N. Gallacci 4521
B1

13 INFORMATION OFFICE K
Mr. R. E. Sanderson 3057
B1

3 CIVIL ENGINEERING PLANS OFFICE L
Maj. R.L. Winner 2265
B1

4 SAFETY OFFICE F
Mr. J. T. Franklin 4552
B1

47 PLANS &
Mr. E. St
8

GEEIA INSPECTION DIVISION II
Capt P.J. Catalfamo 4521
9 B1

GEEIA ANG INSPECTION DIVISION IN
Capt R. Butcher 4521
5 B1

INDUSTRIAL ENGINEERING DIVISION VE
Mr. W. G. Miller, Jr. 4583
21 B1

PL
18

138 DIRECTORATE OF MATERIEL S
~~Col G.L.Purkey~~ 4546
Mr. R.A.Hill (Deputy) 4546
3 B1

280 COMPTROLLER C
Lt Col. J.S. Cole
Mr. W. Samuel (Dep) 4125
5 B311

251 DIRECTORATE OF ENGINEERING E
Col ~~B. J. Mills~~ Chapman 3577
Mr. R. G.Oglesby (Deputy) 3577
3 B1

52 SUPPLY SUPPORT DIVISION SM
Mr. F. A. De Fazio 7678
2 B1
Control Proj Br (9) SMP
Tran Mgt Br (8) SMT
Scheme Mgt Br (33) SMS

48 LOGISTICS SUPPORT DIV SL
Maj. Clara C. Johnson 7676
2 B1
Rgmts Mgmt Br (22) SLR
Standard & ADP Br (12) SLS
Item Actg Br (12) SLA

136 ACCOUNTING & FINANCE DIV CA
Maj. W.R. Andrews
Mr. A. Sisti (Deputy) 3123
4 B1
Acct Cont Br (31) CAG
Paying & Collecting Br (7) CAP
Pay & Travel Br (51) CAT
Commercial Services & Materiel Br. (43) CAS

12 BUDGET DIV. CB
Mr. A. Mattia (Actg) 4714
B1

33 ENGINEERING MANAGEMENT OFFICE EC
Mr. H. A. Bayless 4706
B1

40 RADAR & FLIGHT FACILITIES DIVISION ER
Mr. R.W. Neil 4337
2 B1
Computer Br (8) ERC
Search & Detection Br (10) ERS
Control & Guid Br (12) ERG
Meteorological Br (8) ERM

40 OPE

16 MATERIEL CONTROL DIVISION SA
Mr. C.E. Rickard 3583
B1

19 EQUIPMENT MANAGEMENT DIVISION SE
Mr. T. Trotz 3829
B1

116 DATA AUTOMATION DIV CS
Mr. W. Butler 4126
2 B311
Management Br (9) CSA

11 MANAGEMENT ANALYSIS DIV. CM
Mr. P. Camardo 4431
B1

85 ENGINEERING SUPPORT DIVISION ES
Mr. G.A. Warner 4335
3 B1
Civil Engr Br (8) ESS

90 TELECOMMUNICATIONS SYSTEMS DIVISION ET
Mr. Z. J. Bara 4416
3 B1
Wire Systems (20) ETW

43

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GEEIA ORGANIZATION, MANNING & DIRECTORY CHART

GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY

GRIFFISS AIR FORCE BASE, ROME, N.Y. 13440
TEL: AREA CODE 315, PLUS EXT.
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1 JANUARY 1970

OFFICE GH
arvin 3057

10381 **COMMANDER**
MAJ GEN F. A. NICHOLS 3522
VICE COMMANDER
COL. C.Y. SHULTZ JR. 3523
CHIEF OF STAFF
COL. J.C. HUNTER 3524
9 B1

RANCE Q
cci 4521
4551

13 INFORMATION OFFICE K
Mr. R. E. Sanderson 3057
B1

3 CIVIL ENGINEERING L
PLANS OFFICE
Maj. R.L. Winner 2265
2275
B1

4 SAFETY OFFICE F
Mr. J. T. Franklin 4552
B1

47 PLANS & MANAGEMENT OFFICE V
Col. F.A. Kelly 3503
Mr. E. Stomierowski (Deputy) 3503
8 B1

STAFF JUDGE ADVOCATE BJ
Col. W.H. Packer 2518
B913

MANAGEMENT ENGINEERING TEAM SGVMG
Lt. Col. H. C. Crofford 7616
B14

INDUSTRIAL ENGINEERING DIVISION VE
Mr. W. G. Miller, Jr. 4583
21 B1

PLANS DIVISION VP
Mr. R. Mayo 4371
18 B1

ANG OFFICE V-1
Lt Col W. F. Nesbit 7825
B1

280 COMPTROLLER C
Lt. Col. J.S. Cole
Mr. W. Samuel (Dep) 4125
5 B311

NCE DIV CA
rews
eputy) 3123
(31) CAG
(7) CAP
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(43) CAS

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Col ~~B. J. Mills~~ Chapman 3577
Mr. R. G. Oglesby (Deputy) 3577
3 B1

33 ENGINEERING MANAGEMENT EC OFFICE
Mr. H. A. Bayless 4706
B1

40 RADAR & FLIGHT FACILITIES ER DIVISION
Mr. R.W. Neil 4337
2 B1
Computer Br (8) ERC
Search & Detection Br (10) ERS
Control & Guid Br (12) ERG
Meteorological Br (8) ERM

85 ENGINEERING SUPPORT ES DIVISION
Mr. G.A. Warner 4335
3 B1
Civil Engr Br (8) ESS

90 TELECOMMUNICATIONS ET SYSTEMS DIVISION
Mr. Z. J. Bara 4416
3 B1
Wire Systems (20) ETW

205 DIRECTORATE OF OPERATIONS O
Col. ~~G. D. Miller~~ Earley 3505
Mr. C. S. Dayhoff (Deputy) 3505
3 B1

40 OPERATIONS SUPPORT OA DIVISION
Mr. E.F. Ledger 4908
B1

33 MAINTENANCE MANAGEMENT OM DIVISION
Mr. J. J. Miceli 7601
B1

24 GEEIA MAP DETS
GEOFE (Det 10) (19) Teheran, Iran
GEOFG (Det 11) (5) New Delhi, India

43 CEIP MANAGEMENT OC DIVISION
Maj. D. Wagner 7761
B1

36 SYSTEMS MANAGEMENT OS DIVISION
Mr. J. H. Bunting 7745
B1

14 GEEIA FIELD OFFICES
GEOFB ~~(Det 4)~~ Hq ADC, Ent AFB, Colo
(3) Mr. R. Harwood 635-8911
(ACTG CH) X3476/3477

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Mr. A. Sisti (Deputy) 3123
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Paying & Collecting Br (7) CAP
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Commercial Services & Materiel Br. (43) CAS

12 BUDGET DIV. CB
Mr. A. Mattia (Actg) 4714
B1

116 DATA AUTOMATION DIV CS
Mr. W. Butler 4126
2 B311

Management Br (9) CSA
Base System Br (27) CSB
Logistic System Br (20) CSC
Computer Ops. Br (58) CSS

11 MANAGEMENT ANALYSIS DIV. CM
Mr. P. Camardo 4431
B1

251 DIRECTORATE OF ENGINEERING E
Col ~~B. J. Mills~~ Chapman 3577
Mr. R. G. Oglesby (Deputy) 3577
3 B1

33 ENGINEERING MANAGEMENT OFFICE EC
Mr. H. A. Bayless 4706
B1

40 RADAR & FLIGHT FACILITIES DIVISION ER
Mr. R.W. Neil 4337
2 B1

Computer Br (8) ERC
Search & Detection Br (10) ERS
Control & Guid Br (12) ERG
Meteorological Br (8) ERM

85 ENGINEERING SUPPORT DIVISION ES
Mr. G.A. Warner 4335
3 B1

Civil Engr Br (8) ESS
Elecmech Engr Br (9) ESE
Eng Inst Stand Br (48) EST
Ettromag Comp Br (17) ESM

90 TELECOMMUNICATIONS SYSTEMS DIVISION ET
Mr. Z. J. Bara 4416
3 B1

Wire Systems (20) ETW
Data Comsec Sys Br (31) ETS
Radio Systems Br (36) ETR

1875 PACIFIC GEEIA REGION P
Col. O. K. Reilley 667379/667292
Wheeler AFB, Hawaii 96515

1319 WESTERN GEEIA REGION W
Col. G.H. Bertie 36960
McClellan AFB
Sacramento, Calif. 916-643-6960
95652

1227 CENTRAL GEEIA REGION Y
Col. P.C. Fenlon 2686
Tinker AFB, Okla 405-732-7321
73145

2372 EASTERN GEEIA REGION M
Col. L. L. Bradley 2321
Keesler AFB, Miss.
601-865-2321
39534

2576 2856 th AIR BASE GROUP B
COMMANDER
COL. W.E. BRITTING 2827
LT. COL. JOHN L. GUTHRIE
5

GEAZ (Det 9) (19)
Weisbaden, Germany
(Holding Det only
To be abolished)
APO NY 09332

Organizations Located On Griffiss Air Force Base

Rome Air Development Center (AFSC)
416th Bombardment Wing (SAC)
49th Fighter Interceptor Squadron (ADC)
2019th Communications Squadron (AFCS)
2861st GEEIA Squadron (AFLC)
Det 6, 2701st Expl Ordn Disp Sq (AFLC)
Det 1328, 1030 USAF Auditor General Group (USAF)
OSI, Det 22, 1005 Special Invest. Gp (USAF)
Det 6, 15th Weather Squadron (MAC)
211c Fld Trng Det, 3346 Fld Trng Sq (ATC)
211s Fld Trng Det, 3751 Fld Trng Sq (ATC)
Det 1, 3030th Support Sqdn, GAFB MET (AFLC)
Det 35, 6590 SA Squadron (MEPT) (AFSC)
OL 6960th SS Office (USAFSS)
1800 Support Sqdn, OLC (AFCS)
Det 36, Hq OCAMA (AFLC)
OL#2, 6960th Support Group (USAFSS)
Liaison Office, 2705th Air Munitions Wing (OOAMA)
Airways Facilities, Sector 426 (FAA)
108 Intelligence Corps Group (U.S. Army)
444th Medical Service Flight (CONAC) (Reserve)
GAFB Branch Post Office
Credit Union
Eastern Division Naval Facilities ENG COMMAND (USN)
579 Air Force Band (ADC)

11 CHAPLAIN BC
Lt Col. P. Kilde 2211
B707

17 STAFF JUDGE ADVOCATE BJ
Col. W.H. Packer 2518
B913

6 HQ SQUADRON BH
Lt. M. DeLoach 3225
B408

7 SAFETY OFFICE BT
Lt. Col. J. M. Lewis 7719
B921

520 CIVIL ENGINEERING DIVISION BE
Col. R.L. Horschman
Mr. J. A. Alari (Dep) 3416
3 B309

Adm Services Br (4)
Engrg & Const Br (35)
Fire Protection Br (68)
Industrial Eng Br (9)
Operations & Maint Br (360)
Programs Br (41)

228 2845th USAF HOSPITAL BD
Col. H. S. Haerle 4110
3 B602

Admin Office (4) BDB
Civ. Empl. Health Svc Br. (4) BDD
Food Svs. Br. (16) BDE
Materiel Br. (14) BDF
Plant Mgm. Br. (5) BDG
Registrar Br. (9) BDH
Business Office (4) BDI
Hospital Svs. Br. (122) BDJ
Veterinary Svs. Br. (6) BDL
Dental Svs. Br. (25) BDM
Aeromed. Svs. Br. (14) BDO
Medical Sq. Sec. Br. (2) BDW

68 BASE OPERATIONS AND TRAINING DIVISION BO
Lt. Col. A.W. Wertz 3211
2 B100

Base Operations Br (8) BOB
Flight Operations Br (25) BOF
Ground Training Br (8) BOT
Base Plans Br (11) BOR
Base Photo Lab (14) BOP

110 MATERIEL DIVISION BM
Col. F.M. Turnipseed, Jr. 2800
12 B2

Base Maintenance Br (284) BMM
Supply Br (494) BMS
Procurement Br (69) BMP
Redistribution & Marketing Br (21) BMR
Transportation Br (300) BMT

142 BASE SERVICES DIVISION BS
Mr. J. S. Arnold 7704
4 B301

Commissary Br (54) BSC
Food Services Br (54) BSF
Clothing Sales Br (4) BSS
Housing Services Br (26) BSH
Base Exchange Services Br. (-) BSX

122 SECURITY POLICE DIVISION BB
Capt. L.R. Price 4313
3 B39

Administrative Security (14) BBI
Operations Br. (105) BBO

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Mr. W. G. Miller, Jr. 4583
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Mr. R. Mayo 4371
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280 COMPTROLLER C
Lt Col. J.S. Cole
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FINANCE DIV CA
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Butler 4126
1
(9) CSA
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B1

11 MANAGEMENT ANALYSIS DIV. CM
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B1

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Col ~~B. J. Millis~~ Chapman 3577
Mr. R. G. Oglesby (Deputy) 3577
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Mr. H. A. Bayless 4706
B1

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85 ENGINEERING SUPPORT DIVISION ES
Mr. G.A. Warner 4335
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Mr. Z. J. Bara 4416
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205 DIRECTORATE OF OPERATIONS O
Col. ~~G. D. Miller~~ Eric Pinkey 3505
Mr. C. S. Dayhoff (Deputy) 3505
3 B1

40 OPERATIONS SUPPORT DIVISION OA
Mr. E.F. Ledger 4908
B1

43 CEIP MANAGEMENT DIVISION OC
Maj. D. Wagner 7761
B1

12 OPS CONTROL & READINESS OFC OR
Lt. J. Povlock 7700
B1 7774

33 MAINTENANCE MANAGEMENT DIVISION OM
Mr. J. J. Miceli 7601
33 B1

36 SYSTEMS MANAGEMENT DIVISION OS
Mr. J. H. Bunting 7745
B1

24 GEEIA MAP DETS
GEOFE (Det 10) (19) Teheran, Iran
GEOFG (Det 11) (5) New Delhi, India

14 GEEIA FIELD OFFICES
OL D
GEOFB ~~(Det 4)~~ Hq ADC, Ent AFB, Colo
(3) Mr. R. Harwood 635-8911
(ACTG CH) X3476/3477
OL A
GEOFC (Det 5) Hq AFCS, Scott AFB, ILL
(3) Mr. N. Ionsi 234-4000 X4204
(ACTG CH)
OL E
GEOFD (Det 6) Hq USAFSS, San Antonio
(3) Mr. J. Rives 925-5411 X 2107
(ACTG CH)
GEOFF (Det 8) ESD, Hanscom AFB, Mass
(5) Mr. S. Appleman 274-6100 X4142
(ACTG CH)
GEOFE - Det 10 OL B
GEOFG - Det 11 OL C

A REGION Y
Fenlon 2686
05-732-7321
73145

2372 EASTERN GEEIA REGION M
Col. L. L. Bradley 2321
Keesler AFB, Miss.
601-865-2321
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Engrg & Const Br (35) BEE
Fire Protection Br (68) BEF
Industrial Eng Br (9) BEI
Operations & Maint Br (360) BEO
Programs Br (41) BEP

165 PERSONNEL DIVISION BP
Col. C.E. Parnell 4005
2 B 14
Civilian Personnel Br (60) BPC
Military Personnel Br (66) BPM
Personnel Services Br (37) BPS

105 ADMINISTRATION DIVISION BA
Mr. I.T. Yost 7708
2 B 14
Admin Comm Br. (25) BAM
Publishing Br (64) BAP
Documentation Br. (4) BAD
Support Br (10) BAS

68 BASE OPERATIONS AND TRAINING DIVISION BO
Lt. Col. A.W. Wertz 3211
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Base Exchange Services Br. (-) BSX

122 SECURITY POLICE DIVISION BB
Capt. L.R. Price 4313
3 B39
Administrative Security (14) BBB
Operations Br. (105) BBC

C-E STAFF OFFICER CSCR
MAJ MILFORD D.V. FYOCK 3213
B302

Command Post 3011
Task Gp - GEV-3
Aide - Capt Taylor/GEG
CMSgt Chapman - GEG Sgt Major

Howard C. Crofford
HOWARD C. CROFFORD, LT. COL. USAF
Chief, Management Engineering Team
Det 1, 3030th Support Sq (SGVMG)

APPROVED:

COL. C.Y. SHULTZ JR.
COLONEL, USAF
VICE COMMANDER

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HEADQUARTERS EUROPEAN GEEIA REGION

ANNUAL HISTORICAL REPORT 1968 - 1969

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220 Annual Historical Report of Headquarters European GEEIA Region

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HISTORY OF EUROPEAN REGION

GROUND ELECTRONICS ENGINEERING-INSTALLATION AGENCY

1 July 1968 - 30 June 1969

K215.53-1
12 JUN 1987

Prepared by

SSgt Randy W. Rainwater

Office of Information
Headquarters European GEEIA Region

Approved By:

Boyd L. Dailey

BOYD L. DAILEY, Major, USAF
Chief, Office of Information

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AIR FORCE LOGISTICS COMMAND, UNITED STATES AIR FORCE

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	Operations	10
	Engineering	18
	Materiel	31
	Plans and Management	41
	Quality Assurance	47
III.	APPENDIX	48
	Roster of Key Personnel, Assigned Subordinate Units, Organizational Chart, Historical Reports of Detachment 6, 2874th Squadron, and 2879th Squadron.	

* Problem Areas and Organizational and Personnel Changes are inclusive within the Division/Staff office Reports

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I. MISSION

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MISSION OF

EUROPEAN GEEIA REGION

In accordance with the policies established by the Chief of Staff, United States Air Force, and as directed by the Commander, Ground Electronics Engineering-Installation Agency, and other competent authority, European Region, Ground Electronics Engineering-Installation Agency is responsible for the engineering and installation of all fixed ground communications, electronics, and meteorological facilities within the following geographical areas:

Continental Europe

United Kingdom

North Africa

The Middle East

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II. OPERATIONAL AND SUPPORT ACTIVITIES

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PERSONNEL AND ADMINISTRATION OFFICE

I. SIGNIFICANT ACCOMPLISHMENTS:

1. The Region retention rate increased 20% over the previous 12 month period. The Air Force goal for retention is 20%. This Region's 37% retention rate ranks as the highest in GEEIA.

2. The Region processed over 130 Officer Effectiveness Reports during this period with an error rate of less than .01%.

3. All mandatory security education material that is required viewing by all personnel was completed during the first month of 1969.

4. The airmen's barracks was rehabilitated in the areas of electrical wiring, plumbing and interior painting. New drapes were purchased for each individual room. A Fussball machine was purchased for the game room.

5. The European GEEIA Region inproved its overall test passing rate from 83.54 percent to 85.15 percent. In this same area the scores attained on the SKT were higher as compared to those of a year ago.

6. All General Military Training requirements for the Calendar Year 1969 was completed during the month of January 1969.

II. PERSONNEL DATA:

1. Personnel Strength. The following figures are a breakdown of the authorized and assigned strength of European GEEIA Region and assigned subordinate units as the reporting period closed:

HEADQUARTERS

	Officers	Airmen	Civilians	FN	Total
Authorized -	45	163	90	32	330
Assigned -	39	141	75	27	282

DETACHMENT 6

	Officers	Airmen	Civilians	FN	Total
Authorized -	0	1	1	2	4
Assigned -	0	0	1	2	3

DETACHMENT 7

	Officers	Airmen	Civilians	FN	Total
Authorized -	4	2	12	1	19
Assigned -	3	1	5	1	10

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2874TH SQUADRON

	Officers	Airmen	Civilians	FN	Total
Authorized -	12	338	5	37	392
Assigned -	11	311	4	35	361

2879TH SQUADRON

	Officers	Airmen	Civilians	FN	Total
Authorized -	7	119	0	11	137
Assigned -	6	101	0	11	118

EUROPEAN GEEIA REGION

	Officers	Airmen	Civilians	FN	Total
Authorized -	68	623	108	83	882
Assigned -	59	554	85	76	774

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2. On-The-Job Training Progression. The following statistics reflect the OJT progression rate for European GEEIA Region during the reporting period:

	Tested	Passed	Passing Rate
July 1968	12	10	83.33 %
August 1968	7	5	71.43 %
September 1968	5	5	100.00 %
October 1968	6	5	83.33 %
November 1968	12	12	100.00 %
December 1968	22	18	81.82 %
January 1969	9	7	77.77 %
February 1969	10	8	80.00 %
March 1969	18	16	88.88 %
Total	101	86	85.15 % Average

Note: The Specialty Knowledge Test was dropped as a requirement for upgrading effective 1 April 1969. During the period 1 April 1969 through 30 June 1969 the European GEEIA Region upgraded 43 personnel.

3. First Term Retention. The following statistics reflect the first term airman retention rates for the last twelve months of the reporting period.

	Eligible	Reenlisted	Rate
1 July 1968 - 30 June 1969			
Headquarters	20	5	25 %
2874th Squadron	36	15	41 %
2879th Squadron	12	6	50 %
Total	68	26	37 %

4. Promotions. The following figures are a breakdown by grade of promotions effected during the reporting period:

	Headquarters	2874th Sq	2879th Sq
Officer Personnel:			
Lieutenant Colonel	2	-	1
Major	5	-	-
Captain	7	1	1
First Lieutenant	4	3	1

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	Headquarters	2874th Sq	2879th Sq
Enlisted Personnel			
Chief Master Sergeant	0	0	0
Senior Master Sergeant	7	6	2
Master Sergeant	4	3	1
Technical Sergeant	8	14	6
Staff Sergeant	31	49	22
Sergeant	46	53	18
Airman First Class	11	14	4
Airman	0	0	0

5. Senior NCO, NCO, and Airman Recognition Program.

a. Senior NCO, NCO, Airman of the Year (CY 68):

	Sr NCO	NCO	Airman
Hq Sq:	MSgt RL Duester	TSgt RJ Slate	AlC GW Ponder
2874 Sq:	MSgt J Wynne	SSgt JD Beaver	AlC DD Schelb
2879 Sq:	MSgt LJ Deroche Jr	TSgt RA Bielat	AlC DA Long
Region:	MSgt RL Duester	TSgt RA Bielat	AlC DD Schelb

b. NCO/Airman of the Quarter:

1st Qtr (Jul-Sep)

	NCO	Airman
Hq Sq:	TSgt E D McAffrey	AlC L D Farmer
2874 Sq:	SSgt W L Stonebraker	AlC W R Butler
2879 Sq:	SSgt N G Wiley	AlC L R Starr
Region:	SSgt N G Wiley	AlC L D Farmer

2nd Qtr (Oct-Dec)

	NCO	Airman
Hq Sq:	TSgt J L Edmiston	AlC G W Long
2874 Sq:	TSgt F A Mackewick	AlC W L Landreth
2879 Sq:	TSgt J C Spann	AlC J Pudlewski
Region:	TSgt J L Edmiston	AlC W L Landreth

3rd Qtr (Jan-Mar)

	NCO	Airman
Hq Sq:	TSgt W M Englett	AlC A Wickham
2874 Sq:	TSgt D D Hertenstein	AlC L W Mihalek
2879 Sq:	No Nominee	No Nominee
Region:	TSgt W M Englett	AlC L W Mihalek

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4th Qtr (Apr-Jun)

	NCO	Airman
Hq Sq:	TSgt C F Pomerleau	AlC M McCallam
2874 Sq:	SSgt J T Cullinan	AlC A Chenault
2879 Sq:	TSgt W Ellis	AlC J L Asklof
Region:	TSgt W Ellis	AlC J L Asklof

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III. ORGANIZATIONAL AND PERSONNEL CHANGES:

1. Organizational Changes. On 1 July 1968, the Region Directorates of Engineering, Cperations and Materiel were redesignated as Divisions.

2. Personnel Changes.

a. Command Section. Colonel Charles K. Moran assumed duties as Region Vice Commander, 15 July 1968, Vice Colonel Ralph S. McDaniel.

b. Operations Division. Lt Col William Sims assumed duties as Chief, Operations Division, 1 November 1968, Vice Lt Col Walter L. Sheppard Jr.

c. Plans and Management Office. Lt Col Walter L. Sheppard Jr assumed duties as Chief Plans and Management Officer, 1 November 1968, Vice Major Joe E. Broadway Jr.

d. Quality Assurance Office. Major Ralph E. Hansen assumed duties as Chief, Quality Assurance Office, 1 November 1968, Vice Lt Col William Sims.

e. Personnel and Administration Office:

(1) Major Mack A. Houston assumed duties as Chief, Personnel and Administration Office on 10 June 1969, Vice Major Thomas J. Sizemore.

(2) TSgt Kenneth E. Price Jr assumed duties as First Sergeant, 17 February 1969, Vice SMSgt Eugene W. Hamic.

f. 2879th GEEIA Squadron. Lt Col Michael E. Rimm assumed command of the 2879th GEEIA Squadron, 9 August 1968, Vice Lt Col James M. Bernsen.

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ANNUAL HISTORICAL REPORT
1 July 1968-30 June 1969

OPERATIONS DIVISION

I. Mission: Responsible for programming and implementation of the ground CEM maintenance and installation (MI) functions of the region.

II. Key personnel:

Lt. Colonel William Sims - Chief, Operations Division

Major Joe E. Broadway - Chief, Installations Control Branch

Major Boyd L. Dailey - Chief, Operations Support Branch

Major Mack A. Houston - Chief, Maintenance Control Branch

Mr. Jack C. Kunkle - Chief, Command and Control Center

III. Division Activities:

A. Maintenance Control Branch:

1. Accomplishments:

a. BAMBOO TREE - On 1 Jan 69 we assumed on-site maintenance responsibility for two AC&W sites that were previously under the Bendix Contract. Also on the same date actions were started to transition the complete maintenance responsibility from the Bendix Corporation to GEEIA effective on 1 July 69. This included transfer of supply accountability and training of personnel. On 23 June 1969 GEEIA assumed the responsibility for providing emergency maintenance support for the program.

b. AN/GPA-73 - European GEEIA was tasked to perform an extensive IRAN on AN/GPA-73 equipment located at six sites. Eur GEEIA does not have the in-house skills to work on this type equipment. In order to provide this maintenance

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support it was necessary to receive augmentation from CONUS based GEEIA Regions. In addition due to the complexity of this equipment it was necessary to contract for four General Electric Technicians to act as trainers. PRE/IRANS were completed at Borfink and Wasserkuppe.

c. IN-HOUSE REPAIR OR AIR/GROUND UHF RADIOS FOR USAFE - In March 1969 European GEEIA was tasked to perform in-house overhaul of UHF radios in support of USAFE's AC&W sites. This will be accomplished by OCAMA shipping a few repairable components to the 2874 GEEIA Squadron. After these are overhauled they will be exchanged with operational equipment. This cycle will be continued until all of USAFE's air/ground radio equipment is changed out.

d. IN-HOUSE REPAIR OF RADIO EQUIPMENT FOR CONTROL TOWERS- European GEEIA was tasked to repair radio equipment for four control towers to be installed in calendar year 1969. These control towers will be located at Chievres, Belium, Cigli, Turkey, Greenham Common, U.K. and Sculthorpe, U.K. The equipment for these towers were part of the FRELOC assets which were stored at Greenham Common. Equipment for Chievres and Cigli were completed.

2. Personnel Changes - Major Mack A. Houston assumed the position of Chief, Maintenance Control Branch on 1 Nov 1968 vice Major Boyd L. Dailey.

B. Installations Control Branch:

1. Accomplishments:

a. The number of installation schemes was reduced from 1388 on 1 July 1968 to 1133 on 30 June 1969. This was accomplished as a result of the GEEIA workload.

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b. The number of schemes 100% supplied without an installation start within 60 days was reduced from 114 on 1 July 1968 to 32 on 30 June 1969. This action reduced the AFLC assets which are on site awaiting installation and, at the same time, reduced the storage cost.

c. The number of delinquent FSD's was reduced from 112 on 30 June 1968 to 22 on 30 June 1969.

d. On 30 June 1969 fewer than 1% of the schemes appear in the Master File Analysis Report. This indicates timeliness and accuracy of the input to the GEEIA Management System.

e. Progress has been made in the Scope Communications program to provide a state of the art microwave communications system for Air Force installations in the United Kingdom, Belgium, and Germany. Contracts were awarded for construction of microwave towers and for the manufacture of multiplex equipment. Statements of Work were completed for the radio and terminal area equipment and for relocation of the existing microwave equipment.

f. The entire Scope Control installation at Seville/San Pablo, Spain was completed. The inside plant portion was performed by a contractor and the outside plant portion was done organically. The installation at Croughton is substantially complete while Wheelus and Incirlik have not yet begun. Scope Control provides an expansion of air/ground communications facilities at these sites.

g. Project Peace Pigeon was completed in Ethiopia when the Dire Dawa TACAN became operational on 10 May 1969. Project Peace Pigeon called for the installation of four URN-3A TACAN's in Ethiopia.

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h. A new key studio for AFRTV Germany at Ramstein AB, Germany, was completed. This TV studio location was changed from Vogelway to Ramstein. Also an additional TV microwave circuit was installed from Ramstein to Wiesbaden during this period.

i. A major re-routing of telephone cable at Bitburg AB, Germany, was completed in 45 days under the TAB VEE project. This re-routing was necessitated by additional runway construction at Bitburg. The project was completed in May 1969.

j. Installation of Autodin Mode V Enhancement equipment has been completed at 30 sites in the European area. This Mode V equipment is a crypto, teletype and teletype control configuration.

k. On 7 June 1969, the first phase of AUTOVON was placed in service in Europe. European GEEIA Region was responsible for the installation and testing of PRX/4 wire terminal equipment at 42 locations throughout Europe. Additionally, the installation and testing of data regenerative equipment and station cross connects at four Station Tech Controls were accomplished by Region personnel. In excess of 100,000 manhours were expended in accomplishing the Engineering and Installation effort for this project.

l. A Solar Optical Telescope was installed near Teheran, Iran, during the fall of 1968. This was a GEEIA first, in that GEEIA was responsible for the design and construction of the supporting structures and the building which housed the telescope, closed circuit TV and associated teletype equipment. The customer's required operational date was met and favorable communications were received for another job well done.

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2. Major Problem Areas:

a. AUTOSEVOCOM, a program to install an automatic secure voice network in Europe, encountered difficulties. There were repeated, common equipment failures which resulted in workstoppages on many of the installations. In spite of these problems, approximately 50% of the installations were completed in the past year and the program should be substantially completed by December 1969. Over 12,500 manhours were expended for the first 25 days.

b. An AUTODIN contract was awarded on 15 Apr 69. Originally 118 sites were intended for contract, but 32 sites were transferred to Eastern CEEIA Region for organic installation. At the remaining sites, allied support was a major problem and BOD's may not be achieved for some time.

3. Organization and Personnel Changes:

a. Organizational Changes: On 1 July 1968, the Installations Control Branch was formed when the Installation Division was renamed the Installations Control Branch. The Wire, Electronics, and Radio branches within the Installations Division were re-titled to Groups within the Installations Control Branch.

b. Key Personnel Changes: Major Joe E. Broadway Jr., assumed duties as Chief, Installations Control Branch, 1 Nov 68, vice Major Albert L. Tarvin.

C. Command and Control Center:

1. Accomplishments:

a. Monthly Workload Conference began in Oct 68 between the region

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and both squadrons to establish and maintain a 90 day workload schedule of installations tasks based on management data contained in the GEMS. The first three workload conferences lasted from three to four days but through continuous refinement they now only last two days. The squadrons direct labor utilization has risen from 47% in July 68 to an average of 70% in June 69. These percentages have been reduced by the Hq GEEIA Factors of: 7.1% Training, 4.3% duty absence, 9.3% Non-duty absence and 5.5% lagtime. We are within 3.8% of the GEEIA Manpower Utilization Goal of 73.8%.

b. We completed 458 M/I jobs during the period 1 Jul 68 through 30 Jun 69. Of these 458 M/I jobs, 87% were completed on or before the required date. Individual job accomplishments of a significant nature are covered under the history of the Installations Control Branch.

2. Major Problem Areas: The installation workload in the Comm Center Crypto area continues to be a major problem area. This situation is true GEEIA wide and this workload must continually be rescheduled due to lack of sufficient augmentation from the state side regions. There is no relief for this situation foreseen in the near future.

3. Organization and Personnel Changes:

a. Organizational Changes: None

b. Key Personnel Changes: Mr. Jack H. Kunkle, DAFC, GS-12, assumed duties as chief, Command and Control Center, 11 Oct 1968, vice Major R. Hanser.

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D. Operations Support Branch:

1. Accomplishments: The following data reflects the activities of the Contract Services function between 1 July 1968 and 30 June 1969.

a. Active Contracts.

(1) F34601-68-C-1727, Lauda 412L; Phase I and II of this project completed. Contract terminated 1 Apr 69.

(2) F61775-68-C-0100 Reconfiguration Bentwaters/Woodbridge, England: Work is still progressing during this reporting period. Installation of 600 line dial system completed.

(3) F61602-69-D-0025 AUTODIN: Contract was awarded 15 April 1969. Installation efforts had not started at the end of reporting period.

(4) F61602-67-A-1429 Scope Sand: Installation and testing of Phase I satisfactorily completed and contractor testing in progress on Phase II.

(5) F61775-68-C-0160 Telephone expansion: Upper Heyford England. Installation started beginning of this reporting period.

(6) F34601-68-C-2474 Scope Control II: San Pablo, Spain: Phase I and II completed. Plant-in Place record will be completed at close of this period.

(7) F34601-67-C-1035 German microwave Phase I completed close of last period. Phase II completed 15 September 1968.

b. During this reporting period several contracts were awarded. These contracts involved services for trenching and backfilling, crane services, Hotels and Tower modifications. Because contracting Hotel rentals began late in FY 68, this is the first full fiscal year that this program can be evaluated. As of 15 May 1969 an estimated cost reduction savings of 90,000 dollars for hotel rentals was realized.

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c. Four contracts for which European GEEIA Region had monitoring responsibilities were completed during the year.

2. The following are accomplishments of the Field Support Section.

a. Technical Training: During the period, eleven (11) personnel completed Formal Technical Equipment Training in the ConUS. Five (5) personnel started Technical Equipment Training with expectant completion FY 70. Ten (10) personnel received specialized training provided at home station by ATC's Field Training Detachment.

b. Enroute Training: Although this is a relatively new program during FY 69 thirteen (13) enroute training requests were submitted,

c. Professional Training: A department of Air Force civilian has been accepted by the Civil Service Commission to attend the career Educations Awards Program at Cornell Unviersity.

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ANNUAL HISTORICAL REPORT

1 July 1968 - 30 June 1969

ENGINEERING DIVISION

I. Mission:

The Engineering Division is directly reponsible for the planning, organizing and controlling of all engineering and engineering support functions required to place into operation Communications-Electronics-Meteorological facilities in the European GEEIA Region area of responsibility. In addition, engineering support is provided to operating agencies within this region in the form of Communications Electronics Implementation Plan (CEIP) preparation assistance; Radio Frequency Interference (RFI) studies; and feasibility studies for Military Assistance and Foreign Military Sales Programs.

II. Key Personnel:

Chief, Engineering Division	Lt Col Wilson K. Winbigler
Deputy Chief, Engineering Division	Major Richard H. Thayer
Chief, Electronics Branch	Mr. Jesse J. Tallman Jr
Chief, Flight Facilities Section	Mr. Arnold R. Harman
Chief, Radar Control & Guidance Section	Mr. Paul A. Sengel
Chief, Engineering Services Branch	Mr. Patrick H. McLain
Chief, General Engineering Section	Captain William M. McMahon, Jr
Chief, EMC Measurements Section	Mr. Charles L. Sanders
Chief, Drafting Services Section	CMSgt Alfred A. Dunikoski
Chief, Wire Communications Branch	Mr. Howard E. Westman
Chief, Inside Plant Section	Mr. Hubertus Curfs
Chief, Outside Plant Section	Mr. Dossie B. Haas
Chief, BWT SDS Section	Captain John H. Borleis

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Chief, Radio Communications Branch	Mr. Frank B. Ryan
Chief, HF Systems Section	Mr. Joseph P. Copeland
Chief, Microwave/Tropo Section	Major James E. Jones
Chief, Comm Center/Crypto Section	Mr. John Mindedal
Chief, Engineering Control Branch	Mr. Ian F. Feltham
Chief, Production and Workload Section	Captain Thomas J. Gallagher
Chief, Standards and Review Section	Vacant
NCOIC, Documents and Files Section	SSgt Richard D. Gustafson

III. Division Activities:

A. Electronics Branch:

1. Accomplishments: 130 engineering projects were completed in the Electronics Branch during FY 69. Among the more important of these efforts were the following:

(a) LAUDA 412L: A tremendous Eur GEEIA effort to provide a Control Reporting Center (CRC) for the German Air Force in a hardened bunker site near Lauda, Germany. The CRC was made part of the vast European 412L Air-Weapons Control Systems. AFTO Form 88's were signed completing the project, on 30 August 1968. The project was completed two weeks ahead of the arduous schedule established four years earlier and resulted in praise from four General officers.

(b) SPATS: A Systems Program Analysis Testing facility to support the 412L system was completed on 15 March 1969. The facility was installed in a bunker to provide improved survivability. It enhances the capability of the 412L Systems programmers. The SPATS location is at Erbeskopf, Germany.

(c) Peace Sabre: A Preliminary Technical Survey Report (PTSR)

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was written to provide improved flight facilities for the Tunisian Air Force at Sidi Ahmed AB, Bizerte, Tunisia. An engineering team consisting of representatives from four different sections conducted extensive site surveys in Tunisia. The PTSR was completed in June 1969.

(d) AN/FPS-77: CEIP preparation assistance was given to the 2nd Weather Wing to provide an AN/FPS-77 Storm Detection Radar at Wheelus AB, Libya. The Eur GEEIA Engineering effort was completed in June 1969.

(e) RATTS: CEIP Assistance was provided to Air Weather Service for a world wide Radar Telephone Transmission System to transmit Weather radar information to remote locations. In the European area six bases, three in Great Britain and three in Germany, were affected. This project was completed in May 1969.

(f) AFTV Studio: On 27 January 1969 the new Armed Forces Key Television Studio at Ramstein Air Base Germany was completed. Dedication ceremonies were held on 4 March 1969 and were attended by Major General Authis, Commander of 4th ATAF and 17th Air Force. This project represents a substantial improvement in studio capability for all TV in Germany, as video from this studio is microwave linked to other German locations. Electronics Branch engineers developed the Bill of Materials and performed on site engineering during the installation of this important TV facility.

(g) TV Microwave Links: Three new Television Microwave links were completed on 13 March 1969:

Ramstein, Germany to Dannenfels, Germany

Dannenfels, Germany to Vogelweh, Germany

Dannenfels, Germany to Wiesbaden, Germany.

These microwave links carry TV Video from the Key TV Studio at Ramstein AB

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to the Kaiserslautern area transmitter at Vogelweh; to the Wiesbaden/Mainz area transmitter at Wiesbaden AB, and by off air pick-up to the television translators at Rhein/Main Air Base and Gateway Gardens - additional micro-wave links completed in June 1969 extend coverage from the key studio to the Spangdahlem area transmitter which serves Spangdahlem Air Base, Bitburg Air Base and Hahn Air Base.

(h) VHF Modernization: This extensive program, which provides for the replacement of tube-type radio equipment with the transistorized equivalent, was started in early July 1968. There are 26 bases scheduled, 12 in Germany, 7 in England, and 7 in the Mediterranean area. Unfortunately there have been different siting and frequency separation criteria associated with this new equipment which have affected the program. The schemes for Germany and England have been completed except for the bases where problems not capable of resolution at this level have been raised (two bases in Germany and five in England). Work on the Mediterranean area schemes, which because of their separate transmitter and receiver sites do not have the siting problems, is about one-half finished.

(i) Monte Real TACAN: The Portugese Air Force through MAAG Portugal tasked GEEIA to site a TACAN facility at Monte Real, Portugal. Within five weeks the Electronics Branch engineer selected a site, accomplished a complete flight check with FAA assistance, and forwarded a technical report to MAAG, Portugal.

(j) Approach Control: In April 1969 CEIP assistance and scheme action were provided for the replacement of an MPN-14 RAPCON by an Approach Control Facility plus MPN-13 GCA at Cigli Air Base, Turkey.

2. Major Problem Areas:

(a) RAPCON Canopy: The RAPCON Canopy and 4 Channel Key System

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Projects at the Berlin Air Route Traffic Control Center (BARTCC) have been delinquent for several months. The difficulty is that the Tripartate Berlin Air Coordinating Committee is making a modernization study to provide Tempelhof with a modern facility capable of satisfying future French, English and American requirements. This will supersede the requirement for the RAPCON Canopy Program. In addition implementing these projects would require extensive downtime to the present facility or the construction of a very costly interim facility for use while the present BARTCC is being reconfigured. At present Eur Comm Area and CENEUR Comm Region are reviewing the requirement and cancellation by GEEIA is expected.

(b) VHF Modernization: The new Solid State VHF radio equipment used in this project requires the use of separate transmitter and receiver sites. At many bases construction of new facilities for the purpose of separating the receivers and transmitters is too costly and has delayed indorsement of our Site Concurrence Letters. These base support problems are presently being studied at Hq AFCS.

3. Organization and Personnel Changes:

(a) Organizational Changes: Effective August 1968 the Electronics Division was renamed the Electronics Branch; the Radar Control and Guidance Branch was redesignated the Radar Control and Guidance Section; the Flight Facilities Branch was redesignated the Flight Facilities Section.

(b) Key Personnel Changes: There have been no key personnel changes in the Electronics Branch during this reporting period.

B. Radio Communications Branch:

1. Accomplishments: The Radio Communications Branch completed in excess

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of 1000 schemes and work orders during this year. Among the more important of these engineering tasks were the following:

(a) Scope Communications: This project is a part of the World Wide - Wide Band Transmission Improvement Plan. It will upgrade the USAFE long haul micro-wave system from Germany to the United Kingdom. This project is subdivided into three major tasks. Task 21 is assigned to the United Kingdom and Belgium. Task 44 and 56 are assigned to Germany. This is the largest microwave system project ever attempted by European GEEIA. Thoughout the summer and fall of 1968 Eur GEEIA engineers continued to work closely with Hq GEEIA and Eur Comm Area in developing an overall engineering and installation plan. The original Scope Communications SCL's were issued in June 1968. As the program was more fully defined, changes in SCL's were required. These SCL's covering twenty locations in Germany were all completed by June 1969.

(b) Turkey Tails: This project provides communications link-up at seven Turkish sites to the 486L Mediterranean Tropospheric Scatter system. Engineering, according to requirements agreed upon by all parties, was completed in the fall of 1968. However the Turkish General Staff changed the requirements at two of the sites and they must be re-engineered.

(c) Peace Indigo: We were tasked to make Site Surveys and provide technical inputs for a Statement of Work (SOW) for the Indian Government. Extensive travel, under frequent difficult conditions including monsoon weather, was accomplished throughout Northern India. The site surveys were completed 12 July 1968 and the SOW developed by Hq GEEIA was presented to the Government of India.

(d) Straw Hat: An extensive engineering effort for the USAF Security Service CRITICOM improvement program. In Europe it is a multi-million dollar

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project involving sites in Germany, England, Italy, Turkey and Crete. Engineering was begun in early 1968 and the last scheme, which will be on site engineered, is scheduled for completion on 25 March 1970.

(e) AUTOSVECOM: The engineering effort for this project was contracted to Philco Ford Corporation but due to the contractors inability to furnish engineers with the proper security clearances, engineers from the Comm Center Crypto Section assisted by Hq GEEIA, performed on site engineering at 45 locations.

(f) AUTODIN: This project which provides a world wide automatic Digital Network is a joint Eur GEEIA/Contractor effort. Because of the high security clearance needed to gain access to some of the sites, surveys are being made by Radio Communications Branch engineers. The balance of the engineering effort, Bills of Materials and Statements of Work, are being written by Bendix Field Engineering Corporation.

2. Major Problem Areas: Insufficient engineering personnel, particularly in the Comm Center/Crypto Section, to accomplish the workload.

3. Organizational and Personnel Changes:

(a) Organizational Changes: Effective August 1968 the Radio Communications Division was renamed the Radio Communications Branch. The three Branches under the Division, HF Systems, Microwave Tropo Systems, and Comm Center Crypto, were renamed Sections.

(b) Key Personnel Changes: There have been no key personnel changes in the Radio Communications Branch during this reporting period.

C. Wire Communications Branch:

1. Accomplishments: The Wire Communications Branch completed 232

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engineering tasks during this period. Among these are the following:

(a) BWCP Brochures: 49 Base Wire Communication Plan brochures for the USAFE Command were completed during this year.

(b) AUTOVON: 69 Automatic Voice Network installations were tested for manual interface.

(c) Central Offices: Six schemes were engineered to provide new central office equipment at bases in the United Kingdom.

(d) Tab Vee: On site engineering was provided for emergency cable relocations in support of Project Tab Vee. Four locations were included in this project.

2. Major Problem Areas:

(a) Resolving problems associated with implementing the new Base Wire Communications Plan.

(b) Eliminating undesired pulsing on the AE H75650 applique unit used on AUTOVON In-Out-Dial.

(c) Lack of sufficient engineering personnel in the Inside Plant Section.

3. Organizational and Personnel Changes:

(a) Organizational Changes: Effective August 1968 the Wire Communications Division was renamed the Wire Communications Branch. The three Branches under the Division; Inside Plant, Outside Plant, and Base Wire; were renamed Sections.

(b) Key Personnel Changes: There have been no key personnel changes in the Wire Communications Branch during this period.

D. Engineering Services Branch:

1. Accomplishments: More than eighty schemes have been prepared by the

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Engineering Services Branch during this period. In addition the following projects have been completed:

(a) Solar Optical Telescope: The General Engineering Section designed and directed construction of the facility to house the Solar Optical Telescope in Tehran, Iran. This was the first time that Eur GEEIA was the actual construction agency for a new facility. The project was completed in November 1968.

(b) Scope Communications: Completed tower schemes for eleven Scope Communication sites in Germany. Seventeen surveys for sites in Belgium and the United Kingdom are under way.

(c) Peace Indigo: Site surveys were completed for this project in July 1968. After the surveys were completed General Engineering personnel assisted Hq GEEIA in preparing a Statement of Work for the contractor.

(d) Schemes: Waveguide installation schemes were prepared for installations at Chelveston, England and Monte Virgine, Italy. The scheme completion dates were December 1968 and January 1969 respectively. A scheme for the installation of a radome at Tempelhof Central Air Port, Berlin, Germany was completed in June 1969.

(e) EMC Reports: 26 formal electro-magnetic compatability reports were published during this reporting period.

(f) Drafting Support: The Drafting Services Section processed 1,545 Drafting Support Requests during Fiscal Year 1969. These requests consisted of Plant-in-Place drawings for 42 major communications squadrons, 377 Site Concurrence drawings, 396 scheme drawings and 20 standard drawings.

(g) Reproduction: The reproduction unit of the Drafting Services

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Section processed 6,519 reproduction requests. A total of 160,321 Ozalid prints (blueline and sepia) and 689,294 offset prints were reproduced during this period. 1,332 Site Concurrence Letters and Scheme packages were reproduced and distributed.

(h) Illustrations: The Graphics Unit prepared 1,200 overhead projection slides and 415 charts and graphs during this period.

2. Major Problem Areas: No major problem areas were encountered during the period of this report.

3. Organizational and Personnel Changes:

(a) Organizational Changes: Effective August 1968 the Engineering Services Division was renamed the Engineering Services Branch. The three Branches under the Division; General Engineering, EMC Measurements, and Drafting Services; were renamed Sections. In June 1969 four draftsman were moved from Building 23 to Building 206. Since these men were moved, preparation of Site Concurrence drawings is being handled more expeditiously. The need for check prints and courtesy prints to be sent from Building 23 to 206 and back has been eliminated.

(b) Key Personnel Changes: There have been no key personnel changes in the Engineering Services Branch during this reporting period.

E. Engineering Control Branch:

1. Accomplishments:

(a) The implementation of the Engineering Control Room has resulted in engineering projects being completed in a more timely manner. Between the period 1 January through 31 May 1969 a total of 298 schemes, scheme amendments and job orders were completed on time out of 340 originally scheduled. For the month of May 1969 there were no delinquencies.

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(b) The quality of the engineering products has steadily improved since the re-establishment of the Standards and Review Section.

(c) Effective 1 October 1968, the Engineering Control Branch became the focal point for all requests for CEIP assistance. Job numbers are assigned from this office, and the progress is monitored weekly. Briefings are prepared for the Region Commander on potential problem areas and the status of special interest CEIPs.

(d) The Standards and Review Section initiated 100% review of all engineering products commencing 1 October 1968. During this period a total of 64 Site Concurrence Letters, 151 C-E-M Schemes, and 44 Scheme Amendments were reviewed and approved. A total of 44 major and 526 minor discrepancies were noted and corrected.

(e) From 1 October 1968 the newly re-established Data Management Office processed 82 requests for data urgently needed by the other engineering sections. As of30 June 1969, 78 or 95% of these requests had been satisfied.

(f) Six new Division Operating Instructions (DOI) were written and Engineering Instruction pamphlets were revised to implement new procedures outlined in AF and Hq GEEIA regulations.

(g) A training program was initiated for new engineers. All new engineers are detailed to the Standards and Review Section for 30 days. During this period they receive indoctrination and instruction on the GEEIA organization, site survey procedures, content and format of Site Concurrence Letters and C-E Schemes, familiarization with drafting and Tech Order Library procedures, and general good engineering techniques in their specific fields. From 1 October 1968 to present, 8 new engineers have received this training.

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(h) Due to increased emphasis on monitoring of time cards, documentation of engineering direct labor manhours for the first six months of 1969 has exceeded the GEEIA goal.

2. Major Problem Areas: The Standards and Review Section is not adequately manned to provide complete and comprehensive review and standardization of all engineering products. Consequently all efforts have been concentrated on major problem areas and many long range planning studies have had to be abandoned.

3. Organizational and Personnel Changes:

(a) Organizational Changes:

(1) Effective August 1968 the Engineering Control Office was designated the Engineering Control Branch.

(2) In October 1968 the Standards and Review Section was re-established and the two electronic engineers previously detailed to the Quality Assurance Office were returned. The Data Management Office function which had been divided between the Engineering Services Branch, and the Division Administrative Office, was reconsolidated into this Section.

(3) Effective 1 July 1968 an Engineering Division Control Room was established in the Production/Workload Control Section to display and monitor the entire engineering workload. On 25 October 1968 the Control Room was reconfigured and expanded to allow for a more timely presentation of changes in workload status.

(4) As of 30 June 1969 the Engineering Control Branch is composed of three sections; Standards and Review, Production and Workload, and Documents and Files.

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(b) Key Personnel Changes:

(1) Mr. Ian F. Feltham, GS-13, was assigned Chief, Engineering Control Branch; vice Major Richard H. Thayer effective 14 February 1969.

(2) Staff Sgt Richard D. Gustafson was assigned NCOIC, Documents and Files Section; vice Technical Sgt Earl H. Barsness, effective 7 April 1969.

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ANNUAL HISTORICAL REPORT

1 July 1968 - 30 June 1969

MATERIEL DIVISION

I. MISSION: Exercise staff surveillance over all supply functions within the Region. Responsible for liaison with supply agencies to insure timely delivery of scheme material storage of common support type items, processing scheme residue, local purchase action, RPO program for scheme material accountability, monitorship of storage and transportation of material, and budgetary estimates on requirements. Review and evaluate Equipment Authorization Inventory Data (EAID) for Region and its squadrons. Verifies assets and authorization in support of workload requirements.

II.A. KEY PERSONNEL:

John W Comer, Jr., Major, USAF
Chief, Materiel Division / GERS

Mr. Robert E. Coleman
Chief, Scheme Management Branch / GERSS

SMSgt Robert Chapman
Chief, Scheme Monitoring Section / GERSSM

SMSgt Bobbie J. Moore
Chief, Scheme Services Section / GERSSS

MSgt Shell Hines
Chief, Logistics Support Branch /GERSL

B. PERSONNEL CHANGES (Branch Chief and above):

1. Materiel Division:

a. Major John Ignarski, Division Chief, departed 2 July 1968.

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b. Major John W. Comer, Jr, Division Chief, reported for duty 2 July 1968.

c. Mr Fred A Bentley, Deputy Division Chief, retired and departed 27 December 1968.

2. Scheme Management Branch:

No change.

3. Logistics Support Branch:

a. Capt Thomas Wright, Branch Chief, resigned from the USAF and departed 14 May 1969.

b. MSgt Shelly Hines assigned as Branch Chief, 15 May 1969.

C. PERSONNEL STRENGTH:

	MILITARY		CIVILIAN		
	OFFICERS	ENLISTED	DAF	LWR	TOTAL
AUTHORIZED:	2	26	1	2	31
ASSIGNED:	1	19	1	2	23

D. ORGANIZATIONAL CHANGES:

1. By authority of AFLCR 23-17, App. 2, dated 13 Dec 1968 the Directorate of Materiel was re-designated as the Materiel Division. Simultaneously, the Division Offices were re-designated as Branches and Branches to Sections, respectively.

2. The Deputy Division Chief position, DAF GS-14 was abolished effective 1 Jan 1969.

3. The Division Secretary position, GS-5, was abolished effective 31 Jan 1969.

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III. DIVISION SUMMARY OF SIGNIFICANT EVENTS AND ACCOMPLISHMENTS:

A. Scheme Management Branch:

1. Scheme Monitoring Section:

a. VHF Modernization Program: All of the original schemes assigned to this program were cancelled. 25 new schemes were assigned in FY 68. In FY 69 another 7 were added. All schemes are now in the process of being rephased.

b. AN/FPN-16 (Scheme 0300A7LO): Due to unknown allied support date this scheme is not being installed. HQ GEEIA requested material/equipment be shipped to CONUS to satisfy a requirement at another location.

c. Autodin Program: Autodin program began with the United Kingdom expedited mode V enhancement. This consisted of 11 schemes in the UK with 70 line items on each scheme. Material lead time was 30 days and no formal Tabs "A" were prepared. Numerous phone calls were required to monitor material which was all sent to one location, Mildenhall, where it was broken down and distributed to each location. Prior to the UK mode V completion we were advised that an expedited mode V enhancement was also planned for Pirmasens utilizing the same 70 line item BOM's for each scheme. A total of 10 more schemes were assigned consisting of 2 in Spain, 1 in Italy and 7 in Germany. These schemes also were short lead time and required numerous phone calls to monitor material.

Many Autodin Circuit Conditioning schemes have had material availability slippage due to late EDD's of material.

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d. All JOSAF installations were completed as scheduled during the period 1 July 1968 to 30 June 1969 with the exception of the Karamursel schemes. This site will be installed along with the schemes in project Strawhat.

e. 486L MEDCOM System: During the period July 1968 thru June 1969 very little progress has been made. The remaining installations of this system to be completed are the sites in North Italy and sites 16 and 19 in Turkey. At sites 16 and 19 installation had to be halted due to lack of undependable power and RFI problems. The North Italy sites are experiencing the same problems, plus siting and construction delays by the command. 120 days construction is planned for these sites. A new Forecast Support Date was requested from the command.

f. 490L Autovon: This program has been completed. AFTO Forms 88 were signed during FY 69 and testing of the system is now in progress. Some minor difficulties were encountered due to incorrect wiring of components which caused equipment failures. All required items are available and being supplied upon request from GEEIA and AECO.

g. Scope Control: There are a total of 4 basic and 5 amendment schemes for the installations at Wheelus and Incirlik, with DMR's of 25 Sep 69 for Wheelus and 20 Dec 69 for Incirlik. Installations at Croughton, England and San Pablo, Spain were completed during the past fiscal year.

h. CCTV-Closed Circuit Television: This entire program was cancelled 22 October 1968. All scheme materials are being returned to GEEIA for updating and possible future use.

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i. Site 23: The site 23 program for the relocation of government communications equipment from site 23 in Turkey is nor drawing to a conclusion. Five schemes consisting of 260 line items valued at $90,000 were supplied by GEEIA during FY 69. Estimated completion date for this program is 25 July 1969.

j. Project Strawhat: A series of teletype schemes at nine different locations with as many as 540 line items on a single scheme. All material is provided by NSA. NSA has not provided accurate outshipping information and consequently these schemes are extremely difficult to monitor. The scheme at Frankfurt is currently being installed and the pre-installation survey at Darmstadt has been made.

k. Project Creek Cruiser: Project "Creek Cruiser", an air-to-ground control system consisted of three schemes which called out 65 line items each. These installations were located at Torrejon and Soller Mallorca, Spain and at Reggio Calabria, Italy. These schemes received the special interest of the Commander GEEIA who personally directed three installers from a CONUS air national guard squadron TDY to Europe to complete this project. Informal Bill of Materials were forwarded by message 1 Nov 68 to GEEIA and allowed only three weeks supply lead time. To insure the timely delivery of this material the Materiel Division maintained continuous contact with the scheme storage location monitors and arranged for second destination shipping to the installation site. All three schemes were completed in the supply phase between 19 and 24 Nov 68.

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l. Project Tab VEE: The initial phase of the Tab-VEE program, consisting of an emergency relocation of existing burried cable at three locations in Germany was completed. Three extremely short lead time schemes consisting of 124 line items valued at $34,375 were supplied by GEEIA to support this program.

m. Project "Red Coste": A relocation of crypto, AN/TRC-24 radio and terminal equipment consisted of nine schemes broken down into six removal and three installation schemes of which two required material from the Conus. Material requirements for one scheme consisting of 86 line items were telephone to GEEIA in order to expedite the shipment. The remaining scheme was forwarded to GEEIA by priority message and consisted of 88 line items. Headquarters GEEIA was allowed 21 days supply lead time. All items were supportable and shipped to Dover where they were held due to a Turkish labor strike at the American installations in Turkey. The material departed Dover and the last shipment arrived on site 12 Jun 69.

n) Project Peace Green: Project "Peace Green" was originated during FY 69 and it is a military assistance program to the Greek government. There are total of eleven schemes assigned to this program. Material required dates range from 14 August 1969 to 17 Oct 69.

o. During FY 69 the Scheme Monitoring Section completed 365 schemes in the supply phase. Further this Section monitored 506 shipments totaling 1,002,142 LBS broken down as follows:

SURFACE	AIR	PARCEL POST
354,098 LBS	644,114 LBS	3930 LBS

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2. Scheme Services Section:

a. The storage surveillance program which was inaugurated in September 1965 is still in effect. During the period 1 July 68 thru 30 Jun 69, 37 staff assistance visits were made to 34 CEM scheme storage locations. Purpose of these visits are: To indoctrinate storage location monitors, determine the degree of scheme storage integrity and review storage facilities and procedures. A combination of our staff visits and local command cooperation has produced substantial improvement in the scheme storage conditions within this theater.

b. A total of 559 AFTO Forms 88 and/or Forms 1348-1 with a dollar value of $8,388,925.75 were forwarded to Headquarters GEEIA For completed schemes.

c. Through the coordinated effort of HQ GEEIA and this Region, a total of $640,309.00 worth of installation and cancelled scheme excesses were applied to other validated scheme requirements or transferred to GEEIA stocks.

d. A total of 255 Bill of Materials consisting of 14,475 line items of supplies and equipment were reviewed and forwarded to HQ GEEIA for new schemes.

e. Erection of two butler buildings to satisfywarehousing requirements for a forward supply point within the region has been discontinued due to a shortage of construction funds. The two butler buildings which were obtained to satisfy this requirement have been turned in to the Local Base Supply.

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B. Logistics Support Branch:

1. Autovon 490L Test Equipment: In January 1968 HQ GEEIA provided a list of peculiar test equipment required for test and check of Autovon equipment at 49 sites. The list consists of 11 items prorated in quantities to equip 11 teams. Priority requisitions were immediately submitted by the 2874th and 2879th GEEIA Sqs to meet the initial 1 May 1969 required date. The test plan was revised changing the teams from 11 to six and rescheduling the material required date to 1 Jan 69. Although one of the items was still in production when originally requisitioned, and four others were not available in normal supply channels, the material required date was met as a result redistribution of command assets. Timely supply coordination via follow-ups and supply difficulty letters on the part of all affected agencies were the fundamental means of determining the final course of action.

2. Bamboo Tree Transition: A meeting was held at USAFE Headquarters 24-28 Jan 1969 with representatives from AFLC (SMAMA, OCAMA, HQ GEEIA and EURGEEIA) and AFCS (Eur Comm Rgn and Eur Comm Area), also 17 AF to formulate an orderly transfer of material and workload from BENDIX Corp. to 2874th GEEIA Sq. The procedures for transferring accountability of assets from Bendix/AFH account to Ramstein AB/FB account including follow-on supply support was time phased to begin 1 Feb 69 and be completed 15 Jun 69. The 2874th GEEIA Squadron Support Branch augmented by personnel from Eur GEEIA Rgn Director of Materiel were tasked with documenting the transfer by line item. Completion of the transfer involved as many as three separate transactions on:

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2602 line items of bench stock type items.

161 repair cycle items.

450 individual and special tools.

212 EAID items.

Additionally, a supply point was established for repair cycle items, and PMEL records prepared for 60 line items of equipment requiring calibration.

3. Equipment: Current authorized equipment is 6,205 units with 6,934 units in use. This difference is due to present realignment of EAID. Dollar value is $3,002,552 authorized compared to $1,764,132 authorized in FY 68. The dollar value in use is $2,446,348 compared to $1,346,907 in FY 68. This increase was due to the additional MDM workload absorbed by the 2874th GEEIA Squadron. MDM was completely eliminated from 2879th GEEIA Squadron.

4. Vehicles: Current vehicle population is a total of 175 for the Region representing a dollar value of $1,081,261. The total vehicle population for FY 69 decreased by 9% over FY 68. This was due to better management of assigned vehicles and reduction through a grass roots review initiated by AFLC. Additionally, the input of a new maintenance truck, PH-20, replaced two vehicles, a V-17 and V-18, telephone maintenance truck. Two TF-1000 trenchers were received during the month of July. These are all hydraulic units and should improve trenching for underground cables. Four GPC-28AF multi-purpose utility trailers were received for use by teams in the field.

5. In-House MDM: The 2874th GEEIA Squadron's workload was increased considerably with MDM. There are presently TEN [redacted] work orders

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in progress with two completed. The largest one was overhaul of the first GCA (MPN-13) system. This included re-habilitation of two vans and IRAN of the electronic components. It included approximately 1596 line items of which 1109 have been received. Systems being overhauled include AN/FPS-6, FRC-75, FRC-55B and AN/GPA-73.

6. Organizational Equipment: During the past Fiscal Year, the organizational equipment in this Headquarters was reduced in authorization by re-programming and turn-ins by more than ten thousand dollars. This was done through extensive research and management by the Director and personnel of the Materiel Division. Along these lines, the equipment designated for this organization was reduced and redistributed to using organizations supported by the FE5604 account. This saved time, manual labor and requisitioning action by Base Level supply which would have occurred that would have been labeled "Memo Due Outs" for many months.

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ANNUAL HISTORICAL REPORT
1 JULY 1968-30 JUNE 1969
Plans & Management Office

I. Mission:

A. Provide planning and management for the European GEEIA Region CEM effort.

B. Develop and implement European GEEIA Region policies and procedures relative to requirements for data to assure effective management of resources.

C. Determine resource requirements and assure submission of data in support of budget estimates and financial plans.

D. Review and evaluate reports on resources as provided by the host and act as a central point of contact within the European GEEIA Region for the management of these resources.

E. Provide management engineering services and render technical assistance in the field of management and industrial engineering to the European GEEIA Region complex.

F. Act as office of record and assure appropriate action on all reports of inspection, reports of audit, General Accounting Office reports, OSI reports, and Congressional inquires.

G. Act as the European GEEIA Region focal point for AFLC directed programs such as LPMS, Cost Reduction, etc., develop local procedures to implement and supplement HQ GEEIA directed management systems; develop and maintain standards as directed by HQ GEEIA.

H. Responsible for operational and contingency planning and recurring operational and management analysis throughout the European GEEIA Region.

I. Maintain surveillance of host-tenant support agreements of all European GEEIA Region components and act as a focal point for tenant support by the host.

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II. Key Personnel:

Lt Col Walter L. Sheppard, Jr., Chief, Plans & Management Office

III. Plans and Management Office Activities:

A. Accomplishments:

1. A total of eight Command and Control Inspections of subordinate region activities were conducted in accordance with European GEEIA Region Regulation 11-1. This regulation was revised on 4 February 1969 to refine procedures and clarify applicable terms. The following inspections were conducted:

a. Detachment #7 - 29 Jul 68

b. 2874th GEEIA Sq - 19-21 Nov 68

c. Detachment #7 - 18 Dec 68

d. 2879th GEEIA Sq - 16-19 Dec 68

e. 2874th GEEIA Sq - 11-13 Feb 69

f. 2879th GEEIA Sq - 10-13 Mar 69

g. Detachment #6 - 19 Mar 69

h. 2874th GEEIA Sq - 14-16May 69

2. During the period 12-30 August 1968 a team of sixteen personnel from the Office of the Inspector General, HQ GEEIA, Griffiss AFB, New York, conducted an Annual General Inspection (CY-68) of European GEEIA Region under the provisions of AFR 123-1.

a. The team inspected the 2879th GEEIA Squadron from 11 to 16 August, the 2874th GEEIA Squadron from 16 to 23 August and the Region Headquarters from 23 to 31 August 1968.

b. A formal report of the inspection was received on 16 September 1968 from HQ GEEIA. The report noted 23 items at the Region Headquarters, 16 items at the 2874th GEEIA Squadron and 16 items at the 2879th GEEIA Squadron. All noted discrepancies were corrected.

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3. The first major revision of the GEEIA Workload Management Sub-system of the GEEIA Management System (GEMS) was completed during the month of July 1968. These changes included the new GEEIA Form 104-8 (GEEIA Workload Status) which was an adaption of a computer output from designed by this office and submitted to Headquarters GEEIA during the December 1967 GEMS workshop. This daily status sheet along with the various new and improved output products has greatly improved the system by providing Region programmers with locally produced, up-to-date status of all changes to the programs and projects under their control.

4. During the past fiscal year, one of the most outstanding accomplishments eminating from this office was the reduction of workload identification/work unti control number errors entering the Manhour Accounting Sub-system of GEMS. In July and August 1968, region manhour reports reflected an excess of 21,000 manhours reported in error. Command interest was placed on this problem and a process of retraining and close monitoring by Squadron and Region monitors has effectively reduced this to a rate of less than 1,000 manhours per month. With continued emphasis, this downward trend should result in an exceptionally low error rate within the Region.

5. In a further effort to reduce erroneous data entering the Manhour Accounting Sub-system, the Plans and Management Office developed and published a manhour accounting phamplet. Work was started on this booklet in February of 1969 and publication and distribution was completed in May of 1969. It's size and contents were designed to provide an easily carried, ready reference to the manhour accounting system action taken codes and other pertinent data normally available only through use of GEEIA Letter 25-1 and Region directives. By providing all Region and

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Squadron personnel with this pocket sized reference to the required data entries for the manhour accounting system it is expected that the European GEEIA Region manhour errors will decrease and provide as near to 100 percent error free reporting as is possible.

6. During the months of April and May 1969 the entire contents of the Commander's Data Summary (CDS) was revised. Prior to this revision the entire book was being published each month. Review of this practice indicated that the majority of changes could be accomplished by pen and ink entries, if the format of data display was changed. This was instituted and as a result only a minimum number of page changes have to be prepared and distributed monthly. This has resulted in a considerable savings in both time and money and we continue to provide the region staff with the information on which they must base many of their managerial decisions.

7. During this fiscal year, this Region realized outstanding results in the DOD Cost Reduction Program. The breakout below outlines our accomplishments by area, goal and amount validated:

AREA	GOAL	AMOUNT VALIDATED	PERCENT OF GOAL
I.a.3 (Secondary Areas)	$ 3,000	$10,100	336.7
I.b.1 (Use of Long Supply, Excess and Surplus Inventory)	$ 2,000	$ 3,800	190.0
III.b.1 (General Management Improvements)	$10,000	$108,900	1,089.0
III.c.1 (Telecommunications Management)	None	$20,200	None
I. a.1 (Major Items of Equipment)	None	$102,700	None

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8. Following is a comparison of the FY 68 and FY 69 fund utilization by expense category. Explanations for the significant changes in dollar amounts are provided in the following sub-paragraphs. Dollar amounts are in thousands.

	FY 68	FY 69
Payroll	$1,777.9	$6,166.2
Travel & Transportation	783.2	817.0
Rent, Communications & Utilities	46.4	84.4
Contracts	164.5	203.7
Military Cash Awards	.5	2.2
Supplies & Equipment	161.5	273.0
Det 7 Operating Costs	3.5	70.9
TOTAL	$2,965.5	$7,617.4

a. Payroll. The increase in payroll cost is a result of the PRIME 69 comcept under which funds are required for military personnel.

b. Travel & Transportation. In FY 68 a requirement existed for an airlift of $28,000 and none in FY 69, however, $73,000 was required for augmentation at the 2874TH GEEIA Sq.

c. Rent, Communications, Utilities. An increased utilization of contract billeting during FY 69 compared to FY 68, where contracts were negotiated to provide billeting at TDY locations where government facilities were not available, accounts for the increase in this area.

d. Contracts. Following is a breakout of contract expense for FY 68 and FY 69:

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Type Work	FY 68	FY 69
Trenching and Backfill	$31,912	$20,123
Crane Rental	5,389	9,099
EF&I	48,839	73,585
CSA's (Spain)	72,296	82,989
Misc (Scaffolding, HHG's Storage, etc)	6,065	17,913
TOTAL	$164,501	$203,709

9. The increase in military cash awards area reflects one large payment made for a suggestion to provide contract billeting at TDY locations were government quarters are not available. In addition, this was a new program in FY 68.

B. No major problem areas were encountered during the period of this report.

C. Organizational & Personnel Changes:

1. There were no organizational changes during this reporting period.

2. The following personnel changes occurred:

a. Lt Col Walter L. Sheppard, Jr., assumed duties as Chief, Plans and Management Office, 1 November 1968, vice Major Joe E. Broadway, Jr.

b. Mr. Robert A. Wormet (GS-13), Chief, Financial Management, was reassigned on permanent change of station orders to Andrews Air Force Base, Maryland, on 4 March 1969. A replacement has not been assigned.

c. Major John H. White, Chief, Management Services, was reassigned on permanent change of station orders to Eglin Air Force Base, Florida on 9 May 1969. A replacement has not been assigned.

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ANNUAL HISTORICAL REPORT

QUALITY ASSURANCE OFFICE

1 July 68 - 30 June 69

I. MISSION: The Quality Assurance Office measures the conformance of European GEEIA Region's engineering, installation and maintenance elements to established standards. It provides GEEIA supervisors and commanders with a management tool for the prevention, detection and correction of deficiencies and undesirable trends; and provides supervisors at all levels a detailed statistical data breakdown of deficiencies, their frequency of occurrence, and indicates problem areas requiring command or supervisory action to correct.

II. KEY PERSONNEL: Major Ralph W. Hansen, Chief, Quality Assurance Office.

III. QUALITY ASSURANCE ANALYSIS STATISTICS:

Number of Region on-site QA inspections:	72
Number of engineered schemes reviewed:	55
Number of special studies performed:	9
Number of GEEIA Forms 76 processed:	176

IV. PERSONNEL ATTRITION: Lost one Major, AFSC 3016, 30 Oct 68. Gained one Major, AFSC 3016, 1 Nov 68. Gained one MSgt, AFSC 30490, 11 Jan 69.

V. GROUND SAFETY: A total of fifteen reportable ground accidents occurred within European GEEIA Region during Fiscal Year 1969. The total cost of these reportable accidents was $81,456.

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III. APPENDIX

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SUPPORTING DOCUMENTS

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ROSTER OF KEY PERSONNEL

Colonel Jack C. Hunter.....Commander

Colonel Charles K. Moran.....Vice Commander

Lt Colonel William Sims.....Chief, Operations Division

Lt Colonel Wilson K. Winbigler.....Chief, Engineering Division

Major John W. Comer.....Chief, Materiel Division

Lt Colonel Walter L. Sheppard.....Chief, Plans and Management

Major Ralph W. Hansen.....Chief, Quality Assurance

Major Joe E. Broadway.....Chief, Personnel & Administration;
Commander, Hq Sq Section

Major Boyd L. Dailey.....Information Officer

Mr James A. Lewis.....Commander, Detachment 6

Lt Colonel Virgil B. Lindsey.....Commander, 2874th Squadron

Lt Colonel Michael Rimm.....Commander, 2879th Squadron

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ASSIGNED SUBORDINATE UNITS

EUROPEAN GEEIA REGION DETACHMENT 6.....Torrejon AB, Spain

2874TH GEEIA SQUADRON .....Ramstein AB, Germany

2879th GEEIA SQUADRON .....Athens, Greece

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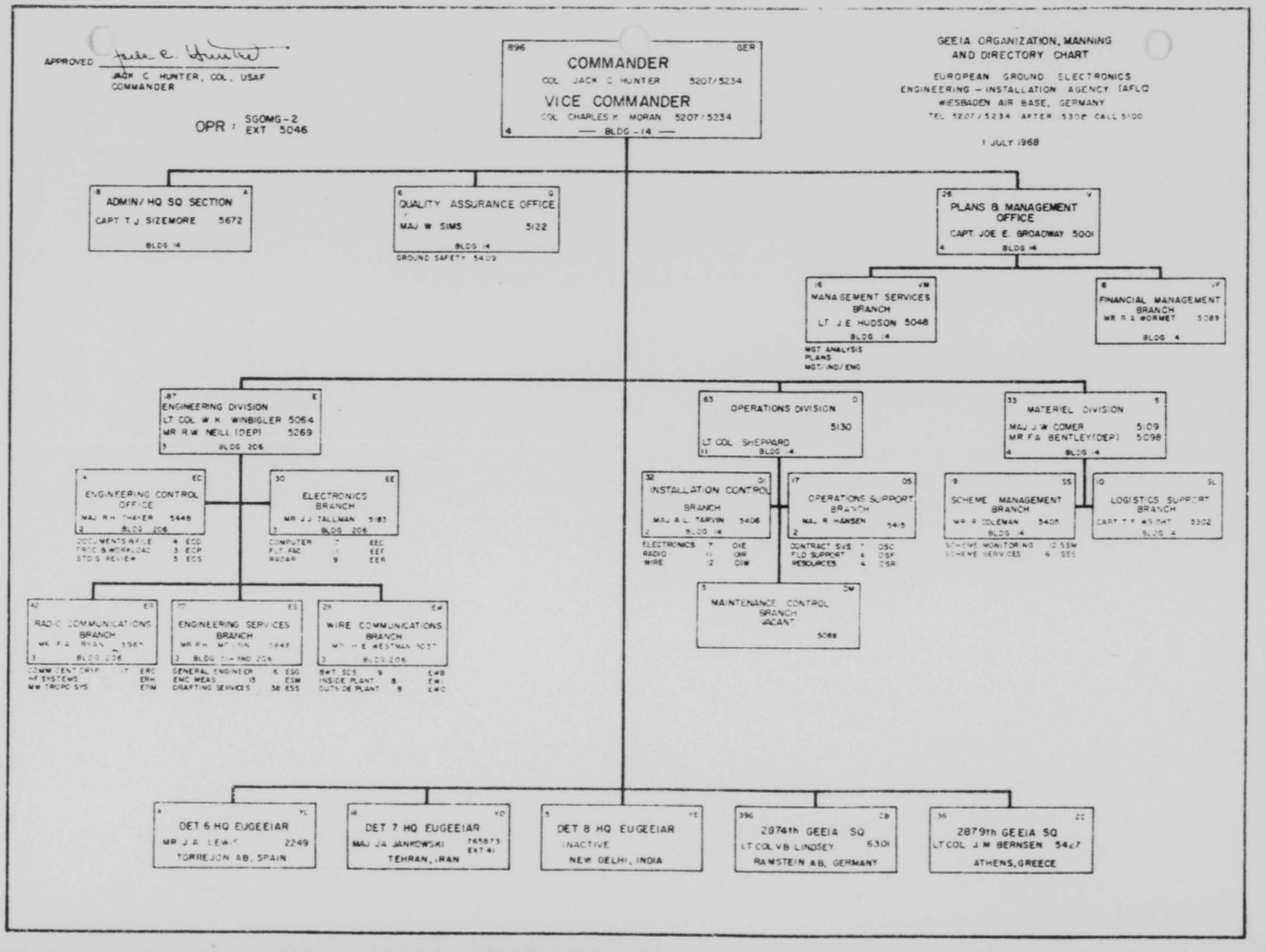

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HISTORICAL REPORT

DETACHMENT 6

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MISSION

Provide the Major Air Commands within its area of responsibility the following services as prescribed in T.O. 31-1-8: Technical advice and assistance in the development of operational requirements, ground C-E concepts and plans, technical advice and engineering assistance in preparation of CEIP's which will consists of: Assist in establishing desired operational data for a system or facility. Select SELF or equipment to meet C-E requirements. Provide cost of SELF or manufacturer's cost. Assist in developing P-300 program cost for construction, power and real estate. Provide P437 program cost estimates for engineering and installing the system or facility. Assist in developing P4X8 Maintenance and Operation and P482 Commercial Service cost estimate. Provide such other engineering advice and assistance as may be required by the Major Air Command to insure a complete and accurate CEIP. Engineer, procure and inspect all wire installation in Spain. Administer CSA requirements for other commands and coordinate directly with Spanish telephone agency (CTNE). Budget for all operations in support of Detachment 6, activities. Perform such other tasks as directed by the Commander, European GEEIA Region (AFLC).

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a. Thirty-six Schemes assigned.

b. Twenty-seven Schemes completed.

c. Twenty Jobs assigned.

d. Fifteen Jobs completed.

e. During the reporting period we accomplished the Base Wire Communications Plan for Moron AB, Sevilla Annex, Zaragoza AB and Torrejon AB. This completed the BWCP Program for all of Spain.

f. We have given technical assistance to operating agencies in the preparation of work statements, CEIPS and CEIP amendments. We have continued to issue Communications Proposals, Communications Service Authorizations and handle all wire installations in Spain.

g. Considerable time was spent in rendering consulting engineering to 16AF and the Contracting Officer on the seven communications contracts between the USAF and CTNE.

h. We completed the installation of AUTOVON at Torrejon, Moron and Sevilla Annex. Cutover into the world wide system was accomplished on 7 June 1969.

i. We completed the installation of in-dial at Torrejon AB. We now have in-dial to the base from Madrid, a city of three million people.

j. We completed the pressurization of the entire Torrejon Base telephone cable plant.

k. We completed the determination of Residual Value for the partial termination of Exhibit "B" to contract 1992. This amounted to approximately $1,500,000.

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a. Six TDY trips was performed.

b. Thirty-one Communication Service Authorizations was issued.

c. Sixteen Communications Proposals was issued.

d. Four hundred pieces of incoming correspondence was processed.

e. Eight-hundred and fifty pieces of miscellaneous correspondence was processed.

f. Two-hundred and eighty pieces of outgoing correspondence was processed.

g. Four hundred and eighty electrical messages was transmitted.

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GER

Colonel HUNTER

Mr. Lewis

3034 Chief, Detachment 6, EURGR

Sgt Garrett*

70250 Administrative Specl

Mr. Ayarra	Miss Vazquez
2826 Elect Engineer	70250 Secretary

*Sgt Garrett departed 7 June 1969 PCS back to the United States

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ROSTER OF PERSONNEL

Detachment 6, European GEKIA Region (AFLC)
APO US Forces 09283

Name	Grade	AFSN	Position	Date Assigned
JAMES A. LEWIS	GS-13	AF1868393	Chief, Detachment 6	4 Oct 1962
JOSE M. AYARRA	T-15	63-1779(ID)	Electronics Eng. (Spanish Rate)	20 Mar 1960
MASO GARRETT	Sgt	AF174433769	Administrative Specialist	20 Jun 1966
M. TERESA VAZQUEZ	EA-4	1,236.776 (ID)	Secretary	6 Oct 1968

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HISTORICAL REPORT

2879TH GEEIA SQUADRON

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ANNUAL HISTORICAL REPORT
1 July 1968-30 June 1969

COMMAND SECTION

I. Mission: Timely and accurate installation of Communications - Electronics equipment as directed by European GEEIA Region.

II. Key Personnel: Lt Col Michael Rimm, Commander.

III. Division Activities:

A. Quality Assurance:

1. Accomplishments:

a. Records to show trends, problem areas, quality workmanship, etc. were implemented and kept on a monthly basis.

b. In April 69 MSgt Young attended a Quality Conference at Hq GEEIA.

2. Major Problem Areas: None.

3. Organizational & Personnel Changes:

a. Organizational Changes: The Quality Assurance Office was changed from the Operations Division to the Command Section on 1 Oct 1968.

b. Key Personnel Changes: Lt Col James M. Bernsen served as Commander 2879th GEEIA Squadron until 15 July 1968. Major Earle F. Hudson served as interim Commander from 15 July 1968 until 15 August 1968. Major Michael Rimm assumed command on that date. Major Rimm was promoted to the grade of Lt Col on 1 February 1969.

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ANNUAL HISTORICAL REPORT
1 July 1968-30 June 1969

OFFICE OF ADMINISTRATION

I. Mission: To provide support for Communications Installations teams in the areas of administration, training, safety, and budget.

II. Key Personnel: Capt Robert W. Hyland, Administrative Services Officer.

III. Division Activities:

1. Accomplishments:

a. During Fiscal Year 1969, this office published 464 travel orders in support of the Squadron mission.

b. An agressive message review program significantly reduced the abuse of priority precedence on outgoing messages. Currently we average four priority messages per month.

c. The FY 69 upgrade percentage was 16.8% well above the HQ CEEIA goal. Also 14 ECI certificates were presented to unit personnel during this 12 month period.

d. In the Safety Area, there were no on-duty personnel injuries during FY 69.

e. The Squadron budget for FY 69 was nearly $1 million dollars. Close monitoring of these funds insured the efficient use of Air Force monies during these increasingly austere times.

2. Major Problem Areas: None.

3. Organizational & Personnel Changes:

a. Organizational Changes: On 1 Sept 1968, the unit training function was assigned to the Office of Administration.

b. Key Personnel Changes: None.

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ANNUAL HISTORICAL REPORT
1 July 1968-30 June 1969

OPERATIONS DIVISION

I. Mission: Timely Installation of Communications - Electronics Workload as directed by Higher Headquarters.

II. Key Personnel:

a. Major Earle F. Hudson - Chief, Operations Division.

b. Capt Frederick C. Beddingfield Jr, Chief, Wire Branch.

c. 1st Lt Joseph Marciano, Chief, Electronics Branch.

III. Division Activities:

A. Wire Branch:

1. Accomplishments: The Wire Branch completed 60 schemes during the period 1 July 68 thru 30 June 69. Fifty seven (57) of these schemes were completed without exceptions. The cable section completed twelve (12) schemes which included four base pressurization schemes. The cable section also installed and spliced in excess of seventy thousand feet of aerial and buried cable. The construction section completed a total of fourteen schemes including two large rhombic antenna farms at Incirlik AB, Turkey. These schemes were completed with exception. The Inside Wire section completed thirty four schemes, two of which were signed with exceptions.

2. Major Problem Areas: The construction section had problems at Samsun Air Station, Turkey while installing SSLV antennas for security service. Anchors that were installed by a local Turkish contractor pulled out of the ground and crumbled because of poor grade cement and installation methods used by BCE and Turkish contractor. Scheme 2271A7LO at Tanagra was put into caretaker status for re-engineering and resupply due to inadequate guying. The Splicing section encountered many problems on scheme 0352A8LO at Balikesir, Turkey. These problems were encountered by lack of engineering coordination with the Turkish Air Force. This was solved by the Air Force spending approximately fifteen thousand dollars for brick and sand that was not needed, to satisfy the Turkish Base Commander. The Inside Plant section installed three schemes for the Turkish Air Force that we could not get signed off because the teletype equipment installed was old, but serviceable. These schemes were at Ankara, Balikesir, and Erhac, Turkey. The teletype crypto section is also experiencing problems getting personnel cleared with SSIR clearances, with eleven personnel assigned only three, or 27%, are SSIR cleared.

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3. Organizational & Personnel Changes:

a. Organizational Changes: The teletype crypto section was transferred from the Electronics Branch to the Wire Branch on 1 January 1969.

b. Key Personnel Changes: Capt Ronald J. Boomer, Chief Wire Branch from 1 July 68 - 24 December 69 returned to the ConUS for release from active duty. Capt Frederick C. Beddingfield replaced him as Chief, Wire Branch.

B. Electronics Branch:

1. Accomplishments: During Fiscal Year 1969 this branch completed 31 schemes and 15 work orders. Nine of those schemes were accomplished by the Teletype/Crypto Section. One scheme for the 486L link between sites 16D and 19 was signed off in March 1969.

2. Major Problem Areas: The only Major Problems encountered were the last two schemes in the 486L system for the link between Sites 16D and 19. These are the last two schemes in the 486L system and, they should be completed during the first month of FY 70.

3. Organizational & Personnel Changes:

a. Organizational Changes: The teletype/crypto section was changed from Wire Branch to Electronics Branch on 3 Oct 1968. It was transferred back to Wire Branch on 1 Jan 1969.

b. Key Personnel Changes: None.

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ANNUAL HISTORICAL REPORT
1 July 1968-30 Jun 1969

SUPPORT DIVISION

I. Mission: To provide timely logistic and vehicle support to all personnel of this organization.

II. Key Personnel: 1st Lt Neal P. Necastro, Chief, Support Division.

III. Division Activities:

1. Accomplishments:

a. The replacement of older model vehicles in Turkey with newer models from Athens eliminated many VDM/VDP problems previously encountered. It also enabled this organization to transfer two crew cabs to Det 7. The problem encountered with TCN assignment was resolved to our satisfaction when Hq TUSLOG directed all TUSLOG installations in Turkey to provide locally assigned TCNs for shipment of GEEIA vehicles and equipment within their geographic areas.

b. All Host Tenant Support Agreements were revalidated in accordance with AFR 11-4.

c. A relocation of physical facilities within the Squadron enabled this division to consolidate all test equipment into one centralized location. A management chart was established listing all test equipment and provides at a glance S/N, Noun, Location and calibration due date.

d. Over 1200 issues requests were processed through Base Supply by the Materiel Control Branch during this fiscal year in support of various schemes, with fill rate of 88%.

2. Major Problem Areas: An inspection write-up by the AFLC Inspector General created a problem in obtaining TA 403 Hand Tools. However, European GEEIA Region inspectors have requested clarification from AFLC and every effort has been made to rectify the situation, including the submission of a related suggestion by this division.

3. Organizational & Personnel Changes:

a. Organizational Changes: A special Projects section was established on 3 Feb 69 to handle the large and ever changing variety of special projects levied upon this division. Included are host tenant support agreements, 490L, 486L, Project Scope Control, Utilization Surveys, Special inventories, one time reports, and other non recurring administrative and organizational requirements.

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b. Key Personnel Changes: Capt Stanley F. Baker, Chief Support Division from 1 July 1968 to 4 November 1968 returned to ConUS for release from active duty. Following his departure, SSgt Roy T. Ragan assumed duties as Chief, Support Division on an interim basis from 4 November 1968 until 31 December 1968. On 31 Dec 68 1st Lt Neal P. Necastro took over duties as Chief Support Division.

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HISTORICAL REPORT

2874TH GEEIA SQUADRON

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2874TH GEEIA SQUADRON
GROUND ELECTRONICS ENGINEERING-INSTALLATION AGENCY
UNITED STATES AIR FORCE
APO NEW YORK 09012

Annual History
1 July 1968 - 30 June 1969

Compiled by:

JOHN G. WILEN, Capt, USAF
Unit Historian

Approved by:

VIRGIL B. LINDSEY, Lt Col, USAF
Commander

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2874TH GEEIA SQUADRON
GROUND ELECTRONICS ENGINEERING-INSTALLATION AGENCY
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Annual History
1 July 1968 - 30 June 1969

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Section I	Mission
Section II	Key personnel
Section III	Squadron Activities
Section IV	General Events
Section V	Organization Chart

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2874TH GEEIA SQUADRON
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SECTION I
MISSION

ANNUAL HISTORY
1 JULY 1968 - 30 JUNE 1969

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2874TH GEEIA SQUADRON
GROUND ELECTRONICS ENGINEERING-INSTALLATION AGENCY
UNITED STATES AIR FORCE
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Annual History
1 July 1968 - 30 June 1969

Mission

The mission of the 2874 GEEIA Squadron is delineated by AFLCR 23-17 and GEEIA Regulation 23-1. The squadron geographical area of responsibility of installation of C-E facilities is defined in European GEEIA Region Regulation 100-1, as supplemented by 2874th GEEIA Squadron Regulation 100-1 as follows:

Pakistan	Malta
Germany	Turkey
France	Balaeric Islands
England	Sardinia
Netherlands	Italy
Spain	Congo
India	North Africa
	Crete

and any other location north of 45° latitude.

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SECTION II
KEY PERSONNEL

ANNUAL HISTORY
1 JULY 1968 - 30 JUNE 1969

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2874TH GEEIA SQUADRON
GROUND ELECTRONICS ENGINEERING-INSTALLATION AGENCY
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Roster of Squadron Key Personnel

Position	Grade and Name
Commander	Lt Col Virgil B. Lindsey
Operations Officer	Maj Charles W. Loney
Chief, Workload Control	Capt Richard F. Chadbourne
Chief, Wire Branch	Capt Charles J. Aiosa
Chief, Electronics Branch	Capt Paul R. Weaver
Chief, Support	CWO Milton Eager
Administrative Officer	Capt John G. Wilen
Chief, Inside Plant	Lt Robert W. Miller
Asst Chief, Electronics	Capt James H. Brown
Chief, Radio/Flt Facilities	Lt Ray T. Foreman
Chief, Outside Plant	Lt William D. Schild

Annual History
1 July 1968 - 30 June 1969

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2874TH GEEIA SQUADRON
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SECTION III
SQUADRON ACTIVITIES

ANNUAL HISTORY
1 JULY 1968 - 30 JUNE 1969

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The 2874th GEEIA Squadron personnel strength for the period of 1 July 1968 to 30 June 1969 was a listed:

	Officers	Airmen	Civilians	Total
Authorized	12	336	41	391
Assigned	11	308	37	356

Officer Personnel Gains

During the past fiscal year the Squadron gained the following officer personnel; Captain Richard F. Chadbourne, Captain James H. Brown, Captain Paul R. Weaver.

Losses

During the year PCS moves of Major Baldwin F. Kulhanek, Major Drew Coleman, Major Ronald B. Youse, Captain Arthur M. Romanat, and the retirement of CWO Robert Pickett.

Special Orders

The Office of Administration published 1835 Special Orders during this period.

Awards

The squadron was presented the "Best news release of the quarter" for the first quarter of fiscal year 1968 - 1969.

Personnel Awards

Bronze star medals were presented to:

Captain Charles J. Aiosa

Captain Paul R. Weaver

SMSgt Otto A. Riesterer

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Commendation medals were presented to:

CMSgt Paul L. Daugherty

CMSgt Richard E. Miller

SMSgt Cecil W. Hurley

MSgt Bobby D. Bibbs

MSgt Etienne A. Markovics

MSgt Curtis McGaffee

MSgt Walter H. Rehling

MSgt Johnny C. Robbins

TSgt Patsy A. Rita

TSgt James S. Wickham

SSgt Clarence E. Barnes

SSgt William R. Butler

SSgt John T. Cullinan

SSgt Sam Freeman Jr

SSgt Joel Fried

SSgt Laddie B. Frye

Sgt Ronald Vaughn

A1C Ronald Crum

Airman Promotions

The Squadron received the following promotion quotas during the period 1 July 1968 through 30 June 1969:

CMSgt	SMSgt	MSgt	TSgt	SSgt	Sgt	A1C
0	1	2	4	28	64	4

NCO and Airmen of the Quarter

The following airmen were selected as Squadron NCO and Airmen of the Quarter for periods indicated:

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Quarters

1	SSgt Jack D. Beaver	and	A1C Kenneth F. Younkin
2.	TSgt Charles S. Kahler III	and	A1C Bruce M. Johnson
3	TSgt James S. Wickham	and	A1C James M. Fleming
4	Sgt Russell A. Davis	and	A1C Dale D. Schelb

NCO of the Year - SSgt Jack D. Beaver was selected as NCO of the Year for 1968.

Airman of the Year

The 2874th selected A1C Dale D. Schelb as Airman of the Year.

SAFETY

A. GOV Accidents

Reportable	Non-Reportable
4	6
Cost $2,418	Cost $108

POV Accidents

Reportable	Non-Reportable
4	11

Personal Injuries

Reportable	Non-Reportable
8	22
Cost $8,300	Cost $308

AF Property Damage Accidents

Reportable	Non-Reportable
0	3
Cost $0.00	Cost $53

B. Accident Prevention Program:

1. Safety inspections are being performed in the field as well as in station making each person constantly aware of the interest in safe job performance. During the period 1 July 1968 - 30 June 1969, 13 Safety inspections of job sites were performed by the Squadron Safety Technician.

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2. Everyone is informed of each accident or injury and how they occurred so that the mistake will not be repeated.

3. All on-duty first-aid injuries and On-duty property damage accidents resulting in less that $100 damage must be reported on AF Form 711 and 711a to the Squadron Ground Safety Officer. All supervisors and OICs are subsequently required to indorse the Form 711a to the Squadron Commander for review, stating what corrective action has been taken to prevent recurrence.

4. The current PMV control program has enabled the squadron to effectively indoctrinate all personnel on safety hazards and maintain control of poor drivers.

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2874TH GEEIA SQUADRON
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SECTION IV
GENERAL EVENTS

ANNUAL HISTORY
1 JULY 1968 - 30 JUNE 1969

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The following is a recap of significant event concerning the subject programs for the Electronics Section.

a. Bamboo Tree:

(1) 20 January 1969 - Began phase out of contractor personnel and started training program for eventual GEEIA take-over of maintenance support of bamboo tree sites.

(2) 23 Jule 1969 - Accepted responsibility for all maintenance support sites.

(3) May & June - Completed 3 IRANs of bomboo tree euqipments.

b. AN/GPA-73:

(1) 17 Feb 1969 - Using augmentees - began first Pre-Iran on AN/GPA-73 equipments. Pre-Iran was completed 17 March 1969.

(2) As of 30 June 1969 - Had completed Pre-Irans at 3 sites Boerfink, Wasserkuppe and Dobraberg.

The following is a recap of significant event concerning the subject programs for the Wire Section.

a. Croughton, England:

(1) This installation provided three Rotatable Log Periodic Antennas, AN/FRA-88 and five Omnidirectional Antennas, Granger 794-20 for use with G/A/G 495L System Equipment. MSgt Gale was Team Chief.

b. Peshawar, Pakistan:

(1) On this classified project, MSgt Jenkins and three teams removed 2 ea. 250 ft. Self-Supporting Towers, and various classified antennas totalling over 700, 000 lbs. of steel. This scheme was completed ahead of schedule and all team members received Zero Defect Awards.

c. Mildenhall, England:

(1) Sgt Davis and his team received the GEEIA Certificate of Merit Award from Brig. General Nickols for their installation of 1 ea. 237-A/1A LP Antenna for Silk Purse (flying command post of Europe).

d. Geiblstadt, Germany:

(1) A classified project where 20 ea. 1098 Antennas were removed and 1 ea. EB-19 dissembled to be used elsewhere in Germany. MSgt McGaffee was Team Chief.

e. Maron, Spain:

(1) MSgt Ramirez and his team installed CE Schemes 2165A5L0 and 2167A5L0 in Maron, Spain which provided seven omnidirectional Granger

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Model 794-20 Monocones and 3 Trylon Model 630 Rotatable Log Periodic Antennas and 48, 000 ft. of Andrew Type LJ7-50 Pressurized Transmission Lines. This job was completed ahead of schedule and without problems or accidents. MSgt Ramirez and his team members received ZD Awards for this installation.

f. Rhein-Main, Germany:

(1) From July 1968 through January 1969, a 10 man team accomplished the pressurization of the entire outside plant cable system. This included the installation of a 5000 SCF, Puregas Air Dryer and alarm panel. Over 10, 000 man-hours were expended in providing the operation agency with a more reliable communications system. During November the team also accomplished a cable expansion, providing service for the Univac 1050 II Computer.

g. Wheelus, Libya:

(1) From July 1968 to March 1969, a 8 man splicing team accomplished the pressurization of the base cable plant. Numerous difficulties, such as outdated PIP drawings and a deteriorated cable plant, prolonged this installation, but it was completed without exception. This team was also tasked with providing emergency technical assistance when a 600 pair cable became wet and caused a service outage to the hospital and base command post. The team responded in an outstanding manner, restoring service in minimum time. During May 1969 a splicing team installed a new 200 pair cable to the Comm Center and was completed without exception.

h. Ramstein, Germany:

(1) During November and December of 1968, a 5 man team completed a cable rehabilitation scheme. This scheme provided for the replacement of a 600 pair and 200 pair cable. They had been previously identified as having pressure leaks between manholes. The 200 pair provided service to the hospital and required a working section cable throw to prevent interference to normal service. The 600 pair serviced the base control tower and involved numerous critical circuits. During May 1969, a cable expansion was completed, which provided additional pairs for the CEPO and the renovated Data Automation Building.

i. Hahn-Spangdahlem, Germany:

(1) During April 1969 through June 1969, cable pressurization schemes were started and have progressed to over 65% completion. Over 10, 000 manhours will be required to complete these jobs. Two cable expansion schemes were completed at Hahn. They provided over 5, 000 ft. of PIC cable, ranging in size from 25 to 200 pairs.

j. Hahn-Bitburg-Ramstein, Germany:

(1) During April and May of 1969, over 20, 000 ft. of cable was buried, and ranged in size from 25 to 600 pairs. The cable was installed to re-route existing service around the constructions of new high speed taxiways and parking ramps. These were Lab Use projects in support of the USAFE Aircraft Survivability Plan. All schemes were completed on schedule

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and received outstanding comments from Base Officials.

k. Wiesbaden-Feucht-Berlin, Germany; Aviano, Italy; Lakenheath, England:

(1) These locations were the scene of numerous manhour expenditures in accomplishing the installations of over 40, 000 ft. of metro cable.

l. Other Splicing Projects:

(1) Through the year, the splicing section has responded to calls for emergency technical assistance at Moron, Spain; San Vito, Italy; Wasserkuppe and Darmstadt, Germany. Service was restored at all locations in minimum time, and in a competant and outstanding manner.

(2) This section has had two new items of equipment added to our inventory. The Murphy Silent Buzzer Transmitter and Receiver was added to provide a tone source during working section cable throws. Two new self-contained utility trailers incorporating, generator, water pump and compressure were received and are presently deployed to Hahn and Spangdahlem, Germany. They are aiding the cable pressurization effort at these locations.

m. Inside Plant Projects:

(1) CE Scheme 0602T9L0 at High Wycombe, England was completed on 16 July 1969. Team Chief was SSgt Schrank and one other technician. This consisted of relocation of Narrow Band equipment. ISD was 7 July 1969.

(2) CE Scheme 0086A8L0 at Martlesham-Heath, England was completed on 27 May 1969. Team Chief was SSgt Willumsen and 4 technicians. Installation consisted of relocating station technical control facility, wiring and conditioning of associated circuits and installation and conditioning of AUTOVON (490L) Cut II circuits to be associated with the AUTOVON Switching Center and newly relocated Tech Control Facility. Installation began on 15 April 1969.

(3) CE Scheme 0396A8L0 at Humosa, Spain was completed on 8 July 1969. Team Chief was MSgt Okulski and 4 technicians. Installation consisted of a complete reconfiguring of present station technical control facility and associated circuits and installation and conditioning of AUTOVON (490L) Cut II circuits, associated with the AUTOVON Switching Center to be activated upon Cut II.

(4) AUTOVON (490L) testing throughout Europe and Africa. Testing of PBX and 4 wire subscriber equipment was begun in October 1968, with the initial test site being Lindsey AS, Germany and one test team then expanding in January 1969 to sites in England, Spain, Libya, Italy, Holland, Greece and Crete and 6 test teams. In order to accomplish this task it was necessary to augment this organization with personnel of the Western, Central and Eastern GEEIA Regions. At the peak of testing, augmentee strength reached 35. This effort was concluded in April 1969, the last site being South Ruislip, England. Just prior to completion of testing, it was discovered that equipment Modification was required and that it would be necessary to retest after accomplishing the modification. This effort was begun in April 1969. Throughout Europe this task has been accomplished, the only area of exception being Turkey, where modifications and testing is presently being done. ECD for this project has been set for August 1969.

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(5) Autosevocom. A total of 25 Autosevocom schemes were installed throughout Europe from a period of 6 January 1969 to July 1969. Seven Narrow Band and eighteen Wide Band installations were accomplished. This provided secure voice communications throughout USAFE Command.

(6) CE Schemes 0557R9LO, 0558A9LO, 0556R9LO and 0559A9LO. This emergency project consisted of the removal of telephone equipment at Instanbuhl and installations of telephone equipment at Ankara, Turkey. This project started on 9 June 1969 and was completed on 23 June 1969, seven days prior to mandatory completion date. Team Chief was TSgt Pruitt and 15 Inside Plant personnel.

(7) Project "Strawhat" is presently in progress at Security Service Communications Centers at Chicksands, England; Frankfurt, Darmstadt, Germany. This project started in April 1969 and estimated completion is 30 September 1969. This is being performed by 2874 GKEIA personnel and augmentees from the ZI. The installations will provide a high speed secure data communications capability with automatic error correction at these locations.

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2874TH GEEIA SQUADRON
GROUND ELECTRONICS ENGINEERING-INSTALLATION AGENCY
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SECTION V
ORGANIZATION CHART

ANNUAL HISTORY
1 JULY 1968 - 30 JUNE 1969

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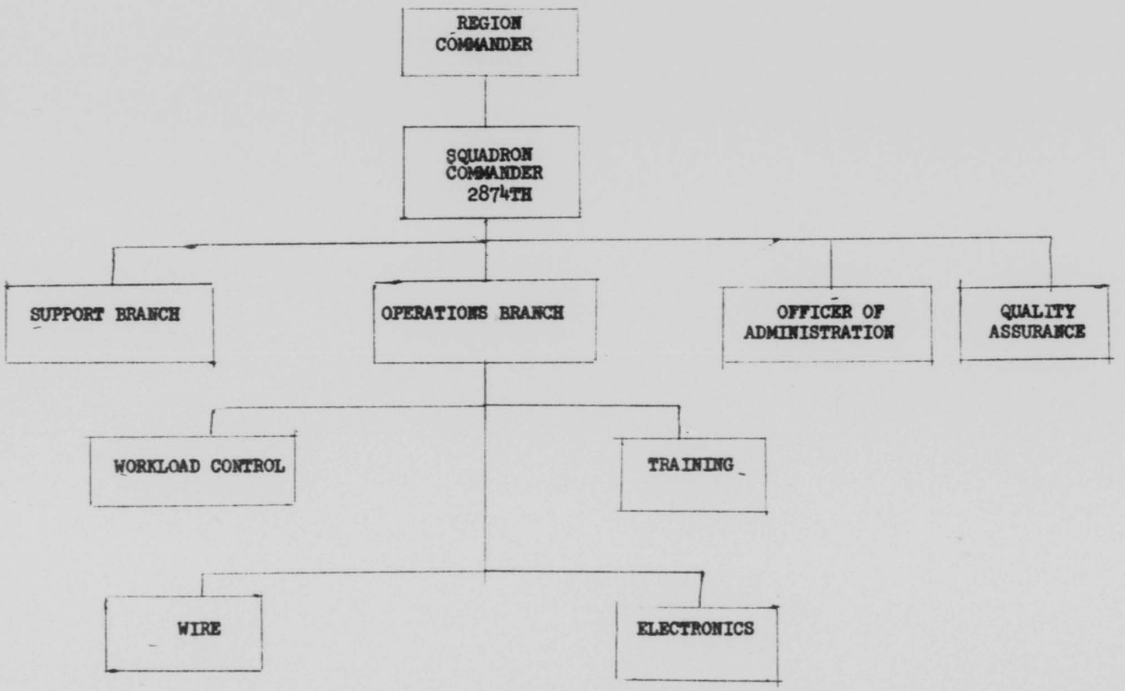

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GEEIA

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IRIS WORKSHEET

006 OLD REEL NUMBER

016 CALL NUMBER (30AN)
K215.53-2

005 IRIS NUMBER (10AN)
00917067

026 OLD ACCESSION NUMBER (12AN)

018 MICROFILM REEL/FRAME NUMBER
00444396Z 000829

SECURITY WARNING/ADMIN MARKINGS

RD FR CN SA WI NF PV FO FS

ORAL HISTORY CAVEAT
01 02 03 04

NO CONTRACT PROPRIETARY INFO

THIS DOCUMENT CONTAINS NATO _____ INFO

501 DOCUMENT SECURITY

501 U

DOWNGRADING INSTRUCTIONS

DECLASSIFY ON

REVIEW ON

CLASSIFICATION AND DOWNGRADING INSTRUCTIONS FOR

502 _____ / _____ / _____
TITLE ABSTRACT LISTINGS

028
REF _____ DEST DUP OF _____
INSERT TO _____ DUP OF _____

027 NUMBER IN AUDIO REEL SERIES1

CATALOGING RECORD

MAIN ENTRY (Use one) (150AN)

100 - PERSONAL NAME 109 - ISSUING AGENCY 129 - TITLE AS MAIN ENTRY

Ground Electronics Engineering Installation Agency

TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (150AN)

220 History of Pacific GEEIA Region and SEA Monogram

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FINAL HISTORY

PACIFIC GEEIA REGION

GROUND ELECTRONICS ENGINEERING-INSTALLATION AGENCY

AIR FORCE LOGISTICS COMMAND

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PREFACE

This final history of Headquarters, Pacific Region, Ground Electronics Engineering-Installation Agency (Pac GEEIA Rgn), deals primarily with the activities and accomplishments of this headquarters in administering the GEEIA mission and resources throughout the Pacific Theater. Unlike previous repor , this history does not follow the regulation set dates of reporting periods, however, it is designed to provide for continuity from past to future.

Normally, this report would cover 1 July 1969 through 30 June 1970 (fiscal year 1970). For two reasons, the time covered is 1 January 1969 through 31 March 1970; (1) the merger of GEEIA with the Air Force Communications Service (AFCS) on 1 April 1970 and more specifically this region with the Pacific Communications Area; and, (2) integration of the final Southeast Asia (SEA) monograph data into this report.

This, as any other history, has been pr pared based upon documentation made available to the historian. Therefore, it is subject to change, additions or deletions, based on any documentation which may at any time in the future be provided to proper authority. (Chief, US Air Force Historical Archives, (AFCHO), Air University, Maxwell AFB, Alabama).

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SEA ACTIVITIES

With exception of some highly classified reports, available at the Air University, Corona Harvest Office, through special reporting procedures, there has never been a historical report or monograph which ever begins to tell the full story of the effect of Pacific GEEIA Region on the conflict in Southeast Asia. Efforts of Historians in the AFLC/GEEIA complex during the years have been restricted to sanitation, as well as other policies which have prohibited the use of documentation which is required in order to make the organization's historical lineage what it should have been. Therefore, researchers desiring to find the in--depth, true value of Pacific GEEIA Region accomplishments are advised to contact the Corona Harvest Office at the Air University, Maxwell AFB, Alabama.

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CHAPTER I

MISSION AND ORGANIZATION

During the period 1 July 1969 through 31 March 1970, the mission of the headquarters for the Ground Electronics Engineering Installation Agency's Pacific Region, Wheeler AFB, Hawaii, continued to be as outlined in AFLC Regulation 23-17.

Basically: Planning, programming, engineering, supply, coordination, installation, testing and inspection of all activities necessary to make the Air Force Communications-Electronics-Meteorological networks, a reality instead of plans.

The area of responsibility for the Pacific GEEIA Region had previously been the largest one in the command, seconded by the European Region which extended through the Middle East. It is felt that the Pacific Region may still be the largest, however, the Eastern Region assumed the area of the European Region in late 1969. Since the Eastern's new area has not been computed (which by necessity includes the entire Atlantic Ocean) the Pacific Region can at this time only claim to possibly continue to be the largest wing-level organization, geographically, in the Air Force.

COMMAND ORGANIZATION

CURRENT

The Headquarters for Pac GEEIA Region continued to be located at Wheeler AFB, Hawaii. There were no significant changes effected in the Command structure from 1 July 1969 to 31 March 1970.

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The Region's Detachment 4, operating at Hickam AFB, Hawaii, remained intact, as did the 483rd Squadron, Korat RTAFB, Thailand; 485th Squadron at Cam Ranh Bay, RVN; 2875th Squadron, Tachikawa AB, Japan, with it's Det 2 at Kadena AB, Okinawa; 2876th Squadron, Clark AB, Philippines; and the Operating Location (GEPE-1), Tan Son Nhut, RVN.

It must be noted at this time, that in the previous history under Chapter I, "Organization Modifications", it was stated that there had been no significant changes in the organizational structure during the period 1 July 1968 through 30 June 1969. However, in fact, on July 1, 1968, the Pacific Region's Detachment 6, Seoul, Korea, had been deactivated.

The only goal which has not been realized by the Pacific GEEIA Region was the consolidation of all the Region headquarters activities under one roof. Since moving the headquarters to Wheeler AFB, the Engineering Division has been located in obsolete, fire department condemned facilities, which defy safety and security demands. The facilities are located on a major highway outside the perimeter of any fenced military installation. Efforts to obtain facilities at Hickam AFB or Wheeler AFB where the entire headquarters could considerably more economically function, have been futile.

Region officials have observed and reported that several hundred thousand tax dollars have been needlessly expended through this separation of activities. When considering the coming merger of GEEIA and AFCS, this needless waste of monies and resources in general, will increase three-fold from 1 April 1970 through 1 June 1970 and

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will remain as such unless a complete merger of these activities concerned can be effected. In other words, the merger of GEEIA and AFCS is designed to achieve maximum resource savings combined with mission effectiveness.[2] In order to fully achieve this, facilities must be made available for an internal consolidation of these activities on one installation.

REVIEW

It is customarily expected at this point that historians, when preparing the final account of an organization's activities, will go to great length to provide extensive background on that organizations entire existence. This, some historians do, in their interpretation of "providing continuity."

It will be noted in this section that the normal format of providing annual coverage to how the unit was organized has been followed in simplicity, with the repetitious details provided either in other documents referred to in the footnotes or in attachments to this report.

Pacific GEEIA Region was activated on 29 October 1958. During its eleven and one half years existence, it has occupied headquarters facilities in Japan and Hawaii. The region has gone from the bottom of the heap in recognized management practices and overall accomplishments to the top.[3]

For approximately four years, until 2 July 1962, the Region headquarters was at Fuchu Air Station in Japan. At that time, based on command and control and economic proposals, the headquarters was

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relocated at Wheeler AFB, Hawaii. Since its move to Hawaii, in the face of the most rapid time of change in the Air Force's history, Pacific GEEIA Region has become, in its own line of business, a legend in its own time.

This is based on a management performance system and a method of computing accomplishments - accomplishments tied directly to what was required and the time period in which these requirements were met.

Most changes in the functional organization of the Region which have been made since its conception, have been based supposedly on the better management which was to be realized. Except for such numerous changes, the only other changes in the organization have been to, basically, add two squadrons in Southeast Asia.[4]

In April 1966, the 485th GEEIA Squadron was activated at Cam Ranh Bay AB, RVN. The following month the 483rd Squadron was activated at Korat RTAFB, Thailand. These units were provided to meet the increased workload, as stated in previous reports, in South Vietnam. Their need was also required by activities in other areas of operation of Southeast Asia, which, until early 1970, had not been made public by the Department of Defense.

As has been stated, one major change has long been needed in the Pacific Region. That is to consolidate the Engineering Division and other Region activities on one installation, relatively under one roof. In view of the AFCS/GEEIA merger, it cannot be over emphasized that this consolidation is necessary. Pacific Communications Area, into which Pacific GEEIA Region will be integrated, is separated over

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the entire island of Oahu.[5] With the merger, the decentralized locations will increase to an extent that only problems in management control can prevail.

PROJECT 703 - The Merger

On 24 July 1969, the Department of Defense directed the Services to develop plans through which dollar and manpower savings could be realized in support of the President's decision to reduce military expenditures for fiscal year 1970. For the Air Force, this meant $1 billion and a world-wide reduction of 77,000 in military and civilian manning.[6]

The Air Force developed its Program/Budget Project 703 through which it identified several ways of attaining its part of the reduction goals. The Project 703 included most of the necessary implementation guidelines.

As a result of these actions, Pacific GEEIA, in fact all of GEEIA, would become a turmoil of rumor infected confusion that would threaten morale and thus mission integrity to the limit. Only tight management control and extremely deeply imbedded esprit de corps were to stave off a highly probable degradation in mission accomplishments. GEEIA forces would not recover from their losses and realignments of the initial phases of the 703 program under AFLC before they would again suffer tremendously from the program through AFCS.[7]

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Project 703 first hit AFLC for 1086 manpower authorizations. The reductions were to be completed by the end of 1969 and equalled $609 million annually, or 60.9 percent of the July announced $1 billion Air Force goal. This large cut was explained by announcing that the impact on the command could not be assessed at that time (Oct 69), however, as the mission support command, the AFLC workload would diminish in direct proportion to the reductions in other U.S. Air Force and DOD activities. While most AFLC units were faced with losing varying numbers of both military and civilians, the Pacific GEEIA Region was told to reduce by 35 military positions.[8]

Following a telephone discussion on 29 October 1969 between Headquarters GEEIA and Pac GEEIA Region officials, GEEIA told Pacific Region on 30 October that no reclama was in order.[9]

However, the Region could realign bar line items so long as any such adjustments balanced by individual types, i.e., officers, airmen and civilian. When the bar line adjustments had been made, Pacific Region had effected its reduction requirement with little affect on actual assigned manpower and mission requirements.[10]

However, before all this data could be fully distributed to all concerned, the Pacific GEEIA Region Commander received additional reduction guidelines from Headquarters GEEIA. An additional 36 military and 45 civilian positions at the Region headquarters level had to be effected by March 31, 1970. Those reductions had been developed by Headquarters U.S. Air Force and were supposed to represent

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a 15 percent reduction of headquarters units by category (officers, airmen and civilian) at each base. The Pacific Region reductions were to be in the Engineers/Engineering Technician authorizations. It was directed that every effort be made to effect the reductions in non-direct, non-supervisory AFSC authorizations.[11]

The main problem faced by Pacific Region on this 15 percent reduction, which was equal to 72 of the authorized positions, was that headquarters wanted 81, or 17 percent of the Regions resources cut. In replying to the higher headquarters and identifying the 81 positions, the Pacific GEEIA Region Commander stipulated that the levy was over the Air Force directed percentage. He provided 81 positions, with nine of them reflected to be retained if only 72 actually were required to be cut. Higher headquarters accepted the 81 positions.[12]

Just before Pacific GEEIA Region officials began wrestling with meeting the requirements of the above items in the 703 program, the Air Force Communications Service began notifying its subordinate units to make preparations for a coming merger of GEEIA out of AFLC into AFCS. The merger would bring about reductions in manpower, resources, operating funds, and most specifically, a loss of highly experienced men who had been educated and oriented in GEEIA and AFCS activities.[13]

The reorganization of AFCS upon obtaining the GEEIA functions would result in key officers and NCOs being reassigned to other Air Force activities just prior to and during the most critical time periods of the merger. Some of those key personnel would literally quit as a

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result of misguidance, misinformation and an uncongenial amount of utter confusion.[14]

Limited information filtered out during late 1969 and early 1970 concerning the merger. Classified guidance had been issued through AFCS channels which was subsequently declassified in conjunction with the DOD announcement of the merger on 6 March 1970.[15]

On 1 April 1970, GEEIA was to become a part of the Air Force Communications Service. Further breakdown showed that on 1 May 1970, the Pacific GEEIA Region would be deactivated and its functions and most of its personnel would be absorbed into the Pac Comm Area. The consolidation is in efforts to achieve maximum resource savings combined with mission effectiveness. The merger was seen as an opportunity to streamline the management of the Air Force's entire Communications Electronics effort to provide more effective service for the future. This could be realized because of the similarity of skills available in the two organizations. Consolidation of the two organizations was to result in a reduction of some 2100 manpower slots, to include reductions in base support elements. The merger was to save $14 million annually.[16]

One step was to be taken after the merger date which would result in monetary and personnel savings as well as to enormously increase management control. A study conducted prior to the announcement of the merger showed that management effectiveness was being degraded at AFCS headquarters, Scott AFB, Ill, because that headquarters function was widely separated over the base making coordination of even routine

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efforts a major, and costly problem. Relocating AFCS to Richards-Gebaur AFB, Mo., where they could be internally consolidated under one roof, was seen as one of the most important areas of savings and improvement in connection with the merger.[17]

At Wheeler AFB, Pacific Communications Area and Pacific GEEIA Region would continue to seek ways to effect a similar type consolidation. Routine coordination through courier service was taking a minimum of one week. Hand carried projects created drastic safety problems, as well as costing valuable manhours. For an indefinite period, the Engineering activities will continue to be located outside the gates of Hickam AFB. Other former GEEIA functions will remain on Hickam AFB, proper. AFCS/Pac Comm Area Headquarters with its new DCS/E&I will remain at Wheeler, while at the same time some of the Pac Comm Area activities will continue to be dispersed throughout the island. By 1 May 1970 there still would be no definite decision on any of the proposed solutions to this problem.[18]

In early April 1970, the AFCS Programming Plan 1-70, "AFCS and GEEIA Consolidation", 20 March 1970, was made available to key personnel in Pacific GEEIA Region. A summary brochure was sent to all Pacific Region subordinate activities on 6 April 1970. At that time, it was noted that the area of maintenance responsibilities had not been resolved. However, a decision was expected prior to 1 May.[19]

That was not, however, the only decision which was needed by 1 May. Operationally speaking, the merger was progressing rapidly with split timing decisions being made in an effort to maintain

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continuity. However, in the areas of administration, personnel support, and management of personnel resources, the situation continued to deteriorate due to lack of policy guidance from AFCS. Of prime concern was who would work where, effective what date, and what was to be done with those personnel for whom there were no authorizations and those personnel whose tour of duty would be completed during the critical period of the merger.[20]

Though this report is designed to cover GEEIA activities through 31 March 1970, the need to document certain activities for a limited time after that date must be realized. The 20 March 1970 programming plan reflected personnel authorizations for the future organization, down through squadron and detachment level. However, by the last week in April, few people in GEEIA's Pacific operation knew what the situation was. Some knew they had no job, with no idea of what was to become of them, some knew, unofficially - some officially- that they were covered in the new alignment. Most, however, viewed May 1 with uncertain speculation.[21]

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CHAPTER II

THE MANAGEMENT PERFORMANCE SYSTEM

Education, backed up by that invaluable thing, experience, is the key to success.

Colonel Orville K. Reilley, the last Commander of Pacific GEEIA Region, was, like many other people, in and out of Pacific GEEIA Region from Fuchu AS, Japan, to Wheeler AFB, Hawaii, from the time it was conceived until the date it was to be deactivated.

The goal of Pacific Region throughout its life was to be the best in the Air Force -- to achieve 100 percent on-time mission accomplishment. That goal was realized when a job, supposed to have been accomplished/completed by 30 September 1969, was accepted by the customer on 10 November 1969. That made Pacific the first GEEIA Region to clear its books of delinquent accounts in the history of GEEIA. Other regions attained that goal in 1969, however, not until December.[22]

The completion of any job on the part of any GEEIA unit depended on many things, but, when taking an in-depth look at mission accomplishments under the GEEIA Management Performance System (MPS), it became readily apparent that the hang-up most frequently occurred in the area referred to as "Engineering Completions."[23]

The attainment of the up-to-date job completion goal and meeting its Engineering Completions all but put Pacific Region in the number one Management Performance System position in GEEIA at the end of 1969.

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Three months into 1970, Pacific Region had gone from the bottom, after many consecutive months of steady improvement, to the top.[24]

The 1 April 1970 "GEEIA NEWS" carried the lead story: "Pac GEEIA Wins MPS for Grand Finale." The kicker to the article, "Sneaks Past Eastern..." was naturally taken as an insult to the efforts of the Pacific team members. Things were soothed however on 14 and 15 April with congratulatory messages from Headquarters GEEIA and AFCS.[25]

In one of those messages, the GEEIA Commander informed the Pacific Region Commander: "...I can think of no one else who is more deserving...."[26]

By that date, Pacific GEEIA was a part of AFCS and that command's Chief wired the Region Commander: "...I can think of no finer... recognition for the members of your ... team. I am personally aware of the many contributions of Pacific GEEIA Region to the mission in the Pacific and Southeast Asia. Your own unselfish devotion to duty has gained you the respect you so richly deserve and I am proud to have you and Pacific GEEIA as a member of my command...."[27]

When considering the past year's performance, it is readily seen that the other Regions reached their peak (or attained their own satisfaction)long ago. Only the Pacific Region continued to strengthen month after month in the MPS and it is felt that had the organization continued to be active for another year, that the Region would have continued to improve.[28]

These improvements in items rated under the management performance system were made possible only through the strictest implementation of

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management procedures and the employees acceptance of those procedures. It had been a matter of record for several years that Pacific GEEIA Region lacked in engineering capabilities, specifically in that there were not enough engineers to most effectively accomplish engineering requirements without expertise efforts on the part of those assigned. As far back as the establishment of Pac GEEIA Region headquarters in Hawaii, key personnel in the command constantly tried to acquire additional manpower resources in the Engineering field. However, even with an ever increasing workload, the number of authorizations in Engineering, to include their administrative support people, in the Region in 1965 was 275 with many more needed. That is compared to the considerably increased activities brought on by the SEA and Korea situations with various personnel cutbacks resulting in less than 200 authorizations in engineering on 31 March 1970. (194 authorized).[29]

The fact that the regions, other than Pacific, had reached their MPS peak, was noted by Western's commander in August 1969. At that time, the Western Region had won the MPS for the fourth consecutive quarter with an average of approximately 90 percent of the total MPS points possible. The Western Region commander reported "... we're doing the best we can...." While the GEEIA Commander noted the Pacific Region's improvement with: "the point ... is that while improvement has been noted...it has been particularly...where it is called for most...from the bottom."[30]

The following quarter, Central Region won the MPS for the first time, with special note being made again of Pacific's improvement.

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Pacific finished third in FY 2/70, completing third in mission subjects and either winning or being tied for first in all other categories.

It, therefore, was the consistent striving of the Pacific team that resulted in the last MPS trophy going to the Pacific Region in FY 3/70.

STAFF ACTIVITIES

In an effort to enhance clarity and understanding of the differences in engineering, installation, and operations of GEEIA, without lending priority to one over the other, those activities are reported separately rather than making an attempt to overlap areas of responsibility on special subjects as it is felt that to combine them would degrade their individual accomplishments. First however, it is felt appropriate to present a review of Pacific GEEIA Region-wide activities for calendar 1969. This will be followed by the highlights of Headquarters staff activities. The entire historical accounts of staff activities are provided with this report as documentation, along with the historical reports of the Region's four squadrons and its Detachment 4.

Panic workload and special projects highlighted 1969 for Pacific GEEIA Region. Pacer Pick requirements abounded. The Region turned the corner into the new year with 2,628 jobs on the books which looked like this: 111 for 1965 and earlier; 338 for 1966; 704 for 1967; 774 for 1968; and 701 for 1969.

Some problems had been encountered in all phases, but then, that was not unique in Pacific GEEIA Region. Perennial headaches continued

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to plague the Region, such as late SCL indorsements, delays in allied support and cancelled requirements. SCLs took an average of 93 days after dispatch to be indorsed by the Region's customers; 47 percent of the Region's jobs were postponed by allied support delays, of which 20 percent were already 100 percent supplied; $349,173 were lost during the year due to cancelled requirements. That large dollar figure was made up of wasted engineering and installation manhours and IQ contract dollars.

Despite those and other more unique problems, Pacific GEEIA accumulated an impressive list of statistics: First to set 90 foot poles by helicopter; first to complete an AUTODIN DSTE with "blue suiters;" first to construct GCA panels; and first to clear its books of delinquent jobs.

Pac GEEIA expended a total of 877,913 manhours during the year -- 229,596 in engineering and 648,317 in installation and maintenance. That equated to 208 manyears of engineering and 587 manyears of M&I work.

Accomplishments with those manhours were: 860 schemes, 514 job orders and 528 work orders. That amounted to ploughing in, splicing and terminating 4,790 miles of cable; installation of four GCA/MRAPCONs, four TACANs, four Control Towers, approximately 1,000 TTY circuits, 92 HF SSB requirements, 45 UHF/VHF circuits, and 14,600 lines of central office equipment. A new flying training base was completed for the Royal Thailand Air Force at Kamphaeng Saen.

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PERSONNEL

ADMINISTRATION

As in the past years, many changes have occurred during this year affecting the workload within the military personnel function. Following are the major ones affecting this section:

a. The policy on extending and curtailment of overseas tours has changed giving personnel additional latitude to meet their desires and Air Force requirements. As a result of these changes, applications have increased from five to ten a month.

b. Due to a recent change, personnel selected for reassignment now have an option to submit application for retirement (if qualified) within seven days or accept the assignment.

c. The number of Airman Performance Reports processed requiring indorsement by the Commander, Pacific GEEIA Region has increased to thirty per month. The qualitative review of these reports has become a time consuming process.

d. During this period all enlisted personnel were required to complete another AF Form 392 (Airman Assignment Preference Statement). This allowed airmen to name as many as 22 CONUS bases where they would like to go.

e. Officer Effectiveness Reports continued on the same trend as in the past, which required extensive monitoring. Even with the loss of the NCO processing these reports, the Region continued the record of having all reports submitted on time and were without error.

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f. The command interest in citing individuals deserving recognition gained the support of Region personnel and has resulted in a sizeable increase in recommendations processed. One hundred seven recommendations were submitted during this nine month period. All subordinate units have been recommended for the Air Force Outstanding Unit Award. The 485th GEEIA Sq and 483rd GEEIA Sq were awarded the Vietnam Campaign Streamer (Vietnam Air/Ground Offensive Campaign) for service from 22 January 1968 to 7 July 1968.

g. The personnel section was involved with an on-the-job training situation due to loss of a civilian typist and an experienced personnel special actions clerk who were replaced with unskilled school graduates.

h. The Region Training NCO is responsible for monitoring the On-The-Job Training (OJT) and General Military Training (GMT) programs for the Headquarters Section and subordinate units. During the period covered in this report, staff visits were conducted in all of the subordinate units with satisfactory results. Through extensive guidance and support from the units and staff agencies, procedures and quality of training continues to be outstanding. Due to the deletion of the SKT as a criteria for upgrading airmen to the 5 and 7 skill level, stronger emphasis were placed on quality and timely completion of all mandatory Career Development Courses (CDC) by the trainees with outstanding results. This has resulted in reducing the number of personnel in excessive training status to only one for the entire Region. A total of 71 trainees were upgraded in the Hq Sq Section

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during the period covered in this report. All units have completed more than 70% of their General Military Training (GMT) to date.

i. A complete Weighted Airman Promotion System (WAPS) Library has been established within the unit training section Hq Pacific GEEIA Region and at the Dir of Engr. The libraries are equipped with all the necessary publications for all airmen AFSCs in the Hq Sq Section, grades E-4 through E-7. The study reference publications are available day and night for the airmen to prepare themselves for the Promotion Fitness Exam (PFE) and Skill Knowledge Test (SKT) for their promotion cycle.

j. The Training NCO monitors off and on-duty education and management programs for personnel (Mil & Civ) within the Hq Sq and Detachment 4, Pac GEEIA Rgn. A total of 191 personnel (Mil & Civ) completed the following courses and training: Air Force Management 1 & 11, OJT Training Supervisor Courses, Effective Writing, ECI and CDC Courses.

CIVILIAN PERSONNEL

There has been very little change in the civilian population this year. At the beginning of the year we were authorized 271 graded (GS) employees, and assigned 247. July 1, 1969 both were reduced, the authorized to 260 and the assigned to 243. By the end of the year the assigned dropped to 236 while the authorized remained the same. Det 4 started out with 15 authorized and 7 assigned Wageboard employees and closed the year with 6 assigned and authorized. They had 4 graded

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employees authorized and the same amount assigned all year long. 2875th Squadron started with 21 authorized, 18 assigned; dropping down to 18 authorized and 15 assigned. FN-01s (foreign indirect hire) at the 2876th GEEIA Sq also dropped from 26 authorized to 23 and the assigned from 2[illegible] to 21. FN-07s at 2876 started with 169 authorized and 164 assigned to 169 authorized and 168 assigned 1 July, then up to 171 authorized and 170 assigned by the end of the year. From the beginning of the year, an authorization from Hq GEEIA was required in order to fill any vacant position during the complete year. There were 282 Personnel Action Requests (SF 52) processed in 1969. As of 1 May 1970 there were 243 personnel actions processed. The majority of these were due to the merger which required cancellation of positions and establishing positions under DCS/E&I.

ADMINISTRATIVE ACTIVITIES

The Region's Office of Administration focused all efforts on increased efficiency in all areas of administration, in Region Headquarters and subordinate units, during this fiscal year (FY).

The project of updating Region publicatinns continued, with emphasis placed on proper preparation. A thorough review of publication maintenance was accomplished throughout the headquarters. Operational files were surveyed and discrepancies reported to division/staff office chiefs concerned. The results of these surveys were extremely rewarding. The office continued to perform reviews of

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subordinate unit publications during this period. Units were notified in writing, of discrepancies. The overall effectiveness of these reviews is considered to be very helpful to subordinate units in many ways.

The heavy workload in the travel section continued. The section made 950 temporary duty travel reservations, prepared applications for and obtained 97 passports, 285 visas, and published 750 special orders. Workload in the Correspondence Distribution Center decreased slightly.

Unclassified correspondence processed during the nine months covered by this history numbered 300,000 pieces as compared to 444,000 pieces during FY 69. Of the total pieces of unclassified correspondence processed, 45,000 were incoming messages. Classified material also decreased during this period, a total of approximately 2100 were processed. The Region Security Program continued to progress. Quarterly security inspection reports from headquarters staff office and subordinate units indicated progressive improvement in administrative security.

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QUALITY ASSURANCE

The quality assurance program continued to receive command emphasis throughout the period 1 January 1969 through 30 June 1970. Squadron offices were more adequately manned and with the revision of the GEEIA Form 261 squadron personnel were better able to perform their scheme inspections and document their findings. GEEIA manual 74-1 was further revised subsequent to a conference held at Hq GEEIA 19-23 January 1970 which was attended by Major Bush and MSgt McClain. The review of engineering products, which formerly was a region option, was made a mandatory requirement for Region Quality Assurance Offices. During this period 11 quality assurance inspections/staff assistance trips were conducted in the Pacific and SEA areas. Locations, dates and personnel conducting these trips are as follows:

Location	Personnel	Dates
1. Philippines, Vietnam, Taiwan	SMSgt Moore MSgt McClain	24 Jan - 24 Feb 69
2. Philippines, Taiwan	Major Shogren	April 1969
3. Philippines, Japan Okinawa	MSgt McClain MSgt Coleman	13 Jul - 1 Aug 69
4. Vietnam, Thailand	MSgt McClain MSgt Miller	8-30 Aug 1969
5. Philippines, Taiwan	Major Bush MSgt Waters	5-20 Sep 1969

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6. Japan, Korea, Okinawa	CMSgt Moore MSgt Coleman	10 Oct - 2 Nov 1969
7. Vietnam	MSgt McClain	21-30 Nov 1969
8. Taiwan	MSgt McClain	8-13 Dec 1969
9. Johnston Island	MSgt Miller	19-20 Jan 1970
10. Vietnam, Thailand	Major Bush MSgt Miller	4-21 Feb 1970
11. Philippines, Okinawa, Taiwan	CMSgt Moore MSgt Waters	8-31 Mar 1970

A total of 62 installations were inspected of which 5 were rated unsatisfactory. Additionally, trip number 8 above was made solely at the request of USAFSS to determine the adequacy of an Army installed facility in a USAFSS installation. Trip number 9 above was made to assist a PACAF team in the inspection of a TACAN facility. Between staff visits, 128 reviews of new engineering products were accomplished. Seventy products reviewed were returned to the Engineering Division for further action on noted discrepancies. In addition, 8 "old dog" schemes were reviewed for installability. Seven were found to need further engineering attention prior to installation. To qualify as an "old dog" a scheme must have been completed in engineering for not less than 2 years and must not be in the installation phase.

The following personnel changes have taken place during this

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period. As of 1 January 1969 only 2 inspectors were assigned against an authorization of 5 inspectors. On 28 March 1969, SMSgt Rywant departed for the ZI. His replacement as a radio facilities inspector was TSgt Lloyd S. Waters arriving from Vietnam on 17 April 1969. On 10 April 1969, MSgt William S. Coleman, telephone central office inspector, arrived followed by MSgt Richard G. Miller, navigational aids inspector, on 12 June 1969. On 23 June 1969, Major Luther C. Bush, Jr. replaced Major Frank L. Shogren as Chief, Quality Assurance Office. Major Shogren rotated to the ZI. On 1 August 1969, CMSgt Jack E. Moore, outside plant cable and antenna inspector, was transferred from the Region Operations Division to this office thereby completing our manning.

Trends and Analysis

This functional part of quality assurance is designed to pinpoint trends or problem areas which could detract from mission performance. This office performed analyses on AF Form 1146, Engineering Change Request/Authorization; GEEIA Form 57, Scheme Review Checklist; and GEEIA Form 261, Quality Assurance Inspection Checklist. Data from these reviews had been furnished to appropriate divisions within region for necessary action. In several instances, discrepancies noted on GEEIA Forms 57 and 261 have been responsible for solutions with long range benefits to the overall mission of GEEIA.

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Safety

The outstanding safety program initiated during the first half of calendar year 1969 continued through the remainder of the year. At the end of 1969 this region had met all Mission "Safety 70" goals for which we received a trophy from Hq GEEIA. Additionally, the 2876th GEEIA Sq received the outstanding operational squadron safety award and MSgt John Fisher, Det 2, 2875th GEEIA Sq, received the GEEIA individual sefety award. More significantly, the region was nominated for a National Safety Council award for having a positive downard trend in accidents for 3 consecutive years. the CY 69 summary is as follows:

Military Disabling Injuries	9
Civilian Disabling Injuries	0
Govt Motor Vehicle Accidents	3
Private Motor Vehicle Accidents	3
Private Motor Vehicle Injuries	2
Fatalities	0

There were no serious injuries incurred on the job. A permanent partial injury was incurred off duty (cost $[illegible],000) which put the CY 69 accident cost out of proportion. The injury was later determined to be only temporary total but hospital personnel would not change the records to reflect this change. The reduction of cost under this

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one accident would have shown a highly significant cost reduction in accidents over previous years.

The first half of CY 70 showed an increase in accidents over 1969. Through March 1970 there were three Air Force Motor Vehicle accidents, three Military disabling injuries, and two property damage reports.

The Incentive Awards Program was continued through 1969 with the 485 GEEIA Sq retaining the Overall Safety Achievement Award Trophy for the entire year and the 483 GEEIA Sq retaining the "White Elephant" award for the worst safety record for the entire year. Due to the positive psychological effects gained from the "White Elephant" award, it was decided to award this trophy on a quarterly rather than a semiannual basis. Subsequently, for the period ending March 1970, the award went to the Headquarters Squadron, Pacific GEEIA Region.

Safety Training

Safety training continued to receive the same emphasis as it was given in 1968. Traffic safety training was rigidly monitored and all eligible personnel were enrolled in a course held at Hickam AFB. Weekly safety briefings were given to all incoming and outgoing personnel at Region level. All incoming personnel were informed of the Region safety program and briefed on the peculiar

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safety hazards prevalent in Hawaii. This incoming briefing was augmented with newspaper clippings and other articles which graphically pointed out the particualr hazards being briefed. All units also increased their emphasis on incoming safety briefings.

Safety Inspections

Annual safety surveys were performed in all assigned units. Additionally, follow-up surveys were made six months later to insure that all discrepancies noted during the annual inspections were cleared. These surveys and follow-ups pinpointed areas of continuing concern and assisted both the unit and Region commanders in their support of the safety program and the elimination of accident potentials. This single aspect of the safety program was probably most responsible for the excellent safety record of CY 1969. The Region Safety NCO also made two trips to Headquarters GEEIA to coordinate on new equipment purchases and the GEEIA safety program.

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HISTORY
MATERIEL DIVISION
HQ PACIFIC GEEIA REGION
1 JANUARY 1969 - 31 MARCH 1970

1. The mission of the Region Headquarters Materiel Division is essentially to provide for and insure full materiel support to all operational and staff elements of Pacific GEEIA Region. Toward this end, functions of the division have been subdivided into two branches, the Logistics Support Branch and the Scheme Management Branch.

2. During the period of this history, the division was headed by Lt Col Evard L. Mossman (PCS - April 1969), Major Sanford B. Kaiser (PCS - August 1969), and Major Barent C. Dutcher (August 1969 - Present). Significant strides were made in a number of areas, including the management of materiel for Commander's Control Board schemes, vehicle and equipment management, procedural documentation, and improvement of supply-oriented communications at and between all levels. Of particular note was the first Region Materiel Conference, held October 1969. This conference had participation from support officers and NCO's from all units in the region, and resulted in a comprehensive schedule of action items applying to all participants. Further accomplishments of both branches are outlined herewith.

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Logistics Support Branch

3. The Logistics Support Branch has supported the mission of the Pacific GEEIA Region in the following primary areas:

Vehicle and Equipment Management

Depot-Level-Maintenance (DLM) Materiel Management

Special Supply Support

a. Vehicle and Equipment Management.

(1) Management of and surveillance over all vehicles assigned to the Pacific GEEIA Region have composed a large portion of the overall branch workload. By the end of this period, there were approximately 600 vehicles authorized to units within the region.

(a) In early 1969 and continuing until the end of the year, attempts were made to obtain authorization for several types of M-Series vehicles for squadrons in Southeast Asia. These attempts culminated in the authorization of a number of M715 1-1/4 ton personnel carriers and M52 5-ton tractors for the region. Delivery is scheduled for mid-1970.

(b) Since acquisition of the TF1000 medium trencher, a need existed for a tilt-deck trailer on which to transport the trencher. In May 1969, a tilt-deck trailer already in the Air Force inventory was shipped to Det 4, Pacific GEEIA Region for test and evaluation. The test proved the trailer to be unsatisfactory because of inadequate stability, strength, and awkwardness in loading. As a result of the test results and photographic documentation, Hq GEEIA was successful in

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obtaining funds for purchase of the Davis Hustler 12000, a tilt-deck trailer compatible with the TF1000. Twenty of these trailers have been received by units in this region and have been placed in immediate use.

(c) Early 1969 saw completion of the TF1000 trencher track modification, begun in 1968. This modification consisted of replacement of the chassis and tracks on all 1967 model TF1000 trenchers, in order to alleviate track pad breakage previously experienced.

(d) A significant improvement in outside plant capability, was realized during 1969, with the delivery of 26 PM402 low profile line construction trucks. These large vehicles are air transportable in a C-130 and are capable of safely lifting and setting a 90-foot telephone pole. While several small problems have been discovered to date, units in this region have expressed a high degree of approval and praise for the PM402. Recommendations on improvement of the winch capacity and additional safety protection have been forwarded through channels for consideration.

(e) The addition of two rough terrain forklifts to the SEA squadrons during 1969 greatly enhanced the materials handling ability of both squadrons. These vehicles are used extensively both on base and deployed to installation sites. New receipts brought total assets in line with authorizations of one each for the 483d and three each for the 485th.

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(f) Vehicle maintenance and care continued to receive much attention throughout the period. The VDP Control Program established by PGRR 67-5 was instrumental in minimizing delays in vehicle parts receipt and maximizing management information regarding vehicles down for parts. In this area, continuing coordination was effected to insure shipment of one J36 heavy trencher to the PACAF Consolidated Repair Activity at Clark AB. This vehicle will be completely overhauled prior to its return to service in Vietnam.

(g) Budget Project 703 resulted in vehicle authorization changes which greatly affected Pacific GEEIA Region. Previous vehicle reductions were directed primarily toward CONUS GEEIA Regions. As a result, the Pacific GEEIA Region received the bulk of Project 703 reductions levied against GEEIA worldwide. A total of 88 reductions were directed in this region, at a dollar value of $228,907. Initial reductions were limited to six types of vehicles, but quantity-wise almost entirely confined to jeeps and crewcabs, resulting in a degraded mission capability. After extensive coordination with Hq GEEIA, the same quantity of reductions (88) was extended to 15 types of vehicles, at a total dollar value of $321,084. This entailed elimination of open authorizations and reductions of several types of lesser-used vehicles. This proposal was accepted by Hq USAF in March 1970, and the resulting authorization changes and redistributions will continue until mid-1970.

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(2) Equipment.

(a) A new type of underground cable locating device was procured for testing and evaluation during this period. It is the Metrotech P-440, a transistorized state-of-the-art cable locator. As a result of the successful test by the 485th GEEIA Squadron, two additional units were purchased in early 1970. One each was shipped to both the 483d GEEIA Squadron and 2875th GEEIA Squadron to meet urgent requirements.

(b) In mid 1969, a Pow-R-Safe Tool Tester was obtained from the Multi-AMP Corporation of Cranford, New Jersey, for test and evaluation at the 2875th GEEIA Squadron. This device permits complete yet simple tests of the electrical characteristics of hand tools, test equipment, and other electrical items. The result is a safer and more dependable inventory of tools and equipment. The tool tester was obtained on a 30-day loan, at no expense or obligation to the government. An evaluation and recommendations were forwarded to Hq GEEIA in October 1969, and the proposal is now under study at WRAMA.

(c) The GPC-28AF utility trailer was modified during 1969 to be compatible with all types of towing vehicles. Previous to this modification, the height of towing pintle hooks varied between 22 and 36 inches. Because of the change, the GPC-28AF may be towed safely and with stability behind all types of assigned vehicles.

(d) In June 1969, an Electro-Magic Model 1100 portable steam cleaner was procured locally for immediate shipment to the 483d

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GEEIA Squadron for extensive use in the vehicle maintenance program at that squadron. This unit has greatly improved the care and condition of assigned GEEIA vehicles in Thailand.

b. Maintenance Materiel Management.

(1) The 2875th GEEIA Squadron has a prime mission of depot level maintenance support to all areas of this region. In carrying out this function, it has always been necessary to maintain stocks of expendable items for use as on-site IRAN spares. To meet this requirement in an acceptable and accountable manner, mission support kits (MSK's), as authorized by AFM 67-1, were established to support a wide range of CEM end items. Implementation began in November 1969 and continued into January 1970. This method of accountability insures that assets are ordered and kits are maintained in a timely manner, and requires all transactions to be processed through the 1050II Standard Base Level Supply System.

(2) In December 1969, GEEIA directed that AS686 high band TACAN antennas be pre-positioned in SEA, in order to reduce shipping lag time being experienced during navigational aids emergencies. The program was implemented at once, with two antennas destined for the 485th GEEIA Squadron, Cam Ranh Bay AB, and one antenna for the 483d GEEIA Squadron, Korat RTAFB. After receipt and repair of two additional antennas from the CONUS into the region system, assets were shipped to meet these levels. Accountability is being maintained through the supply point concept.

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(3) Maintenance work orders being monitored by the Logistics Support Branch varied in number from as many as 358 down to 153 during this period. During this time actual maintenance delinquencies for materiel were reduced to zero, with continuous emphasis and management action being given to anticipated delinquencies.

(4) During July 1969, the FPN-16 panel production project at the 2875th GEEIA Squadron was completed. During approximately six months, a quantity of 228 panels was produced, using a wide range of unusual and often hard-to-obtain materials. These included special types of rivets, rubber extrusions, urethane insulation, and several air powered hand tools. In spite of numerous delays in receipt of parts from supply sources, all materials were available in time to finish all panels within two weeks of the date forecast seven months earlier.

c. Special Supply Support.

(1) In late 1969, a comprehensive inspection and report was made on the supply discipline and accountability procedures utilized in the region headquarters Engineering Division. As a result of this study, a bench stock established previously in the year was further refined, excess materials were turned in, and the engineering warehouse was completely revamped. This resulted in a more acceptable work environment and greatly improved asset knowledge and accessibility.

(2) Supply support to all segments of the region included both a number of common requirements and some unusual items as well. Local

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procurement was made on many parts for direct scheme support, and in this way work stoppages were repeatedly averted or shortened considerably. Examples of scheme materials bought include capacitors, transistors, epoxy resin, antenna cables, batteries, and aluminum bar stock. Other urgently needed items have included crimping tools, blue line paper for reproduction of PIP drawings, and parts for several critical pieces of equipment, such as the TF1000 trencher and the GPC-28AF utility trailer.

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Scheme Management Branch

4. The Scheme Management Branch provides for the preparation of Bills of Material (BOM's), call out of material, control over the shipments, and receipts of all material associated with major CEM scheme installations. In addition, it provides support for emergency requirements during the installation phase, oversees the final sign off of the installation and the disposition of excess supplies and equipment.

a. Scheme Services Section.

(1) During the period of 1 January 1969 through 31 March 1970, the workload of this section was increased by 24.5% compared to calendar year 1968. The prime reason for this increase is attributed to the large number of Autodin DSTE Bills of Material processed, and their line item counts. During this 15-month period, this section researched and typed an average of 89 schemes consisting of 4,896 line items per month. Even though the workload increased, we were able to reduce the number of GEEIA non-standard items by 2.22%. This was accomplished by thorough research procedures and the addition of more GEEIA standard items to the SFEL - Telephone Material Lists. Only a very slight .57% improvement was made in the receipt of emergency draft BOM's. Out of a total of 1,336 BOM's processed, 234 were emergency requirements.

(2) Many changes occurred during this period, one of the major ones being the loss of the clerk-typist authorization under Project 703.

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It was found that a better, more legible, and less costly product could be reproduced from standard bond paper, so the use of the multigraph GEEIA Form 100 was discontinued. The term BOM number was changed to the more appropriate designation of GEEIA Catalog Number. The number of assigned GEEIA Catalog Numbers increased from approximately 6,800 to 7,318. This increased the contents of the PCAM card tub files considerably. During the month of February 1970, 30,000 old and mutilated catalog number PCAM cards were updated by key punching.

(3) Statistics during this period revealed that the month of May 1969 was the most difficult month for BOM receipts and processing. Of a total of 77 BOM's received, only 44% or 35 BOM's were received and processed with the normal lead time. The month of October 1969 was the most productive month for BOM processing. From a total of 144 BOM's which contained 7,501 line items, only 9.7% or 14 BOM's were emergency or priority.

(4) The following is a breakdown of major statistics in comparison to calendar year 1968:

	1968	1 Jan 69 - 31 Mar 70
Average Number Schemes Per Month	80	89
Average Line Items Per Month	3,896	4,896
Percent Emergency Schemes	18.1	17.5
Percent GEEIA Nonstandard Items	7.3	5.1

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b. Scheme Monitoring Section.

(1) Commander's Control Board. This headquarters recently had a lower number of schemes having material deficiencies on the Commander's Control Board than at any other time on its history. This was due to the intensified management of all schemes reported through the daily Command Control Report. All avenues of procurement were explored, and all requirements were varified with Hq GEEIA weekly by telephone to insure that all personnel concerned have the latest material status for in-progress installations. Since the implementation of the Commander's Control Board, this region has been plagued with excessive work stoppages. The beginning of 1969 saw average percentages of 60% work stoppages for the two Southeast Asia squadrons and 30% for the remaining four squadrons and detachments. Through increased manpower and shortened reaction time, the work stoppage percentage has steadily been reduced. Work stoppage percentages as of the first quarter, 1970, were approximately 7% for Vietnam, 0% for Thailand, Hawaii, Japan, and Korea, and 5% for Okinawa and Philippines.

(2) Cost Reduction. A cost reduction item involving $987,900 in cable savings for this region was approved by Hq GEEIA, but was not approved by AFLC because of time procedural technicalities. This submission (CARE Report Number F694-0874) explained that almost all excess cable of significant quantities resulting from completed and cancelled A and

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B commodity schemes was being returned to assembly points for consolidation, storage, and later distribution to existing requirements, negating the procurement and shipping costs from the CONUS. Although formal approval of this item as a cost reduction was desirable, its very submission, and the facts it presented, showed a most noteworthy improvement in GEEIA's supply support and supply discipline throughout the Pacific area.

(3) Shortage of 45-Foot Telephone Poles. Periodically this region experienced acute shortages of 45-foot poles, as emergency commitments depleted our stocks in several locations. This deficiency was resolved by instructing the teams to cut the excess 95-foot poles in half.

(4) "Old Dog" Schemes. Special emphasis was placed on completing the oldest schemes in the GEEIA system. As a result of intensified management, most of the old dog schemes (assigned in 1966 and earlier) were completed. This includes scheme number 0007A3K0, which was at the time of completion the oldest scheme on record in GEEIA. Considerable correspondence was received from GEEIA customers praising GEEIA's successful accomplishments in the old dog program.

(5) Korat PAFCO Relay (Scheme 1057A6K0). This scheme installed the Bendix "A" MASS and an extremely large quantity of teletypes, tape punches, and radios in the communications building at Korat RTAFB, Thailand. This installation was plagued with numerous problems due to delays in receipt of the peculiar equipment being installed, as well as a lack of adequate air-conditioning in the communications building. However,

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all GEEIA responsibilities were resolved on a timely basis, and the greatest delays were for air-conditioning perfection.

(6) Project Commando Mercury. In December 1969 began an emergency project which required extremely short material lead times and a great amount of personal action to obtain material on time. For the initial 19 schemes, 99.3% of the material was obtained, shipped, and received at the squadrons before the 30-day deadline.

(7) Forward Supply Point Stock (Formerly Known as Disaster Stock). Each squadron and detachment had a pre-positioned stock of CEM cable and hardware items for use in case of emergencies or disasters. In early 1969, the decision was made to transfer the stock to base supply bench stock procedures thus permitting better control by using the UNIVAC 1050II computer. In August 1969, the transfer began and was completed in December 1969. During the transfer, it was learned that the cable would not be included on the bench stock so procedures were started to consolidate the cable at one location, the 2875th GEEIA Squadron, Tachikawa AB, Japan, with the control at the Region headquarters.

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MANAGEMENT SERVICES

The Pacific GEEIA Region Management Performance System reflects that all units continued to improve their over-all performance during this period.

For calendar year 1969, a trophy will be awarded to the unit having the best over-all performance. For the 1969 calendar year, the 2876th GEEIA Squadron, Clark AB, Philippines, had the best over-all performance, therefore winning the first trophy to be awarded by this Region.

There has been considerable improvement in direct manhour utilization. A 79.8% direct labor utilization was noted for this Region during February 1970, exceeding the goal of 72.1% by almost 8%!

The Pacific GEEIA Region was the winner of the GEEIA Management Performance System for the 3rd quarter 1970 with a score of 91.9%.[1]

FINANCIAL MANAGEMENT

The attached[2] represents the FY70 status of funds for Pacific GEEIA Region as of 31 March 1970. Expenses reflected cover the period 1 July 1969 through 31 March 1970 and represent an increase of $196,700 or 4.6% when compared to the same period of time in FY69.

The following highlights those areas where significant changes occurred:

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[1] GEEIA message GEG 142042Z Apr 70.

[2] FY70 Operating Budget Status A/O 31 March 1970 (attached).

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a. Civilian pay increased by $193,000 or 8%. The primary reason for this increase was due to the 6.5% pay increase which was effective 15 July 1969. This increase is more significant than indicated as the civilian strength has actually been decreasing since July 1969. Grade and step increases account for the balance of the increase.

b. Travel expenses actually decreased by $30,500 or 4.2%. This is primarily due to the decrease in workload which resulted in fewer electronic engineers and installers performing TDY.

c. Foreign National hires increased $91,700 or 22.6%. This increase was due to the re-negotiation of the Master Labor Contract in Japan which resulted in a significant pay increase for all Foreign Nationals employed at the 2875th GEEIA Squadron.

d. Supply expenses decreased $39,600 or 7.1%. This decrease was also attributable to the decrease in workload.

e. All other areas remained fairly stable with very little variation.

Hq Pacific GEEIA Region experienced no shortage of funds during the period 1 July 1969 through 31 March 1970. All allocated funds were 100% obligated.

SOUTHEAST ASIA (SEA) MONOGRAPH

The following funds were expended during the period 1 January 1969 through 31 March 1970 in support of SEA:

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TYPE EXPENDITURE	AMOUNT
Civilian Pay	$ 21,800
Travel	529,200
Rental of Equipment	5,900
TELEX (Communications)	9,600
Foreign National Pay	422,300
Contract	57,200
Supplies	574,800
Equipment	2,400

The civilian pay area reflects a significant decrease over the prior year, as the only expense reported in 1969 was for overtime. Other civilian pay costs were computed by Hq GEEIA.

Travel expense reflects a decrease because of the decreased workload in SEA. During 1968, approximately 85% of the total workload for this headquarters was classified as being in support of SEA. During 1969, the workload percentage dropped to 65% for Hq Pacific GEEIA Region and 34% for the 2875th GEEIA Squadron. These percentages were used in calculating the portion of total cost applicable to SEA.

Contract expenditures decreased because of a change in the responsibility for monitoring Indefinite Quantity (IQ) contract funds. Hq GEEIA funded for all IQ contract

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expenditures effective 1 January 1969. Therefore, the only expenditures recorded by Hq Pacific GEEIA Region were in support of non-IQ contract contracts such as crane rentals, trenching and backfill, and travel of contractor personnel.

The above costs were extracted from the Southeast Asia Cost Report, RCS: HAF-C-245, Emergency and Special Programs.

PLANS

The Plans Group, Plans and Management Office, prepared Pacific GEEIA Region Programming Plan 70-1 which attempted to set forth actions to be taken in the event of deactivation, relocation, or redeployment of any Pacific GEEIA Region organization within the Pacific Area. Lack of specific and detailed guidance resulted in the Programming Plan being very general in nature, but at least it fulfilled its primary purpose of informing Pacific GEEIA Region organizations of documents which would be required in the event of any of the three eventualities. A copy of the Programming Plan was furnished CINCPACAF DCS/Communications-Electronics, Directorate of Plans and Programs, Plans Division (DEPL), due to the GEEIA/AF[illegible]erger.

All Pacific GEEIA Region subordinate units' Host-Tenant Agreements are current with the exception of the

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2873th GEEIA Squadron's which is presently being reviewed in the review cycle of their host base. The Hq Pacific GEEIA Region Host-Tenant Agreement with the 6486th Air Base Wing has been extended by mutual agreement with the base, Hq Pacific Communications Area, and this headquarters to 30 April 1970 in view of the merger with AFCS.

Continuing actions were taken throughout the first three quarters of the fiscal year to salvage the Military Construction Program (MCP) line item for construction of the new building between Buildings 104 and 105, Wheeler Air Force Base, to accommodate our Engineering Division. This would consolidate the present Hq Pacific GEEIA Region in one location and, in view of the merger with AFCS, would consolidate the new DCS/Engineering & Installations at Wheeler Air Force Base. It would further effect the removal of the Engineering Division from the sub-standard building on Nimitz Highway (Building 31, Damon Tract). At this point in time, it appears most unlikely that this building will ever be approved, funded, and constructed due to present and anticipated Department of Defense (DOD) budget reductions.

We are continuing our attempts to obtain a definitized list of equipment to be removed or relocated from South-east Asia (SEA). At the present time, CINCPAC, CINCPACAF, COMUSMACV/COMUSMACTHAI have not completely agreed upon

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what communications-electronics-meteorological (CEM) facilities are to remain; however, our Engineering Division has prepared "boiler plate" schemes for those facilities which we believe will be removed/relocated. Until a firm decision is made by the aforementioned commands, we are not in a position to properly anticipate the workload entailed with withdrawal from SEA.

The present Pacific GEEIA Region Wartime Guidance (WG) is current but, with our merger with AFCS, we anticipate it will be incorporated into their WG for the Pacific Area.

USAF SUGGESTION PROGRAM

At the end of the 3rd quarter, FY70, the civilian portion of the program stands at 21.6% participation and the military portion at 19.5% participation. It would still be possible for the civilian program to reach the desired AFLC 30% participation goal, but it appears likely that the military portion would not quite reach this 30% goal. As of 1 May 1970, the formerly Pacific GEEIA Region portion of this program will be transferred to Hq Pacific Communications Area.

COST REDUCTION PROGRAM

As of the end of the 3rd quarter, FY70, this Region has established an enviable record in the program. As of 30 April 1970, even with a second quarter increase in our assigned goal, the Region has exceeded its FY70 goal by

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$158,700 and 143.6% and its FY70-72 goal by $170,100 and 126%. In addition to which we received the Hq GEEIA Certificate of Achievement for being the lead Region in the program for FY 1/70 and 2/70. In addition to the above, an item for $9,800 has been returned to the base auditor in rebuttal to his initial turndown and we have every expectation that it will be locally validated. One other item has been locally validated and when received, will be given to Hq Pacific Communications Area for the AFCS Cost Reduction Program.

ZERO DEFECTS PROGRAM

This program has continued to improve during the first quarter of calendar year 1970, but the final semi-annual tally as of 30 June 1970 will not be submitted since on 1 May this Region falls under the AFCS regulation concerning the program (AFCS Supplement 1, 8 July 1969, to AFR 25-8, Air Force Zero Defects Program). The AFCS program does not have provision for bronze, silver, gold, or group awards. Instead, two awards are made each year--one to the organization and one to the individual contributing most to the Zero Defects Program. However, for the record, this Region has received two Third Gold Awards and several Second Gold Awards and succeeded in acquiring 7 of the 18 Gold Watches awarded by Hq GEEIA for the program.

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FY 70 OPERATING BUDGET STATUS

PAC GEEIA REGION TOTAL - AS OF 31 [illegible] 1970

TARGET: 75.1 %

EE CO	DESCRIPTION	ANNUAL EXPENSE AUTHORITY	ACTUAL EXPENSES TO DATE		% AEA EXPENDED
311	CIV PAY AND BENEFITS	3,514.9	2,599.7		74.0
40X	TRAVEL	956.0	683.2		71.5
421	TRANSP. CIV PCS	29.6	16.3		55.1
46X	SHIPMENT OF HHG	26.6	16.7		62.9
473	EQUIPMENT RENTAL	8.3	6.3		75.0
49X	TELEX, TOLL & POSTAGE CHARGES	13.6	8.407		61.8
51X	FN HIRES	618.560	497.3		80.3
549	PURCH. MAINT OF EQUIP	5.4	3.5		64.8
551	EDUCATION	3.261	1.8		55.2
5	MAINT. OF GEEIA VEHICLES	3.0	1.4		46.7
59	MISC. CONTRACTUAL SERVICES	58.3	33.4		57.3
598	MIL. CASH AWARDS	2.0	1.4		70.0
60Z/61X	SUPPLIES (BP, CP & OTHERS)	645.2	515.0		79.8
623/639	EQUIPMENT	3.5	1.2		34.3
TOTAL	($000)	5,888.221	4,380.607		74.5 %

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FY 70 OPERATING BUDGET STATUS

HQ PAC GEEIA REGION - AS OF 31 March 1970

TARGET: 75.1 %

EE CODE	DESCRIPTION	ANNUAL EXPENSE AUTHORITY	ACTUAL EXPENSES TO DATE		% AEA EXPENDED
311	CIV PAY & BENEFITS	$3,262.5	$2,429.2		74.4
400	TRAVEL	425.0	294.3		69.2
421	TRANSP. CIV PCS	19.6	12.2		62.2
463	SHIPMENT OF HHG	17.4	11.1		63.8
473	EQUIPMENT RENTAL	8.3	6.3		75.9
490	TELEX & TOLL CHARGES	10.0	6.0		60.0
551	EDUCATION	3.261	1.8		55.2
569	MAINT. OF GEEIA VEHICLES	3.0	1.4		46.7
592	CONTRACT (I & E)	58.0	33.3		57.4
598	MIL. CASH AWARDS	1.0	.8		80.0
60X/619	SUPPLIES (BP, CP & OTHERS)	95.0	53.6		56.4
639	EQUIPMENT	1.5	.9		60.0
TOTAL	($000)	$3,904.561	$2,850.9		73.0%

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FY 70 OPERATING BUDGET STATUS

2875TH GEEIA SQ - AS OF 31 March 1970

TARGET: 75.1 %

EE CODE	DESCRIPTION	ANNUAL EXPENSE AUTHORITY	ACTUAL EXPENSES TO DATE		% AEA EXPENDED
311	CIV PAY & BENEFITS	$252.4	$170.5		67.6
40X	TRAVEL	480.0	353.7		73.7
421	TRANSP. CIV PCS	10.0	4.1		41.0
46X	SHIPMENT OF HHG	9.2	5.6		60.9
49X	TELEX, TOLL & POSTAGE CHARGES	3.6	2.407		66.9
51X	FN HIRES	618.560	497.3		80.4
549	PURCH. MAINT OF EQUIP.	5.4	3.5		64.8
592	MISC. CONTRACTUAL SERVICES	.3	.1		33.3
598	MIL. CASH AWARDS	1.0	.6		60.0
60X/61X	SUPPLIES (BP, CP & OTHER)	547.2	459.5		84.0
628	EQUIPMENT	2.0	.3		15.0
TOTAL	($000)	$1,929.660	$1,497.607		77.6 %

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FY 70 OPERATING BUDGET STATUS

MAP -(2875TH GEEIA SQ) - AS OF 31 [illegible] 1970

TARGET: 75.1 %

EE CODE	DESCRIPTION	ANNUAL EXPENSE AUTHORITY	ACTUAL EXPENSES TO DATE		% AEA EXPENDED
311	CIV PAY & BENEFITS				
40X	TRAVEL	$31.0	$35.2		69.0
421	TRANSP. CIV PCS				
46X	SHIPMENT OF HHG				
49X	TELEX, TOLL & POSTAGE CHARGES				
51X	FN HIRES				
549	PURCH. MAINT. OF EQUIP.				
592	MISC. CONTRACTUAL SERVICES				
598	MIL. CASH AWARDS				
60X/61X	SUPPLIES (BP, CP & OTHER)	3.0	1.9		63.3
628	EQUIPMENT				
TOTAL	($000)	$54.0	$37.1		68.7 %

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COMMAND CONTROL ROOM

The Pacific GEEIA Region Command Control Room was established on 12 February 1968 and has been in operation continuously since that date. Initially, only the in-progress job status was displayed utilizing a grease pencil method of posting. Eight additional sliding panels were added in April 1968 for the display of certain management-type data dealing with personnel utilization and maintenance/installation summary information, still utilizing grease pencil posting.

In July 1968, all Control Room status boards were converted to an embossed sign method of display, utilizing embosograf equipment and VELCRO pile fabric and hook tapes. Most of the conversion was accomplished during weekends and nights, thereby causing no disruption to the normal briefing schedules and no degradation of the data that was displayed.

Command Control Room standup briefings are conducted daily at 1500 hours. Section chiefs and program managers, in addition to other key staff personnel attend the daily briefings which are conducted by the Chief, Operations Division, and the Command Control Room staff. All problems affecting delinquent and delayed jobs are discussed in detail along with actions required to eliminate delaying factors. The Pacific GEEIA Region Commander or Vice Commander is usually present at these briefings.

On 28 February 1969, Hq GEEIA published GEEIA Regulation 55-1 entitled, "GEEIA Command Control Room Operations". This much-needed directive consolidated all previously issued instructions on Control Room operation and reporting procedures. Pacific GEEIA Region subsequently published our

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supplement to the GEEIA regulation, which established our local reporting instructions for our subordinate units. On 12 March 1970, Hq GEEIA republished their directive, incorporating recent changes in policy and procedures. Pacific GEEIA Region is currently revising our supplement in response to the new GEEIA Regulation 55-1.

Currently, the Pacific GEEIA Region Command Control Room has direct point-to-point message capability to Hq GEEIA; 2875th GEEIA Squadron at Tachikawa AB, Japan; and 2876th GEEIA Squadron at Clark AB, Philippines; via RCA TELEX facilities. The GEEIA TELEX net has proven to be of tremendous value in the daily management of the installation/maintenance mission. For the period January 1969 through March 1970, Pacific GEEIA Region had a monthly average of 92 messages transmitted and 112 messages received.

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CONTRACT SERVICES SECTION (CMPCSC)

The Contract Services Section is located in Room 2028, Building 31, Nimitz Highway, and is authorized seven positions of which only five are filled due to hiring freeze resulting from DOD reductions and AFCS/GEEIA merger. A total of 52 Delivery Orders have been negotiated and administered against the IQ Contract by this office during the period of 1 July 1969 thru 31 March 1970. This has resulted in action being taken on a total of three hundred forty-three schemes for the preparation of Schemes, Tab As and Bs, Drawings and Traffic Studies. In addition, a total of twenty-one thousand five hundred sixty-five drafting units have been completed. Six AUTODIN installation schemes have also been completed and accepted. Monetarily, delivery orders written against this contract represented total obligations of $419,696.67. We also negotiated an AUTODIN installation with NAVSHIPAC for a total of $6,822.00. GEEIA Field Installation Representatives (GFIRs) are inspecting and reporting the progress of two labor hour contracts for the repair of telephone outside plant cable systems in Vietnam and Okinawa. In addition, our GFIRs have, or are in the process of, inspecting and reporting contractor progress of 99 sites for E, F, and I Contracts involving $12,484,391.00. We have eight current E & F Contracts and 16 Statements of Work (SOWs) that we are administering.

Significant SEA Support E, F & I Contracts for the periods 1 January 1969 thru 30 June 1969, were Pacific Air Force Interim Automated Command and Control System (PIACCS) and Automatic Switch Centers, Concentrator/ Multiplexer and Associated Tributary Stations for 26 locations and the

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Final Operating Configuration (FOC) of Phase I for Project 972 Communications Sub-System for eight locations.

Major E, F & I Contracts, in addition to SEA Support Contracts, are PEACE FORTUNE (Phase I) for ninety-six Channel Interim Expansion to Line of Sight Communications System for 17 locations; Expansion and Upgrade of Integrated Joint Communications System - Pacific (IJCS-PAC) Okinawa - Japan Tropo Sub-System for 12 locations; Expansion of Philippines Air Force Troposcatter System from 12 to 24 channels at two locations and Microwave System for Hawaii Air National Guard (HANG) at six locations.

RFP F30635-70-R-0319 for the new E & I Services Indefinite Quantity Contract was issued 12 January 1970, with proposed closing date of 16 February 1970. The resultant contract will be renewable, in twelve-month increments, at the option of the Government, but shall not exceed three years. This contract is similar to the existing IQ Contract, but also includes Reproductions, Folding and Collating of all contractor furnished scheme products including drawings. The Pre-Proposal Conference convened in Hawaii on 28 January 1970, with seven contractors represented. The conference was chaired by the Griffiss AFB, NY, Procuring Contracting Officer (PCO) with representatives from Hq CEEIA, Pacific CEEIA Region, and Defense Contract Administration Services Region. The Technical Evaluation Board convened in Hq CEEIA on 18 February 1970, with a representative of Hq CEEIA as Chairman of the Board, with Board Members from Hq CEEIA and Pacific CEEIA Region. CSAF msg 042029Z Mar 70 directed award of this contract be held in abeyance pending review of Comparative Cost Analysis. Cost Analysis was completed by Hq USAF and Hq AFLC on

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24 March 1970. The PCO has requested extension to 16 May 1970, of bid acceptance time from prospective contractors.

FIELD SUPPORT SECTION (CEPOSF)

During the period 1 January 1969 thru 31 March 1970, the Field Support Section, which has no specific projects or programs assigned, provided technical assistance, as requested on 513 problems submitted.

In addition to in-house technical assistance on scheme problems forwarded from field units, on-site technical and engineering assistance was provided on major projects such as: AUTOVON, AUTODIN, AUTOSEVOCOM, SCOPE SCOOP, SEEK SILENCE, COMBAT DAWN, COMMANDO INDIAN, COMMANDO HOOK, PEACE OPAL, PLACCS, and Project 972. A member of this section participated in the final system test and acceptance of the PLACCS system throughout SEA with services as systems test engineer on loan to Pacific CEBIA Region (CEPESM). Technical assistance was provided for negotiations of IQ contractor installation of six AUTODIN DSEE terminals in Vietnam. As negotiations progressed, it was determined that enough blue suit skills were available to complete the installations without further contractor assistance. CEPOSF participated in assisting, and monitoring of DSEE terminal installations accomplished by both the contractor and blue suit teams.

Time expended on SCOPE SCOOP, with prime location at Johnston Island, was to technically assist Hq CEBIA engineers in resolving a multitude of problems associated with the contractor installed equipment.

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With a maximum manning of six civilians and two military technicians, a total of 36 man-months was spent in TDY status, in the performance of the above tasks.

RESOURCES/TRAINING SECTION (CEPOSR/T)

RESOURCES:

The year has seen an increase in the percentage of personnel utilization from 74% during January 1969, to an average percentage for the year of 81%. This average has been maintained to date in 1970. The highest percentage was on August 26, 1969 when, out of 797 personnel assigned to direct labor, 699 were utilized for an 88% utilization rate.

With decreased workload our CONUS augmentation tapered off from a high of 182 on 20 February 1969, to a low of 34 in September 1969. The number increased slightly in December to 43, then increased steadily to a present figure of 71 augmenters.

Available personnel decreased from an average of 29 people in January 1969, to an average of five people in January 1970.

Another function of the Resources Section is the control of personnel on TDY to Southeast Asia. PACAF requires a letter requesting a Project Identifier (PI) for all military personnel entering Vietnam or Thailand. In January 1969, the average waiting period from request to receipt of PI was seven working days. During the year, the average was reduced to three working days for the first Quarter of 1970.

During this period a report was initiated which has a complete list, updated monthly, of [illegible] personnel capable of working on a specific

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piece of equipment. A cross reference list of personnel indicates all pieces of equipment on which a specific man is qualified. This report has saved many messages to the Squadrons and has promoted more rapid responses to augmentation requests and training allocations.

During this period the Command Control Report was converted from teletype format to AUTODIN format. This alleviated many hours of typing, both in the Section and in the Comm Center. Therefore, we now send this report by routine instead of priority precedence.

TRAINING:

There was increased activity in the area of MAP training during this period. Four Republic of Korea Air Force (ROKAF) officers received nine weeks of CEM programming, engineering, installation and maintenance management procedures as performed by the Region. This was the first time ROKAF officers participated in our Region MAP training course. The fourth group of Republic of China Air Force Officers (ROCAF) which consisted of four officers, also received similar training (12 weeks) during this period. However, in this class we attempted to expand on the comprehensiveness of the training by incorporating three weeks of training at the 2876 CEMIA Sq location. The advisability of this new method was found to be questionable when difficulties were encountered involving Philippine-America status of forces agreements as to Clark AB, Philippine's privileges extended to 3d country foreign nationals.

The en route training programs implemented by Hq CEMIA during the previous year did not produce desired results. A survey conducted of the 2875 and 2876 CEMIA Sqs in January 1970 revealed that reporting replacement to either squadron received en route training as a result of this

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directed means of obtaining special skills or training. Therefore, all special or required skills/training were obtained through the usual return-to-CONUS method, by augmentation or by organic Region conducted training courses.

Organic training courses conducted throughout this period were conducted by both CBTS and organic instructors. Training was conducted both on- and off-site (classrooms). The utilization of Contractor Field Services (CFS) personnel as classroom instructors and as field installation/maintenance technical advisors was extremely effective and it was believed by many concerned that these individuals contributed much to accomplishment of mission objectives.

One major training report, that of reporting on the training progress of AFETS personnel was deleted by AFLC. AFETS personnel which numbered 150 in this Region were relieved of their special identity and included as regular Civil Service personnel.

There was a general increase of training activity in all areas; engineers, clerical, technicians, managers, etc. Most significant, however, was the emphasis on the engineering personnel in the CEEB Division. CEEIA published a regulation (CEEIAR 50-5), Engineer and Engineering Technician Training, which directed individual development plans for each CEEB engineer or technician. This program was implemented in February 1970. The follow through actions required, however, are pending reorganization of CEEB personnel under the newly merged CEEIA/PAC Comm Area configuration.

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CHAPTER III

OPERATIONAL ACCOMPLISHMENTS
SPECIAL PROJECTS

PACAF PROJECT COMMANDO EDGE

PACAF tasked Pac GEEIA to perform emergency peaking of four (4) CAF FPS-88 radars and FSA-35 video processors to USAF T.O. specifications to determine the optimum operating capability of existing search radar systems in Taiwan. Peaking at the first site started 29 Oct 69 and was completed 13 Feb 70. The team is estimated to complete the second site on 20 Apr 70. Contract BOA-F3460-69-A-2675 Order Sq 51 with General Electric Company supports engineer and logistic areas of the project. 5th Tac Con Gp provides maintenance management and procedures support to the CAF. Command interest on this project includes CSAF, DOD and the U.S. President.

PACAF PROJECT PEACE BIRD

Project Peace Bird involved a complete rehabilitation and modernization of Tainan and Ching Chuan Kang Air Traffic Control facilities on Taiwan. Surveys for this project were completed in March 1969. The equipment to be IRANed included the CRD-6, GRN-9 TACANs, URN-5 at CCK and all tower equipment. The IRAN at CCK started in April 1969 and was completed in September 1969. Tainan IRANs started 1 Oct 1969 and were completed 23 March 1970. Projects were delayed at both locations due to control tower CCD and mobile tower requirements.

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OLD DOG PROGRAM

For some years Hq CEEIA awarded a dubious honor at their annual Region Commanders' Conference, namely the "Old Dog Trophy" for ancient schemes still on CEEIA books. Determined not to be a recipient of this trophy, we began an intensive program to eliminate Pac CEEIA Region's Old Dog schemes. Lacking Hq CEEIA's exact definition, we arbitrarily considered any scheme number assigned during FY 1965 or earlier as an Old Dog. In July 1968 there were 358 1960-1965 schemes.

The initial step in our program was an in-depth analysis of the schemes to determine the causes for continual delay in their completion. We found that these schemes had become Old Dogs because of changes in customer requirements, equipment deficiencies, changes in criteria, procurement delays, allied support delays, and slippage of major programs. The majority of the schemes had once been in MIA status. Material for many of the Old Dogs had been stored on site for years, where it was not only subject to deterioration, but also tied up a sizable dollar value of Air Force assets.

In order to reduce delays on Old Dog schemes, we harassed the customer for improved allied support dates, worked around allied support and SSIR requirements where possible, did some self-help for minor allied support, requested revalidation of requirements by the customer, and had our TDY people look for themselves and talk to the customer. A centralized Old Dog monitoring function was established, and control boards similar to those used in our Command Control Room were set up to display each scheme. The Command Control Room monitored jobs only while in progress; Old Dogs were monitored through pre- and post-installation milestones. The boards were updated daily, and the commander and his staff were briefed periodically on Old Dog status.

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In March 1969, during his visit to Pac CEEIA Region, General Nichols was briefed on our Old Dog Program; he considered it so worthwhile that he directed all CEEIA Regions institute a similar program. At his urging, Hq USAF also directed all major commands to review their old schmos to determine their current validity, stating that "if a requirement was initiated six years ago and not completed, it is questionable whether it is still valid since there has been no mission impairment during that period."

In May 1969, having reduced the former 358 1960-1965 schemes to a group of 81 1963-1965 Old Dogs, we added in the 204 FY 1966 schemes then on the books. By the end of December 1969, all but 19 of the original 358 Old Dogs of 18 months previous were gone, and 13 of those 19 were in post-installation phase. The 204 newer 1966 Old Dogs had been reduced to 62, 22 of which were in post-installation phase.

Beginning 1 January 1970, we adopted Hq CEEIA's criteria for Old Dogs, i.e., basic schemes only which entered CEMS prior to 31 Dec 1966 and which were not yet installed. Under this new criteria, our tally was:

	A/O 1 Jan 70	A/O 31 Mar 70
FY 1964	2	2
FY 1965	0	0
FY 1966	28	18
FY 1967 (½)	140	93
	170	113

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CENTRAL OFFICE EXPANSION

Because of the increased activity in Korea, Central Office, expansion was necessary for various Korean bases. The following schemes were completed in engineering to meet these expansion requirements:

Scheme	Location	Description	Remarks
0588A9KO	Kwang Ju AB	400 Line Add	Completed May 1969
0589A9KO	Suwon AB	400 Line Add	Completed May 1969
0590A9KO	Taegu AB	400 Line Add	Completed June 1969
0596A9KO	Kunsan	1500 Line DCO	Completed June 1969
0598A9KO	Osan	500 Line Add	Awaiting SCL Endorsement Only

In addition to Korea, bases in Southeast Asia and Okinawa required Central Office expansion.

Scheme	Location	Description	Remarks
0801A9KO	Udorn	500 Line Add	Completed June 1969
0794A9KO	Kadena	800 Line Add	Completed April 1969
0510A7KO	Pleiku	1000 Line Add	Completed February 1969
0516A9KO	Bien Hoa	1000 Line Add	Completed February 1969

AUTOVON

The Pacific portion of the Overseas AUTOVON Program (490L) is to provide access to the world-wide AUTOVON network through the installation of six automatic switching centers in the Pacific Theater, two of which are the responsibility of Pacific CHEIA Region: Dau (Clark AB), Philippines, and Fuchu AS, Japan. In addition, Pacific

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CHDIA Region has the responsibility for installing the telephone central office modifications that will allow access to the system by all validated subscribers on each air base.

AUTOVON has commanded much attention during FY 69 with engineering being performed for Cuts I, II, and III.

a. Cut I. The Wahiawa, Hawaii, switch became operational on 1 March 1969. To support this, the Inside Plant Section completed engineering and provided installation assistance for the following locations:

(1) Hale Makai, Hawaii - Four-wire subscriber equipment was installed. This equipment provides the subscriber with direct, dedicated access to the AUTOVON switch.

(2) Hickam DCO, Hawaii - PBX trunking was installed to provide two-wire subscribers with AUTOVON access. Thus, designated two-wire subscribers can gain access by dialing a certain prefix number.

(3) Johnston Island - Both four-wire subscriber equipment and PBX trunking equipment were installed. The configuration for PBX trunking for Johnston Island is slightly different than Hickam as the two-wire subscriber must go through the switchboard to gain AUTOVON access.

(4) Clark AB, Philippines, and Fuchu AS, Japan - Linkings of the JOSS switchboards to AUTOVON were completed with nine JOSS trunks for Clark and six JOSS trunks for Fuchu.

All equipment installed for Cut I is in operational use.

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b. Cut II.

(1) Subscriber equipment associated with the Dau AUTOVON switch in the Philippines and with the Finegayan Bay AUTOVON switch on Guam is scheduled for operational cutover on 1 November 1969.

(2) The Inside Plant Section is responsible for engineering equipment for four-wire subscribers. To fulfill this responsibility, on-site engineering was performed at Clark AB, scheme 0620A6KO; John Hay AB, scheme 0621A6KO; Andersen AB, scheme 0627A6KO; Quenon City, scheme 1572A7KO; Mactan, scheme 1573A7KO; and Tan Son Nhut, scheme 0317A9KO.

(3) In addition to four-wire subscriber engineering, the Inside Plant Section was tasked to provide engineering for Blue Eagle, EAC, Priscilla Ellen, and Echo suppression equipment at Fuchu and Clark AB.

c. Cut III. The cutover of the Grass Mountain, Taiwan; Fuchu, Japan; and Futenma, Okinawa, switches was completed March 1970.

Cut III.

Scheme Nr	Location	Description
0906A5KO	Kadena	PBX Modification
0907A5KO	Naha	PBX Modification
2229A7KO	Tainan	PBX Modification
2230A7KO	Osan	PBX Modification
2231A7KO	Kunsan	PBX Modification
2233A7KO	COX	PBX Modification
0546A6KO	Taipei	PBX Modification

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Scheme Nr	Location	Description
0611A6KO	Yokota	Four-Wire Subscriber
0612A6KO	Tachikawa	Four-Wire Subscriber
0613A6KO	Fuchu	Four-Wire Subscriber
0615A6KO	Misawa	Four-Wire Subscriber
0617A6KO	Itazuke	Four-Wire Subscriber
0618A6KO	Kunsan	Four-Wire Subscriber
0619A6KO	Osan	Four-Wire Subscriber
0622A6KO	Taipei	Four-Wire Subscriber
0624A6KO	Kadena	Four-Wire Subscriber
0625A6KO	Naha	Four-Wire Subscriber
0626A6KO	Okinawa	Four-Wire Subscriber

AUTOVON - FUCHU AIR STATION, JAPAN

The combined efforts of Automatic Electric Company, Page Communications, Philco-Ford, Collins Radio, Stromberg Carlson, Hawaiian Telephone Company, Nippon Electric, and Pacific GEEIA have resulted in a joint undertaking to unify major AUTOVON Technical Control facilities, thereby implementing a world-wide common user network. In preparation for Cut III of AUTOVON switch activation, GEEIA was tasked to consolidate the outlying subscribers in the Kanto Plains Communications Area to a standard DCA central location. This was completed 1 March 1970.

The Station Technical Control Facility at Fuchu AS, Japan, has been selected as the site for this central location. The GEEIA

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effort was directed towards integrating circuit conditioning equipment into the existing systems. A secondary effort relocated and installed some of this equipment to satisfy the needs of accessibility for operation and maintenance. Scheme 0546A9KO which was concerned with this primary effort is complete.

AUTOVON SYSTEM (AUTOVON)

This system will provide a world-wide voice network of automatic switching centers. In the Pacific area there are six (6) of these centers: Wahiawa, Hawaii; Finegayan, Guam; Dau (Clark AB), Philippines; Futenma, Okinawa; Fuchu AS, Japan; and Grass Mountain, Taiwan. Of these six sites, the Air Force has the responsibility for two, Fuchu and Dau. Pacific CEEIA has installed the telephone central office (PBX) modifications at all Air Force bases in the Pacific area. These modifications allow the base telephone systems to be accepted by the automatic switch. In addition to the modifications, we have installed all of the validated subscribers at each AFB which has direct access to the network. This program was installed in three phases.

a. Phase I. Cutover of the Wahiawa Switching Center was accomplished on 1 March 1969.

b. Phase II. Cutover of the Dau and Finegayan Switching Centers was accomplished 1 November 1969.

c. Phase III. Cutover of the Fuchu, Futenma, and Grass Mountain Switching Centers was accomplished 1 March 1970.

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At the present time, we have 8 schemes assigned in support of this program for PBX modifications, the installation of four-wire telephones, and interface equipment for various command and control systems in the Pacific.

Phase I is completed with the exception of the following listed scheme.

Scheme	Base	Remarks
0444A0K0-YVEW-A-3380	Wheeler	4-wire service for Cmdr Pacific CHELA Region was deleted from subscriber listing. Request now at USAF for new approval. 100% supplied and ready for installation when approved. EICD unknown.

Phase II is completed with the exception of the two (2) following listed schemes.

Scheme	Base	Remarks
1159A8K0-[illegible]	Clark	4-wire service to EAO(WECO 304). EDD for material is Jun [illegible]. EICD Sep 70D.
1180A9K0-AJJY-A-3380	Andersen	4-wire service to 4-wire switchboard. Estimated date for contract award is Feb 1970. Will not make Cut II. EICD unknown.

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Phase III is completed with the exception of the five (5) following listed schemes.

Scheme	Base	Remarks
0798A9KO-DVIK-A-3380	Clark	4-wire service to dynamic grasp. HDA until USAF makes a decision as to implementation. Will not make Cut III.
0799A9KO-HMTP-A-3380	Fuchu	Same as 0798A9KO above.
0800A9KO-KIMD-A-3380	Hickam	Same as 0798A9KO above.
1157A8KO-HMTP-A-3380	Fuchu	4-wire service to MAC (WBCO 304). EDD for material is Jul 70E. EICD Sep 70E.
1158A8KO-KMMZ-A-3380	Kadena	Same as 1157A8KO above.

OUTSIDE PLANT ENGINEERING

ICD Slippage for Schemes 0132A0KO - Da Nang, 0686A8KO - Pleiku, and 1171A8KO - Da Nang:

a. Scheme 0132A0KO was assigned to install and pressurize CA 11, originally engineered under Scheme 0665A7KO. During QC on Scheme 0665A7KO it was discovered that although the as-installed drawings showed cables 01-11 and 12 being already installed, they had been omitted. Since the FSD was in jeopardy upon completion of Scheme 0665A7KO, Schemes 0131, 0132, and 0133A0KO were assigned to install and pressurize the cables which were omitted. Scheme 0132A0KO was originally scheduled to start in October 1969; however, 485 GMEWA Sq requested ISD be slipped to November 1969 due to severe bad weather

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(25 inches of recorded rain at the base). During November and December 1969, 485 GEEIA Sq encountered a critical shortage of 36LXX personnel along with numerous emergencies which prevented installation of this scheme. A request for FSD change was submitted to PACAF 2 December 1969, and concurrences received 4 December 1969. During this period (November - December), it was determined that all of CA 12 Scheme 0133A0KD was not required, only that portion to 37th Sig Bn which was added to Schemes 0132A0KD and 0133A0KD was cancelled. Scheme installation began 7 January 1970 and estimated completion for 25 March 1970. 485 GEEIA Sq has now estimated completion for 25 April 1970, and GCD change to 470 due to several problems with trencher, excessive hand digging, and weather delays. Plan to approach PACAF CEMB with request to adjust FSD.

b. Scheme 0686A8KD was assigned to provide pressurization for the outside plant telephone cables at Pleiku. Many of the problems associated with Scheme 0132A0KD above also apply to this scheme, insofar as shortage of cable splicers and utilizing personnel on valid emergencies. Team was also diverted from this scheme to accomplish other priorities per 7AF request. This scheme is a complete base wire pressurization scheme, and additional time is required.

c. Scheme 117LA8KD. Due to lack of personnel and numerous emergencies/priorities, this scheme has been delayed. An FSD adjustment was requested on 18 December 1969, and concurrence was received 16 January 1970 from 7AF. The present FSD is 470, and scheme was completed 10 April 1970.

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PACER PICK AF FORM 524's

The established Air Force concepts and doctrines relative to programming CEM requirements as of 1 January 1965 were inadequate for timely support of the SEA combat effort. Headquarters USAF authorized an expedited programming procedure known as "Pacer Pick" effective 1 June 1967. In lieu of the normal CEIP submission to program requirements, PACAF was authorized the use of AF Form 524 for requirements up to $500,000. The AF Form 524 was normally used to program minor changes. Semi-annual meetings chaired by PACAF were held with representation from Headquarters AFLC, CEEIA and appropriate Air Staff agencies to review, validate, and approve the various CEM requirements and produce a shopping list of CEM equipments for submission to Oklahoma City Air Materiel Area (OCAMA) for supply/procurement action. OCAMA took action to procure, earmark, and stockpile the identified equipments for immediate release and shipment upon receipt of an AF Form 524 from PACAF requiring these assets. Simultaneously, copies of the Pacer Pick 524's were forwarded to Pacific CEEIA Region as formal tasking for CEE... engineering and installation assistance and to AFLC for documentation into the POSP.

During FY 69-70, Pacific CEEIA Region received a total of 390 Pacer Pick 524's requesting various actions, such as documenting assets already installed by the customer, requesting equipment which would be installed by the cus..., and requesting equipment to be engineered and installed by CE... For the 318 AF Form 524's requiring scheme action, we assigned 369 schemes, since some of the 524's documented more than one requirement.

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The GEEIA efforts on these schemes ranged from producing a Bill of Materials for material to be supplied for customer installation on minor tasks, to complete GEEIA engineering and installation of a system. An example of the latter is the modernization of the Udorn TACC teletype relay which programmed approximately 100 major items of equipment, including two IDF's and a Telesig 2378A. Cost for the major items alone for this requirement was over $200,000. The GEEIA engineering and installation effort required on a program of this magnitude was equal to or greater than that required on a major CDIP because of the short lead times involved and the fact that the method of programming obviated complete pre-CDIP engineering. Of the 369 schemes assigned, 117 have been completed in an average of 8.1 months from date of receipt. The shortest was 6 days (13664 at Udorn) and the longest was 18 months. There have been 105 scheme cancellations, many of them following cancellation of the Pacer Pick program (reference CSAF AFOCC C61536Z Nov 69). As of 31 Mar 1970, 147 schemes remain to be installed.

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KORAT PATCO RELAY CENTER

The PATCO Relay Center at Korat RTAFB, Thailand, was installed with on-site engineering assistance under scheme 1057AMKO. Due to the urgency of the customer's requirements, installation-engineering was undertaken in spite of the non-availability of adequate technical data. As a result, numerous engineering problems were encountered during installation, such as:

a. Preliminary tech data differed from final production models.

b. Relay equipment such as the AN/GGR-1AX and AN/GGR-2AX required low-level modification kits which were still in the design stage.

c. In the case of the AN/GGT-3AX, no modification kit existed at all. Pacific GEMA fabricated an external conversion kit.

d. The Bendix Automatic Multiple Address and Segregating System (AMASS) 101B is a high-speed digital segregator designed to automatically route messages to 30 high-speed punches (2000 MPM). The particular unit that was received was an early production model and required many on-site engineering modifications. These and many more problems were resolved during the engineering-installation and after arrival of a factory technical representative.

e. The installed air conditioning was inadequate to handle increased heat load which caused a work stoppage until interim air conditioning was provided. This facility was fully operational the last week of December 1969.

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PACIFIC AIR FORCE INTERIM AUTOMATED COMMAND AND CONTROL (PIACCS)

The program provides for implementation of the PIACCS Interim Operational Capability (IOC) between Hickam AFB and Tan Son Nhut AB with further implementation of Korat Concentrator Multiplexer Facility and 24 associated PIACCS terminals in Thailand, Vietnam, and Hawaii. Interim program will be accomplished by contractor who shall engineer, furnish material, and install equipment at all locations. Some Government Furnished Equipment (GFE) was utilized. AF responsibilities are: (1) Participate in site surveys. (2) Monitor contractor installations. (3) Participate in test and acceptance.

Phase I communications group consisted of twenty-one (21) IBM 1050 low speed terminals, three (3) IBM 1130 high speed terminals, two (2) IBM 7740 communications control units, and a concentrator multiplexer at Korat. AFCS is the System Implementation Manager for this program. The system is presently being installed by the contractor and is being monitored by this Region. A total of 22 schemes were installed under the IOC portion; all have been completed and signed for with no exceptions. Four schemes have been installed under the FOC portion and 2 are signed with exceptions to be cleared by the contractor. Phase II will not be implemented.

The PIACCS System Test and Acceptance evaluation was conducted during the period 12-21 May 69. Upon conclusion of the test, it was determined that PIACCS was capable of passing a limited volume of operational traffic in support of 7 Air Force and Hq PACAF by 1 July 69. Except for the terminals at Korat and Tan Son Nhut, all PIACCS facilities have been officially commissioned. Tan Son Nhut and Korat have one each exception to be cleared by the contractor.

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INTEGRATED JOINT COMMUNICATIONS SYSTEM-PACIFIC (IJCS-PAC)

A. Okinawa-Japan Tropo Sub-System - Ceip 3KD022Y1/6D25P. This sub-system provides 12 channel expansion and upgrades the system to DCA quality. The system involves 12 sites between Fuchu, Japan and Yaetake, Okinawa. A contract was awarded to Nippon Electric Company for 4.7 million dollars to engineer, furnish, and install the new equipment for this project with an initial operational capability (IOC) of Apr 70. The installations started in November 1969 with all twelve schemes being in progress during March 1970. The initial operational capability date (IOC) is now 15 May 1970.

B. Submarine Cable Sub-System, Ceip 3KD022Y/6ML4P. This sub-system will provide a 60 channel submarine cable from Okinawa to Taiwan and from Taiwan to the Philippines. The contract for Link 1, Hambey Field, Okinawa to Camp McCauley, Taiwan was awarded to United States Undersea Cable Corporation on 16 March 1970. The site survey is scheduled for April 1970. The initial operational capability date (IOC) is November 1970. Link 2, Taiwan to San Miguel, Philippines, is experiencing a delay at the present time. This Link has been placed in HIA status pending the outcome of negotiations between the State Department and the Philippines Government over cable landing rights.

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SEAITACS - CEIP 2NF000R(2) 6J01E

This program provides secure communications for an Integrated Tactical Air Control System (ITAC) for (SEA) Thailand. It will also be compatible with SEA Integrated Wideband Communications System (IWCS). Change in original programs to relocate the TACC function from Korat to Udorn has caused considerable delay. Numerous manhours were expended and wasted due to changes for this requirement; however, AF Form 524, CSO 69-3014, was assigned for new program actions to configure Udorn TACC from terminal to relay type equipment. (Scheme 0811A9KO-KMTC-K-6000 applies. Scheme is in HIA status and cancellation action is pending.) Site curvey was completed 13 June 1969; FSD 470.

Twelve schemes were originally programmed as tributaries off the Korat TACC. Three schemes assigned to the original remained active with FSD 170. One scheme was completed 19 June 1969. CSOs 69-3003 and 69-3004 have been effected to support adoption to JANAP modification for Bendix AMASS/MAPU. Requirements were reviewed jointly by CINCPACAF and Headquarters GEEIA (GEOCC/GEETS). Milestones are now pending, awaiting final determination on modes of operation. One scheme, 1600A7KO-RFCV-K-6000, remains to be installed and required reengineering for new location. Installation efforts are delayed due to present air cooling system inadequate to handle additional heat load. 13AF taking action to provide additional air conditioning. Completion date scheduled for FY 171.

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AUTODIN

ENCLOSURE II - AUTODIN PACIFIC

CHIPA 3KE000Y a/o 6015R (SEA)

CHIPA 3KE000Y a/o 6015R (FAR EAST)

(Formerly 3KE039Y)

1. These CHIPAs provide for installation of Permanent Digital Subscriber Terminal Equipment (DSTE) AUTODIN Tributaries will be associated with Automatic Digital Message Switching Centers (ADMSC). There are now 36 (18 High Speed, 18 Low Speed) different configuration of DSTE components which provide an identification system for the various operating situations.

a. Call-out and shipment of DSTEs is in progress in accordance with the new Installation Priority List (IPL) issued by AFCS on 30 March 1970. Material call-outs and shipment of DSTE are instituted only on request submitted by AFCS. In accordance with the AUTODIN Logistic Support Plan, there are no plans for CEDEX Regions to assume call-out function.

b. The first AUTODIN DSTE terminal installed in the Pacific was also the first at an Air Force operational site, Kimpo AB, Korea. Scheme (1/7A47KO) was started 5 September 1969 and completed without exceptions 29 September 1969. The second scheme, 17A47KO, Waidanai, was started 17 September 1969 and completed without exceptions one month later, 17 October 1969. Scheme 1699A7KO, Shu Lin Kou, was started 18 August 1969 and completed without exceptions on 11 November 1969. The status of the remaining DSTE and Mode V schemes is reflected in following paragraphs.

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c. Status of AUTODIN DCTN schemes:

PRIORITY	LOCATION	SCHEME	FSD	REMARKS
1	Shu Lin Kou	169947X0	170	Completed
2	Makkanai	171447X0		Completed
3	Kimpo	167447X0		Completed
4	Phu Cat	109447X0	270	Completed 20 Dec 69
5	Pleiku	108947X0	270	Completed 29 Dec 69
6	Qui Nhon	277047X0	370	Completed 4 Feb 70
7	Phan Rang	108747X0	270	Completed 29 Dec 69
8	Cam Ranh Bay	085549X0	370	Completed 2 Jan 70
9	Tuy Hoa	085349X0	270	Completed 10 Dec 69
10	Nha Trang	085249X0	270	Completed 7 Jan 70
11	Phu Bai	085149X0	270	Completed 20 Dec 69
12	Bien Hoa	084949X0	370	Completed 20 Jan 70

Schemes listed as priorities 13 through 18 are transportable type DSCSs and are to be installed by the Mobile Comm Ops and not CMEEB. (See Text)

19	Don Muang	106047X0	171	Allied Support unknown. Change in Command Requirements
20	Taegu	170647X0	370	Completed 28 Mar 70
21	Kunsan	166047X0	270	Completed 21 Nov 69
23	Udorn	111247X0		Cancelled 30 Oct 69
24	Cam Ranh Bay	104047X0	370	Completed 30 Mar 70 Pearl Harbor yard civilian installers
25	Taipei	244447X0	470	Incomplete allied support
27	Pleiku	109147X0		Cancelled 30 Oct 69
28	Bien Hoa	103347X0	171	Allied support July 70
31	Johnston Isle	083147X0	370	Completed 10 Mar 70

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PRIORITY	LOCATION	SCHEME	FSD	REMARKS
32	Korat	1075A7K0	470	In progress ICD 18 Apr 70E
33	Tan Son Nhut	2454A7K0	370	In progress, 85% complete
45	Tainan	1708A7K0	370	Completed 25 Mar 70
46	Taipei	1711A7K0	470	In progress ICD 6 Apr 70E

Material Called Out:

SCHEME	LOCATION	FSD	REMARKS
1677A7K0	Ching Chuan Kang	470	Material 100% a/c 31 Mar 70. Material is at Clark awaiting shipment to Taiwan.
0555A8K0	Nakhon Phanom	470	9 Apr 70A
0580A8K0	Udorn	470	6 Apr 70A

The following terminals are on the projected AFCS call-out listing for March/April and are estimated for arrival in May/June 1970.

ID No.	SCHEME	LOCATION	TERMINAL	CONF.
0662	0817A7K0	Clark	AA211	SL
4360	1047A7K0	Clark	AB300	SL
9020	1053A7K0	Clark	AA211	SL
4633	1671A7K0	Kadena	AB201	P
4636	1667A7K0	Kadena	BB200	SL
9085	2465A7K0	Kadena	AA211	P
4100	1099A7K0	Takhli	AB211	P
4631	1670A7K0	Kadena	AB10A	SL
4557	1684A7K0	Misawa	AB222	SL

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ID No.	SCHEME	LOCATION	TERMINAL	CONF.
4671	1690A7K0	Naha	BE223	SL
9184	1042A7K0	Cam Ranh Bay	BE223	P
4086	0492A8K0	Korat	BE223	P
4079	0814A7K0	Chiang Mai	AA211	P
9094	2449A7K0	Phu Cat	BC200	P
9136	2775A7K0	Andersen	BC200	SL
4663	1712A7K0	Taipei	AE211	P
4769	1692A7K0	Onna Point	AB222	P
4110	1111A7K0	Udorn	BE103	P
4370	0491A7K0	Andersen	BE223	P
4355	1032A7K0	Andersen	[illegible]	SL
0675	0145A7K0	Clark	BE103	SL
4640	1672A7K0	Kadena	BE103	L
9006	0462A8K0	Tuy Hoa	BE223	P
4095	0467A8K0	U Tapao	BE223	P

d. Status of AUTODIN Mode V schemes:

LOCATION	SCHEME	FSD	MAD	CCD	ISD
Andersen	0593A8K0	Completed			
Andersen	1029A7K0	Cancelled			
Ban Me Thout	0804A7K0	Completed			
Clark	0727A8K0	Cancelled			
Fuchu	1648A7K0	Completed			
Hon Tre	0846A7K0	Completed			

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LOCATION	SCHEME	FSD	MAD	COD	IED
Johnson FHG	1659A7KO	Cancelled 19 Feb 70			
Kadena	1660A7KO	Completed			
Korat	2452A7KO	Completed			
Maui	0838A7KO	171	A	Aug 70E	Aug 70E
Mindanao	0840A7KO	470	A	Mar 70A	May 70E
Mukdahan	0843A7KO	Cancelled			
Nakhon Phanom	0582A8KO	Cancelled			
Pleiku	0853A7KO	Cancelled			
Phitsanulok	0851A7KO	Cancelled Mar 70			
Tan Son Nhut	2455A7KO	Signed with exceptions			
Tutuila	0798A7KO	470	A	Unknown	May 70E
Ubon	0556A8KO	Cancelled			
Wake Island	0868A7KO	Completed Feb 70			
Wake Island	0866A7KO	Signed with exceptions			
Yamada Ammo	1715A7KO	Cancelled Nov 69			
Yokota	1716A7KO	Cancelled			

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PROJECT STEAMMAT

1. PROGRAM: CEIP/CEMPAC 3FD000U 8020P, AF portion of program has been approved by USAF, 4 June 1968.

2. PROGRAM MISSION: Classified.

3. MILDEP'S RESPONSIBILITIES:

a. Program managed by NSA at DOD level

b. AFLC/GEBIA-E/I

c. SSIR access required

4. AF location (1): Misawa, Clark, Osan, Da Nang, Onna Point, and Shu Lin Kou.

5. LOGISTIC SUPPORT: NSA will provide the installation hardware required for each location.

LOCATION	SCHEME	FSD	REMARKS
Misawa, Japan	9025A8KO		Completed 1 Dec 69
Clark, P.I.	9026A8KO		Completed
Osan, Korea	9027A8KO	171	
Da Nang, RVN	9028A8KO	171	Building status unknown
Onna Point, Okinawa	9029A8KO		Signed with exceptions
Shu Lin Kou, Taiwan	9030A8KO		Completed
Misawa, Japan	1161A9KO	171	

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LOCATION	SCHEME	FOR	REMARKS
Clark, P.I.	11/2019X0	1/71	
Cuna Point, Okinawa	11/3019X0	1/71	
Shu Lin Kou, Taiwan	11/4019X0	1/71	

6. Schemes 902719X0 and 11/1/9X0 through 11/4/9X0 are assigned for a Tech Control Voice coordination set tentatively scheduled for delivery and installation during FY 1/71. Scheme 902/4/9X0 - Clark and 9030/9X0 - Shu Lin Kou were completed with the aid of TOTUS augmentees. Scheme 9025/9X0 - , Misawa was completed 1 December 1969. Scheme 9028/9X0 - Da Nang reprogrammed to FY 1/71. Cuna Point - installation signed with exceptions for red/black patch enclosures 3 October 1969. Clearing of exception, February 1970.

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PROGRAM: CEIP 3FDB11U 9E02P-AG-22-Support Circuits.

This is a classified project for USAFSS facilities. The program was approved in July 1969. Five schemes are assigned; GCD FY 371.

SCHEME	LOCATION
9000AOKO	Shu Lin Kou, Taiwan
9001AOKO	Onna Point, Okinawa
9002AOKO	Misawa AB, Japan
9003AOKO	Clark AB, Philippines
9004AOKO	Da Nang, RVN

SSIR access required.

PROGRAM: CEIP 3MEGOOY 9G15E - Seek Data II Communications Interface.

This program was approved in September 1969.

Operational Concept: This program will provide COMSEC and Modem equipment to interface IBM 360/50 computers at Hickam AFB and Tan Son Nhut AB with DCS AUTODIN switches.

SCHEME	LOCATION	GCD
0307AOKO	Tan Son Nhut AB, RVN (CINCPACAF msg 232145Z Mar 70 indicates complete COM enroute to Tan Son Nhut)	470
0308AOKO	Hickam AFB, Hawaii	Completed Mar 70

Implementation of scheme 0307AOKO will begin as soon as material arrives on site.

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COMMANDO MERCURY

Commando Mercury began with Job Order 3547E9KO. CEIPs 3FNOOOR(D) 9J16E and 3FNOOOR(E) 9J17E were written from the job order. Schemes 0050A0KO - Fuchu, 0051A0KO - Naha, and 0052A0KO- Osan were assigned to the two CEIPs and were completed in FY 370. Schemes 0046A0KO - Osan, 0437A9KO - Osan, and 1062T9KO - Osan were also completed in FY 370. Scheme 0453A0KO - Osan is to be completed in April 1970. It also supports Commando Mercury. Scheme 0049A0KO - Fuchu also assigned to CEIP 3FNOOOR(D) 9J16E will provide for the fabrication of 11 Broadcast/By-Pass Control Units for the ROC/CAFs in FY 271.

The USAFSS portion of Commando Mercury began with schemes 0454A0KO - Onna Point, 0455A0KO - Shu Lin Kou, and 0456A0KO - Clark which were completed during FY 370, and schemes 0986A9KO - Misawa and 1190A9KO - Osan to be completed in April 1970. Scheme 0104A1KO - Tachikawa will provide for fabrication of the Broadcast/By-Pass Control Units for the USAFSS portion of Commando Mercury.

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Program was to install additional TTY equipment, upgrade existing TTY equipment to 100 WPM operation, and install automated polling and hubbing equipment being provided under contract by USCO. Due to considerable change in our political and military posture in SEA, it was determined the equipment being provided by USCO would be better utilized elsewhere. This resulted in cancellation of 18 schemes in THAI and transfer of 2 scheme assets to satisfy new requirements in RVN. All requirements in Thailand have either been cancelled or transferred to RVN, and 27 schemes remain to be installed with organic efforts. Major items of equipment are being furnished to the Navy to satisfy requirements for four Navy-USMC locations in RVN. The Navy is to provide minor items, engineering, and installation at these locations. The entire program is scheduled for completion NLT FY 171.

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NTACS CHAY

This program is to provide 400-line dial central office at Headquarters VNAF and 50-line switchboards at Bien Hoa, Binh Thuy, Nha Trang, Da Nang, and Pleiku. Also, a 20-line switchboard will be provided at Dalat. We have been tasked with added requirement to fabricate and install 7 radio consoles at all the 7 sites below. The following schemes are assigned for the 50- and 20-line switchboards:

Scheme	Base
0484A9K0	Tan Son Nhut
0818A8K0	Bien Hoa
0819A8K0	Binh Thuy
0820A8K0	Nha Trang
0821A8K0	Da Nang
0822A8K0	Pleiku
0824A8K0	Dalat

Scheme 1343A9K0 has been assigned for the fabrication of the seven radio consoles with the following schemes assigned for installation:

Scheme	Base
1344A9K0	Binh Thuy
1345A9K0	Nha Trang
1346A9K0	Da Nang
1347A9K0	Pleiku
1348A9K0	Dalat
1349A9K0	Tan Son Nhut
1350A9K0	Bien Hoa

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RWOS - WIND SYSTEM SURVEY

Pacific CEEIA Region was tasked by Headquarters CEEIA to perform RWOS Wind System Surveys of AWS wind systems to determine the total quantities and locations where four and eight position relay panels are installed.

It was predetermined what locations required these surveys before the squadrons were tasked. A report format containing the survey criteria was developed and a complete package was forwarded to each squadron. The 2875th, 2876th, 483rd, and 485th CEEIA Squadrons were tasked to perform these surveys in conjunction with other scheduled visits, where possible. There were 36 locations, 10 for the 2875th CEEIA Squadron, 4 for the 2876th CEEIA Squadron, 6 for the 483rd CEEIA Squadron, and 16 for the 485th CEEIA Squadron. Survey was completed 12 Jun 1969.

The survey included but was not limited to the following: Complete plant-in-place records, general construction, local building practices including cost per square foot, cost per square foot of non-glare thermopane, list of all nomenclatured, un-nomenclatured and commercial equipment, primary and emergency power, whether or not the control tower was FAA or AFCS operated. Also required was latitude, longitude, elevation (barometer), average snow depth, mean frost level, and soil conditions, etc.

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A/G COMMUNICATIONS IN SUPPORT OF SEA

This program will provide permanent extended range UHF/VHF radio communications. This radio equipment will be installed at Feng Liao, Taiwan. The phasing was as follows:

a. Phase I (C) 3QLR00R(5), 8D02E, CEM scheme 0828A8KO-GPSA-N-2210 (original FSD 269). FSD 370 was approved based on CCD slippage to Oct 1969. Pacific CEMIA Region engineer completed a site survey in , Sep 1968 and by Nov 1968 all Pacific CEMIA Region engineering efforts had been completed. Material is 100% available.

b. Phase II Emergency CEIP 3QLR00R(6) Amend 8U26E CEM scheme 0688A9KO-TQAW-N-2210 (original FSD [illegible] FY 370 was requested and approved based on CCD slippage of basic scheme 0828A8KO. Originally, a Mar 1969 delivery of the second 2420-1 transmitter was estimated. This has slipped to Aug 1969.

c. Phase III Emergency CEIP 3QLR00R(6) Amend 8U26E CEM scheme 0689A9KO-TQAW-N-2210 (original FSD 469). Request for FSD FY 370 was approved because of CCD slippage of basic scheme 0828A8KO. The R-1250 VHF receiver was supplied and approved as interim installation for the AN/GRC-23 receiver. Installation of all three phases was started 24 Nov 1969. All equipment has been installed and flight checked satisfactorily. Installation is 92% complete; awaiting AFTO Form 88's.

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SEA WEATHER NETWORK (FACSIMILE)

The original network consisted of 29 locations in Vietnam and Thailand. Since its original conception, many changes and problems have been encountered. Only two schemes remain uninstalled--0579A7KD at Binh Thuy and 0960A9KD at Tan Son Nhut. No 60 Hz power was available at Binh Thuy and 0960A9KD was generated to replace an incompatible RD-217 recorder on scheme 0597A7KD (Tan Son Nhut). Power for 0579A7KD was available in Aug 1969, and Headquarters GENTA determined that two Alden 9225B Recorders would satisfy scheme 0960A9KD. Nine schemes were cancelled by AFCS and eight schemes were leased and installed by the customer.

The main problem with this network was the fact that Defense Communications Agency (DCA) did not develop and release the circuit layout records (CLRs) until 1 Feb 1969. All the engineering was done without the CLRs.

The other main problem was that firm Site Concurrence Letters (SCLs) were not written and some were not coordinated on by the host base. After the CLRs were released, it was noted that impedance matching coils were required but not furnished in the scheme Tab A. Also, the US Army would not accept the type of delay equalizers furnished by GENTA for installation in their Integrated Wideband Communications System (IWCS) sites. The US Army furnished and installed 15 delay

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equalizers that suited them and was reimbursed $21,000 by OCAMA. Sixty-four impedance matching coils were furnished for the whole network, including US Army IWCS and the naval facility at Saigon under 0597A7K2 (Tan Son Nhut). GEEIA installed the coils as required at locations where schemes were open and PAC Comm Area tasked their communications squadrons to install the coils at locations where AFTO Form 88's had been initiated. The US Army agreed to install GEEIA-furnished coils in their IWCS and in the naval facility. All coils were installed, but caused operational difficulty. DCA deleted requirement for coils and all coils have been removed.

The Alden 9225E Recorder [illegible] 485th GEEIA Squadron, Cam Ranh Bay AB, RVN, and installation is scheduled to start on or about 24 Apr 1970. CEIP requirements will be completed when these two recorders are installed.

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KOREAN NAVAIDS UPGRADE

1. The Korean Navaids Upgrade provided for upgrade of the Korean Air Force Navaids facilities to USAF T.O. specifications.

2. The project was begun in Nov 68 when surveys were completed on all TACANs, GCAs and radio facilities at Taegu, Kwang Ju and Suwon.

3. The radio facilities upgrade was completed at the three sites in April 1969.

4. The TACAN upgrade was delayed awaiting EOM completions and was finally completed in Oct 1969.

5. The GCA upgrade encountered delays in obtaining interim facility operating units which could not be deployed until EOM completions were attained. Numerous additional parts required were furnished from assets of the 2879 GEEIA Sq. The GCA upgrade was completed in Mar 1970.

6. The [illegible]e problem affecting this project was the lack of timely material support from Taegu Depot.

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[redacted] BRIEF BIRD

Seven schemes and one job order for the upgrading of the Air Traffic Control System at Tainan AB and Ching Chuan Kang AB, Taiwan, were assigned to Engineering on 1 Feb 1969.

a. Scheme 0814A9KD-MLMK provided for the installation of automatic transfer equipment for a previously installed AN/URN-5 radio beacon. Completed 16 Sep 1969.

b. Scheme 0815A9KD-MLMK provided for the installation of UHF/VHF air/ground communications for the control tower. Completed 5 Sep 1969.

c. Scheme 0816A9KD-MLMK provided for the installation of two each 10-channel recorders (TR-1510) for the control tower. Completed 6 Sep 1969.

d. Scheme 0817A9KD-MLMK installed AM-864 audio amplifiers for the control tower circuits. Cancelled 30 Jul 1969.

e. Scheme 0818A9KD-MQPC provided for the installation of one audio amplifier (AM-864) for the control tower of Tainan AB. Cancelled 17 May 1969.

f. Scheme 0819A9KD-MQPC provided for the installation of UHF/VHF air/ground equipment in the control tower. Completed 21 Mar 1970.

g. Scheme 0820A9KD-MQPC provided for the installation of two each 10-channel recorders (TR-1510) in the control tower. Completed 16 Mar 1970.

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h. Job Order 3304B9MD-MLMX. A feasibility study was performed to determine the requirements for a VOMTAC facility. Engineering was completed 27 Mar 1969 indicating such a facility could be established. Completed 27 Mar 1969.

Due to the extremely high interest in this project by CINCPACAF, a 25 Jun 1969 implementation date for Ching Chuan Kang AB and 20 Sep 1969 date for Tainan were established. Engineering actions were expedited to the extent that engineering for the entire program, including site surveys, on-site dispatch and indorsement of SCLs, on-site preparation of Tab A's and Tab B's, were completed within a period of 77 days. Selected Mobile Depot Maintenance (MDM) is also part of Peace Bird and is documented by Work Order Numbers 5224LOMD and 5228LOMD.

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SEEK DAWN (416P)

Pac GEEIA Region was tasked to implement general red/black cleanup in the Seek Dawn FOC comm facilities. Eleven schemes were assigned. The following are the schemes and completion dates.

0652A9K0	Completed 18 Mar 1970
0653A9K0	Completed 30 Jan 1970
0654A9K0	Cancelled 6 Feb 1970
0655A9K0	Completed 12 Mar 1970
0656A9K0	Completed 18 Mar 1970
0657A9K0	Completed 30 Jan 1970
0658T9K0	Completed 26 Nov 1969
0659T9K0	Completed 31 Mar 1970
0660A9K0	Cancelled 6 Feb 1970
1404A9K0	Completed [illegible] Mar 1970
1405A9K0	Completed 23 Dec 1969

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SEEK SILENCE

This program was to provide secure UHF G/A/G communications throughout SEA. The tasking for this program was received in 1966 and a total of 48 schemes were assigned. Installation of the first scheme began in Mar 1968 at Cam Ranh Bay AB RVN and the program was completed in Mar 1970 with the final installation at Hon Tre Island, RVN.

COMBAT DAWN

This program was to provide for the installation and interface of two each KY-8s and three each radio vans for the USAF Security Service. Tasking for this program was received in msg form, by this Hq on 14 November 1969 and AFTO 88s were signed with no exceptions on 4 February 1970. The total elapsed time of only 51 days covered programming, supply and installation of this scheme.

487L

Pac GEEIA Rgn was tasked to make a 487L installation at Kunia during April 1968. This installation was for CINCPAC and was accomplished under scheme 0156A8KO-MLVK-6409-R. Installation of this scheme was made by Det 4 with the assistance of a team chief from 2868 GEEIA Sq. The installation begaon on 24 December 1969 and AFTO 88s were signed without exception on 3 February 1970.

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PACAF COMMAND AND CONTROL AEROSPACE RESCUE AND RECOVERY PROGRAM (formerly SEARCH AND RESCUE SSB SYSTEM)

The system will provide HF/SSB radio point-to-point Ground/Air communications which are necessary to control search and rescue operations in Southeast Asia. Four schemes were assigned to engineer and install the Sub-Rescue Coordination Centers at Nakhon Phanom RTAFB and Tuy Hoa AB and the Rescue Coordination Center at Tan Son Nhut AB. The engineering was completed in February 1970. The material is scheduled for delivery in December 1970. These schemes are scheduled to enter the installation phase in January 1971 pending resolution of allied support problems.

TAC CONTROL SYSTEM/834 AIR DIVISION ALCE

Schemes 2945A7KO thru 2956A7KO

The engineering was completed in October 1969. The SB270 control unit was selected for this program and the EDD was established as 31 March 1970. Although all schemes were not fully supplied by the referenced date, supply action should be completed in April 1970 and schemes start soon thereafter with the exception of two schemes which are experiencing allied support problems. All schemes except the two mentioned above should complete within FY 470.

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ILS CCK

This program will provide an Instrument Landing System (ILS) to insure safe and expeditious landing of combat and logistical support aircraft at Ching Chuan Kang AB, Taiwan. The facility consists of an AN/MRN-7 Localizer (azimuth) and an AN/MRN-8 Glideslope (elevation) equipment, plus a Middle Marker (75 MHZ Marker Beacon) and Outer Marker (75 MHZ Marker Beacon). The Outer Marker is to be collocated with the existing Low Frequency Radio Beacon. The Chinese Air Force (CAF) presently owns the facility housing the LF Radio Beacon. The Middle Marker is to be located in an existing CAF building located on a Chinese Army camp. Two schemes have been assigned, one for interim installation (0509A9KO) and the second for the permanent (0917A9KO). Cable scheme 0719A9KO was assigned and has been completed.

This program has extremely high level interest from CSAF on down. Maximum GEEIA effort is being made to expedite this job. The facility will be completed in two phases: Phase I - Interim installation (CEM scheme 0509A9KO) and Phase II - Permanent installation (CEM scheme 0917A9KO). FAA flight check revealed that RFI problems existed to the extent that it produced a definite hazard to flying safety. Pacific GEEIA RFI engineering team and equipment were dispatched to locate the source of interference. It was determined that interference was originating from civilian sources nearby where plastic welding machines were being operated. Interference was strong enough to prevent

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commissioning of facility. Numerous meetings with plastic factories to conduct seminars on RFI prevention techniques were held. Scheme was signed and AFTO 88's processed 13 Nov 1969. Scheme 0917A9KO is delayed because of allied support.

PROJECT 972 FOC

During FY 68, there were 28 schemes assigned to install new teletype and secure voice circuits in SEA on a crash basis to satisfy "972" requirements. On some schemes, certain items of equipment could not be provided by the short target dates, and interim installations were made with substitute equipment. Subsequently, a contract was awarded to convert interim installations to permanent facilities and to make certain rearrangements which would permit a more efficient use of longhaul circuit paths. All contractor efforts were completed during February 1970. Pacific GEEIA was also tasked to satisfy those engineering-installation requirements for the final operating configuration (FOC) not covered by contract. These schemes were completed on schedule, thereby avoiding any delay to the contractor in the cases where concurrent installations were required. One scheme, 0867A9KO-WRMC-K-6000, is the only action which remains. This scheme is in HIA pending reevaluation. Completion of entire project is anticipated for FY 470.

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COMMANDO GLOW

AN/MPN-15A, Landing Control Central, was installed at Phan Rang on 18 Dec 1968 under scheme 0377A9KO. The unit was installed to provide area search radar scanning 360 degrees, covering a radius of 60 miles. Search employs frequency diversity dual transmitters and receivers to reduce the effects of lobing, paramp STC to reduce angle clutter, staggered PRF to reduce blind speed strength. In order to reduce radar ground clutter over the approach radials, a radar screening fence was constructed on a 167 ft arch from the 155 degree to the 239 degree radial. Installation started on 7 Jul 1968 and was completed on 18 Dec 1968.

Scheme 2874A7KO, AN/MPN-13 (SN 587) will replace the AN/MPN-15A installed under scheme 0377A9KO. Gilfillan has performed the Commando Glow modification on SN 587, which is presently in custody of the 2875th GEEIA Squadron for shipment to Phan Rang.

The AN/MPN-15A was removed from the hardstand on 6 Jun 1969 and the hardstand occupied by the AN/MPN-15A is presently being prepared to accommodate the AN/MPN-13 (SN 587) for installation. The installation of SN 587 was scheduled to start 30 Jun 1969 by the 485th GEEIA Squadron.

Installation of SN 587 started 3 Jul 1969 and was completed 12 Nov 1969. This unit would pass flight check during VFR only. The unit was not

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commissioned due to target blank out on approach to the runway. ITT Gilfillan under RADC contract developed and provided an RF clutter fence for the Phan Rang unit. The fence was tested at Kelly AFB, Texas, under similar terrain conditions that exist at Phan Rang AB, RVN. CSAF directed that the ITT Gilfillan fence be installed at Phan Rang AB. In addition, a second ASR fence is to be constructed and the existing fence is to be repaired and modified. Information was provided to the 35 Cmbt Spt Gp to start allied support, but indications are that it has not started as of 14 Apr 1970.

KAMPHAENG SAEN RTAFB

A complete base telephone plan was engineered for the new RTAFB base at Kamphaeng Saen. Since that base was to be an entirely RTAF facility, built especially for the RTAF, additional engineering effort was necessary in coordinating our plant engineering with the RTAF officials for their concurrence and approval. Contract engineering services were utilized to accomplish the outside cable plant engineering for Kamphaeng Saen. A total of 12 CEM facilities were engineered and installed at Kamphaeng Saen by Pacific GEEIA Region. One scheme (0919A9KO) remains to be installed on RT-723. Reason for delay has been due to a modification needed to remove undesirable 3KC tone on 807B VHF Transceivers. Installation start date is estimated for May 1970.

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PHAN RANG RADIOS

GCA support radios and a pilot-to-dispatcher radio at Phan Rang, Vietnam, were engineered by CEM schemes 0172A8KO, 0191A8KO, 0984A7KO, and 1128A6KO. Although originally sited in a transceiver site, these schemes were re-sited into separate transmitter and receiver buildings to be provided under amended SCL requirements for scheme 1128A6KO. Concurrence to the re-siting and support requirements for the two new buildings was received in Jan 1969.

Further changes were necessary in schemes 0172A8KO, 0191A8KO, and 0984A7KO. Due to the substitution of an MPN-13 GCA for the MPN-15A MRAPCON at Phan Rang, these schemes would be providing an excess of radio equipment, and a cutback was recommended by Job Order Completion Report 3276E9KO. As a result, scheme 0172A8KO was cancelled and schemes 0191A8KO and 0984A7KO were re-engineered with an amended SCL issued on 12 May 1969.

After completion of engineering for scheme 1128A6KO, it was learned from the 35 Cmbt Spt Gp that: (1) the two buildings originally concurred to had been cancelled; (2) Pacific GEEIA Region Operating Location (GEPE-1) had performed a site survey for a proposed communications building near the GCA; (3) three schemes involved should be re-sited into the proposed new building.

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Over the past 12 months, more than 580 engineering manhours have been expended on this project. Cancellation notice for 0191A8K0 and 0984A7K0 is being prepared at CINCPACAF (DEPPB), 14 Apr 1970.

TACTICAL SECURITY SUPPORT EQUIPMENT (TSSE)

Scheme 0344A9K0 was cancelled per GEEIA message GEO 191532Z Feb 1969. Four schemes were assigned to replace scheme 0344A9K0. In addition, two extra schemes were assigned to install the PPS-5's. Trenching has resumed. The first sector (classified) was completed under 0763A9K0 on 30 September 1969.

The project was put in held-in-abeyance status on 20 February 1970 while equipment was being modified and improved. All schemes for all locations were cancelled on 10 April 1970 due to lack of firm requirement and 7th Air Force/CINCPACAF stand is that more reliable equipment should be developed and tested prior to deployment to Southeast Asia. There is a possibility that parts of the system will be installed at other locations. New scheme numbers will be assigned at that time, since all site surveys and engineering already accomplished will have to be reaccomplished due to change in requirements and reconfiguration.

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BLUE FORTUNE

Philco-Ford (contractor) engineered, furnished, and installed multi-channel radio links terminating at 12 geographical locations within the Republic of Korea.

The communication facilities provided by this project interconnected with existing communications facilities to insure that there was an integrated ROKAF AC&W communications system.

The project was accomplished in two phases:

a. Phase I (southern sites) consist of terminal locations of radio links at the following sites: Kunsan, Uisong Bong, Pal Gong San, Taegu AB, Taegu ARTCC, Taegu Relay (Mat Con), and Kwanju AB.

b. Phase II (northern sites) consist of terminal locations of radio links at Kangnung AB, Pyongtach AS, Mangil San, Irwol San, and Yong Mun San.

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PEACE FORTUNE

PHASE I. This program is for upgrade and addition of 56 microwave channels for Project Blue Fortune. The contract has been let and copies have been received by this headquarters. We were tasked to provide GEEIA Field Inspection Representatives (GFIRs) for test and acceptance of this project. Thirteen sites were involved with 13 schemes assigned. All the schemes have been completed with exceptions. AFTO 88's were signed off clearing all schemes, with all the exceptions put on one scheme 0206A0K0. Contractor and GFIRs are in country with a tentative start date to clear exceptions scheduled 17 Apr 1970.

PHASE II. This portion of Peace Fortune is a DCA requirement contained in DCA Plan 6-69. Pac GEEIA Rgn has provided Statement of Work. This is for the AF portion of the Korean Wideband Network which will interface with the Army backbone system. Statement of Work has been completed and final publication for distribution was completed on or about 24 Mar 1970. Follow-up action items will be as follows:

a. Bidders briefing Jun 1970 at OCAMA.

b. Tech proposal review in Aug 1970, probably at Pac GEEIA Rgn.

c. Joint contractor/GEEIA site surveys in Oct 1970.

d. Review of engineering, installation and test plans as available.

The above schedule is tentative with a possibility of slippage occurring.

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PHASE III. This program is for the over-all expansion of the existing Blue Fortune microwave system. Pac GEEIA Rgn has been tasked to provide an ERP in accordance with AFM 400-19. Draft ERP is presently at OCAMA for review. This portion of Peace Fortune will encompass four links and seven sites.

PACER DOG

This program will provide 505 Tactical Control Group with 4 each AN/FPS-90 Fixed Height Finders. The schemes and locations are as follows:

a. 2940A7KO - Nakhon Phanom, Thailand - Completed without exceptions 16 September 1968.

b. 2941A7KO - Pleiku, Vietnam - Completed 10 January 1969 without exception.

c. 2942A7KO - Hon Tre, Vietnam - Completed 18 October 1969 without exception.

d. 2943A7KO - Ban Me Thout, Vietnam - FSD 470, ERD Jul 68A, MRD Jun 69A, IRD Jun 70, CCD Aug 69A. Scheme 2943A7KO is presently in progress with installation completion date estimated sometime in May 1970.

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GCA PANEL FABRICATION - WIN 6034J9KO

A world-wide requirement existed for 228 replacement panels for 26 AN/FPN-16s. GEEIA was tasked by Hq AFLC with meeting this requirement. In-house fabrication of panels at the 2875 GEEIA Sq, Tachikawa AB, Japan started in Aug 1968. All of these requirements have been met. During this tasking, numerous support problems arose. These were primarily requirements for extrusions and rivets. The project completion date was 31 July 1969.

PACAF PROJECT PACER TOWN

Project Pacer Town goes back to when Typhoon Della struck Miyako Jima and Kume Shima on 22 and 23 September 1968. Radar Search Antennas, rigid radomes and air/ground antennas and poles were destroyed at both locations. The entire project was completed on 25 April 1969 when Century Company completed caulking and painting of the last radome. All radomes furnished by SMAMA for the restoration were second hand and reported to be in bad shape by Pac GEEIA installation personnel and by Century Company. A survey of the radomes was completed on 30 June 1969. It was recommended that the four radomes at Miyako Jima and Kume Shima be replaced. Replacement of the defective radomes was started on 1 August 1969. This project was completed with the change out of the final radome on 15 September 1969.

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PACAF PROJECT COMMANDO HASP

Project Commando HASP was assigned for the evaluation of all TACANs in PACAF. GEEIA assisted a PACAF team in surveying the TACANs and performing the maintenance required to return the TACAN to an optimum operating configuration. Thailand TACANs were completed in April and May 1969. Korea TACANs were completed in Jun 69. These units were undergoing IRAN under the Korean NAVAIDS Upgrade Project. The Vietnam TACANs were upgraded in July and Aug 1969. The Philippine Islands, Taiwan and Guam TACANs were completed in Nov 1969. Johnston Island TACAN upgrade was completed in Jan 70. The Okinawa and Japan TACANs remain to be completed.

AN/MMQ-2 VAN SURVEY

OCAMA tasked GEEIA on 15 November 1969 to survey 18 AN/MMQ-2 vans in the SE Asia area to determine whether these vans were repairable or should be condemned. The 483rd GEEIA Sq, Thailand and the 485th GEEIA Sq, Vietnam performed the surveys. The 483rd inspected the unit located at Udorn. The remainder of the units were located in Vietnam and were inspected by the 485th GEEIA Sq teams. All actions were completed on 5 December 1969 and the survey results forwarded to OCAMA. A majority of the vans were in repairable condition.

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ENGINEERING DIVISION

FINAL HISTORY

(1 January 1969 - 31 March 1970)

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I. INTRODUCTION

An historical review of engineering accomplishments over a 15-month period can present quite a [illegible] and colorful picture of projects, personnel, and places. This final historical report presents highlights of particular programs and projects which accurately reflect the tenor of professional involvement, the esprit de corps, and the engineering success of the Engineering Division during the period of 1 January 1969 through 31 March 1970.

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II. ENGINEERING CONTROL BRANCH

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1. LtColonel R. D. Tingey assumed the duties of Chief, Engineering Control Branch in August 1969. Section Chiefs are:

a. Mr. Thomas Arnone, Standards and Review (GEPECS).

b. Captain J. R. Nelson, Production and Workload Control (GEPECP).

c. Captain E. F. Hipp, IQ Contracts (GEPECQ).

2. Production for the Engineering Division reached an all time high for January 1969 through 31 March 1970. There were 527 Job Orders and 1,439 schemes completed during this period, for a grand total of 1,966 Engineering products sent to the field.

3. A major program introduced during this time was Pre-CEIP Engineering Assistance. A total of 121 assists were completed and 37 are presently in progress.

4. Two noteworthy goals have been reached recently. First, for the first time in the division's history, there are no delinquent ERDs. Second, Pacific GEEIA Region placed first in the GEEIA Management Performance Rating for last quarter after having the dubious distinction of occupying last pace over the years. On time Engineering Completions made first place possible.

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III. ELECTRONICS BRANCH

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1. AN/GPA-122

This equipment was programmed to replace KY-118/KY-120 SIF equipment. Insufficient AN/GPA-122 equipment is available at present to allow replacement of all KY-118 Decoders. Portions of the KY-118/KY-120 systems were replaced by the AN/GPA-122 equipment; however, the remainder of the KY-118 Decoders are being retained for use in a decode-only function. A problem in this procedure has been encountered in that there is a displacement of targets from the KY-118/KY-120 equipment when interrogation is performed by the AN/GPA-122. This is due to the two SIF groups having a difference in delay time during decoding. To alleviate this problem until the remaining KY-118 can be replaced, an external delay system will be required to bring the targets into coincidence. Hq CEEIA has been queried on the availability of this equipment. Another problem encountered is that the AN/GPA-122 and AN/GPX-27 equipment are incompatible due to mode interlace limitations of the AN/GPX-27. A new type of defruiter equipment that is compatible with the AN/GPA-122 will be available in early May. A request has been initiated to Hq CEEIA to obtain this equipment to resolve this problem at two locations.

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2. COMMAND EDGE

Tasking to perform an evaluation of operational problems encountered at two AC&W radar sites in Taiwan was received in June 1969. After a survey had been performed and a report of the findings published, a conference attended by all agencies concerned was held at PACAF in August. During this conference the problems and suggested solutions were discussed and a course of action decided upon.

In October a combined team with representatives of Pac CHEIA, the 2875th CHEIA Sq, SMAMA, 5 Tac Control Gp, PACAF and CMAAG visited the two locations to peak and further evaluate the radar systems. This effort eventually turned into a full scale on-site depot level overhaul as unstable power, faulty test equipment, shortages of parts and test equipment, difficulty in obtaining replacement items, unfamiliarity of personnel with equipment and conflicting technical data contributed to making this a difficult task. By working 65 to 70 hours a week throughout November and December, the team was able to bring one channel of the search radar at one site up to the point where it was stable enough to operate for 72 hours without adjustment and without falling below T.O. specifications.

Another conference of interested agencies was held at PACAF in February 1970 to evaluate progress made to date. Courses of action were outlined to upgrade the total environment. Action relative to this project is continuing.

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3. COMMANDO RANGER

During 1969 the Radar Work Center (A) of the Radar Control and Guidance Section was tasked with Project Commando Ranger. The accomplishment of this project required that surveys be performed in Korea to site equipment mock-ups at the ROKAF C-E School and the ROKAF C-E Depot, and to site and evaluate the comparative suitability of four proposed locations for manually operated AN/FPS-18 gap-filler radar sites. Based on the data obtained during this survey three of four proposed locations were selected.

On 20 July 1969, the Pac CEEIA engineer assigned to this project, and a team of surveyors departed Honolulu to perform the required surveys. In the past, CEEIA engineers performing site surveys in MAP countries usually were provided with local national drivers and guides or interpreters to assist them in accomplishing their mission. During the Commando Ranger surveys in-country assistance was rare. The survey team itself was required to drive the vehicles which were provided. However, in order for them to drive vehicles off-base they were first required to attend a class on local traffic regulations. Maps available to the team were outdated and inaccurate and roads poorly marked. Since guides/interpreters were not provided for the major part of the survey the team, being unfamiliar with the roads, on several occasions lost its way.

On one occasion, even though a ROKAF guide/interpreter had been provided, the MAAG later questioned whether the requested location had been surveyed. It was later indicated the site surveyed, while not the requested one, may prove to be better. Delay was also encountered due to vehicle breakdowns caused by the age and poor state of repair of the vehicles provided and the

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rough Korean roads. Repair of the two trucks provided was required on eleven occasions. In several instances the trucks were rendered unusable to the team due to lack of parts or the necessity for major motor pool repair; on others the team effected repairs itself. Heavy rains and flooding also rendered roads difficult to negotiate or impassible. Due to the delays encountered, the site surveys required a total of 68 days rather than the 45 days originally estimated.

Upon return to Honolulu the data collected during the survey was processed for incorporation into the job order completion report. Before this could be completed the engineer was required to depart upon another survey for the Commando Edge Project. It had been anticipated that this absence would be of short duration and that the engineer would be able to complete the report upon his return. However, extension of his survey required that another engineer be assigned to complete the project. This was done and the job order completion report was published and distributed to all interested agencies in a timely manner.

The Commando Ranger project was a job done well in spite of the lack of adequate food, decent shelter, the extremely undependable transportation and few communication facilities available to verify desired remote locations. The sense of responsibility displayed by the project engineer was a "Can Do" done above and beyond that which anyone could rightfully expect.

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4. DA NANG REMOTE RECEIVER & TRANSMITTER SITES

Engineering for the new UHF/VHF C/A/G transmitter sites and receiver sites for Da Nang AB, RVN, was started in May 1968 and completed in March 1970. Engineering approached the installation at these buildings from a facility design concept. This required the coordination and interface of the individual schemes engineered into these buildings. Changing the original U-shaped equipment floor plan layout to a floor plan with rack rows across the narrow side of the room has resulted in: (1) more rack spaces, (2) easier access for maintenance of equipment, and (3) adequate space for desk and filing cabinets for maintenance records and T.O.s. Equipment is grouped according to frequency range; i.e., UHF and VHF are in separate rack rows. A further grouping is by service; i.e., RAPCON, ATC tower, miscellaneous services. All rack spaces are reserved and are numbered according to rows, i.e., 1A, 1B, etc. There are six rows of rack spaces. The interconnections for all racks have been included in the basic Statement of Work in such a manner that a maintenance man can follow his cabling by following a numbering system based upon the rack number. For example, the equipment in space number 1 in Rack 1A is connected to terminals on terminal blocks that end in the figure 1; other equipments use numbering consistent with rack and rack space number.

At the outset, engineering was informed of existing equipment at the base that was being programmed for relocation by local self-help. Provisions for the self-help relocation has also been engineered into these facilities. The result of this concept of engineering is a facility that can be altered or have equipment added with the least possible amount of engineering or installation time. All equipments can be considered as plug-in modules

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requiring only the connection of short, two or three foot audio and power cables and the making of cross connects at the main frame.

Antenna farms were layed out on 60 ft equalateral triangles providing the capability of meeting the spacing criteria between antennas on every other antenna pole, 120 foot spacing of antennas results. In extreme cases, by skipping two poles we arrive at 180 foot spacing. Antenna pole locations were selected to preclude any UHF antenna having a cable run exceeding 180 feet from the equipment. VHF antennas are mounted on poles at the perimeter of the antenna farm since cable loss is less at VHF frequencies than at UHF frequencies. These facilities when installed will be the first UHF/VHF G/A/G installations in SEA configured in a facility concept. Any changes or re-engineering that may result from changes in command requirements, modernization of equipment, etc., can be accomplished by the plug-in module approach.

Since the inception of the separate transmitter and receiver buildings concept, at least 44 schemes have been engineered for Da Nang AB. These schemes along with the various known equipments programmed for local self-help relocation have been dovetailed and interfaced in order to afford cross-scheme support and result in a workable facility. Prior to installation various schemes have been cancelled thus deleting some of the support required for remaining schemes. New schemes have been added, necessitating realignment of cross-scheme support. Had each scheme been individually engineered under the old U-shaped configuration, the new building would not have been large enough to support all schemes. By utilizing the new layout with cross-scheme support this facility installs all schemes assigned and provides space for local self-help relocation of equipment and for expansion by future schemes.

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5. DON MUANG AFB CARGO TERMINAL

The 6th Aerial Port Sq, ALCC, and MAC ACP at Don Muang AB, Thailand, are to be relocated to U-Tapao AB, Thailand. The detachments of these organizations, presently at U-Tapao, are to be relocated to Don Muang. Job Order 3244B0K0-ZFZZ-6000-R tasked GEEIA to provide the 13 Air Force at Clark AB, Philippines, with the technical information necessary to write a CEIP for this relocation.

A 5-man Pacific GEEIA Engineering team performed site surveys at Don Muang and U-Tapao from 27 March to 4 April 1970. Draft SOLs detailing the support and equipment necessary to satisfy the communications requirements of the organizations to be relocated were written and coordinated with the concerned organizations. Information gathered during site survey was provided to Hq 13 Air Force at Clark for CEIP preparation relative to the relocation.

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6. PDSS (PASSIVE DETECTION SECURITY SUB SYSTEM)

Pac CEEIA was tasked to engineer the installation schemes for Passive Detection Security Subsystem (PDSS) in Southeast Asia (SEA). The immediate objective of PDSS is to enhance the defense capability of security forces at bases in hostile or near hostile environments. The long range objective is to improve base security/defense worldwide. This type of program is unique in Pac CEEIA because new techniques of personnel detection are being evaluated in an operational environment and the program is being managed by the Aeronautical Systems Division (ASD). Site surveys of miles of base perimeter were performed and extensive detailed information was obtained at bases in SEA by Pac CEEIA engineers. At one of the bases one segment of the base perimeter defense system was installed by CEEIA personnel and then evaluated by Base Security personnel. The equipment installed included electronic, magnetic and pressure personnel detection devices.

The engineering and installation of these devices proved to be a challenge since siting and installation criteria was not available and had to be developed. A plan for PDSS site survey and installation was developed by a Pac CEEIA engineer. This plan was forwarded to ASD and Hq CEEIA. It is expected that the plan will be adopted for all future PDSS installations.

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7. PEACE GEAR

Project purpose is to replace existing AN/TPS-ID Radar Sets with AN/TPS-2 Radar Sets, including changes to or additions of required ancillary equipment at two Royal Thai Air Force (RTAF) sites (Ban Pratandee and Khao Phanon Rung, Thailand). Pre-SEIP assistance in the form of site surveys, accomplished in April 1969, and DIP Preparation was completed by GEPEC under J.O. 340839KO-ZFZZ-1105-X on 8 July 1969 at which time GEPEER was tasked to provide follow-on engineering.

Schemes 0278AOKO-ZFZZ-1102-X and 0277AOKO-ZFZZ-1102-X were assigned for the installations at Ban Pratandee and Khao Phanon Rung, respectively. When it became evident that non-availability of some required ancillary (SEIP) equipment might delay installation of the latter scheme, a third scheme (0301AOKO-ZFZZ-1102-X) was assigned to permit later installation of this equipment.

Engineering, based on data contained in the DIPs, was completed 30 Dec 1969, 14 Jan 1970, and 21 Jan 1970 for the respective schemes. However, failure of RTAF to comply with details cited in the SCL for construction of tower footings at one site, and erroneous dimensions on survey drawings noted at the other site will require amendments to the schemes. Engineering changes are now being made to waveguide routing and equipment layout to permit installation without additional scheme material or reconstruction of tower footings. Completion of the Tab B amendments for both schemes 0277AOKO and 0278AOKI is anticipated approximately 30 April 1970.

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8. PLEIKU FPS-8

Scheme 1032A9KC-TUQB provided for installing an AN/FPS-8 Radar Set to replace an AN/MPS-11 Mobile Radar Set at Peacock Hill, Pleiku AB, RVN. A site visit was made during May 1969 and the decision was made to retain the 40 ft guyed antenna tower and construct a radar shelter adjacent to the tower.

Other than the radar shelter being erected slightly away from the planned location and requiring an engineering change for the waveguide configuration, and the delay in obtaining a suitable crane for antenna change out, the project was completed with no deviations.

The 2875 CEITIA Sq Installation Team completed the installation, and Forms 88 and 89 were signed 5 Feb 1970.

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9. PROJECT RED 71

This project provides VHF/UHF equipment at Feng Liao, Taiwan, for long-range communications upgrade. Federal Aviation Agency VHF/UHF equipment at the NAFEC Test Center at Atlantic City, New Jersey, was chosen for acquisition due to a manufacturer's lead time of approximately seven months for new equipment.

Along with this equipment, several other items not in the Air Force inventory are necessary for this facility. Delays in acquisition of these items have threatened to delay the completion of scheme 0828A8KO-FQAW-2210-N.

Consequently schemes 0688A9KO and 0689A9KO-FQAW-2210-N were generated to install the missing equipment, allowing the installation of 0828A8KO to begin.

However, delivery of part of the equipment programmed for scheme 0689A9KO (i.e., AN/GRR-23 receivers) was in turn delayed, and AN/GRR-25 receivers were substituted. Scheme 0460A0KO will install the AN/GRR-23s when they are available.

Schemes 0828A8KO, 0688A9KO, and 0689A9KO are now in the installation phase with completion estimated in late April 1970. Scheme 0460A0KO is presently HIA pending availability of equipment.

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10. CCTV WEATHER BRIEFING FACILITIES

The CEM schemes which were to provide CCTV Weather Briefing Facilities for Clark AB, Philippines, Yokota AB and Misawa AB, Japan, and Osan AB, Korea, were cancelled in December 1969 because of the USAF austerity program. The Job Orders for engineering assistance on CCTV CMIP preparation, Kadena AB and Naha AB, Okinawa, and U-Tapao RTAFB, Thailand, were also cancelled. Cancellations were made even though engineering was completed and scheme materials were available for Clark, Yokota and Misawa Air Bases. Installation of these schemes was not made due to nonavailability of allied support requirements. Since the CCTV Weather Briefing Program started in 1965 for the PACAF bases, over five thousand engineering manhours were used for Pre-CMIP and scheme engineering.

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11. FEASIBILITY STUDY - OFF-SET ILS LOCALIZER FOR CHING CHUAN KANG AB, TAIWAN

As a result of an aircraft accident involving the Instrument Landing System (ILS) localizer antenna at Ching Chuan Kang (CCK) AB, Taiwan, in-country personnel suggested reconfiguring the ILS to include an off-set localizer. This would be in lieu of the normal localizer situated on the extended runway centerline. To determine the feasibility and ramifications of the off-set localizer concept, an engineering task, Job Order 3510E9KO-MLTX-2226-N, was established.

The Pac GEEIA engineer, through coordination briefings and an on-site survey (18 May - 26 May 1969) was able to derive the design and siting criteria for the off-set localizer utilizing the AN/MRN-[illegible] localizer set. His results proved the technical feasibility of the concept, however, the results also pointed out problem areas.

In siting the localizer off the extended runway centerline the localizer course and actual landing flight path did not coincide, thus a new operational requirement would be necessary requiring the pilot to make a correction maneuver visually prior to landing. Under emergency and extreme weather conditions this reliance on visual runway contact could prove hazardous.

As a conclusion to the engineering study it was determined that relocating the localizer outside the extended runway zone would remove this potential obstacle to aircraft encountering difficulty. However, in considering operational changes, safety factors, and construction costs, as well as the [illegible] that aircraft in trouble also have a tendency to veer to the right or left, it was recommended that the standard ILS configuration, instead of the offset localizer concept, be used at CCK AB.

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12. HEATED RADOME FOR TACAN AT MISAWA AB, JAPAN

The heavy accumulation of snow and ice on the TACAN antenna at Misawa AB, Japan caused distortion in the facility's antenna pattern. This necessitated sending a maintenance airman to the TACAN site periodically to climb the 70-foot tower and clear the snow and ice from the antenna. To cut down on the maintenance man-hours required for this facility it was first suggested that the TACAN site should be relocated. Investigation of this suggestion was accomplished under Job Order 2919E7K-QKKA-N-2000 by Pac GEEIA Engineering.

Results of this investigation showed that relocation was definitely not the proper solution. It further revealed that the more feasible approach would be the replacement of the existing TACAN antenna with a high band antenna with a heated RADOME.

Through joint efforts between GEEIA, OCAMA, and the operational organizations the heated RADOME approach to the problem was successfully implemented. The design and prototype tested of the new RADOME was accomplished within the Air Force by OCAMA. The installation engineering and actual installation was accomplished by Pac GEEIA Region under CEM Scheme 030JACKO-QKKA-2243-N.

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13. PALGONGSAN ARTCC, KOREA

As a result of the "Pueblo" incident, an Air Route Traffic Control Center (ARTCC) was quickly installed at Palgongsan, Korea, on/about March 1968, to handle the increase in aircraft traffic. "On-hand" electronic equipment and parts were used to assemble the systems to accomplish the mission. To meet this emergency requirement, engineering and installation were accomplished by "in-country" personnel. Though adequate before, the capability of this ARTCC is presently exceeded by the increase of aircraft in the area.

In compliance with CINCPACAF message 200205Z Dec 1970, a Job Order, 3185BCMO-STUQ-2210-N, was assigned to perform a pre-CEMP engineering assistance for the 314 Air Div/5AF.

A site survey was performed during the period of 16 Feb to 19 Mar 70. This survey involved coordination with various organizations prior to arrival and also on site. Operational concepts and procedures were discussed, evaluated, and finalized. Also while at Palgongsan, electronic equipment information was gathered to update the CEMIA plant-in-place drawing records. Prior to departure from Korea a draft Site Concurrence Letter was written and coordinated for signatures.

An Engineering Implementation Plan (EIP) has been prepared and equipment listed will be used to relocate and expand the existing one sector ARTCC operation into two sectors with 15 radio channels and 20 telephone circuits.

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4. OKINAWA CERAP RELOCATION/MODERNIZATION (CMIP 9DBOODR, CA16E)

Background Information: CERAP (Center/RAPCON) Operations is presently being conducted from building 3417 on Kadena AB. Construction is in progress to provide a 48 foot wide by 96 foot long addition to the CERAP building. This addition will provide new CERAP operations and equipment rooms. The existing operations room equipment and a portion of the equipment room components will be relocated to the building addition. Also included in the construction is the renovation of the CERAP building to provide new air conditioning equipment, reconfiguration of the present and addition of new air conditioning ducting, and construction/removal of interior walls to provide maintenance and ATC Flight Support Communication areas. When the building addition is completed (ECCD 1 Sep 70) the contractor will stop work for a 30 day period. During this work stoppage, CHEIA will relocate to the building addition a portion of the existing equipment (Phase I). Relocation of this equipment will allow the contractor to install new air conditioning equipment in the space vacated by the relocated equipment. Phase II will consist of relocating and reconfiguring the operations room equipment to the building addition. New equipment will also be installed.

The attached scheme assignment lists define the projects which will be accomplished under Phase I and II.

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[illegible] CERAP RELOCATION/MODERNIZATION

[illegible]:

[illegible]:

[illegible] --- Install new MDF in building addition and half-tap existing 400 pair cable so that all existing cable pairs appear on new MDF.

[illegible] --- Relocate AN/FRA-22 Radio Control Group, [illegible], TR-1510 Recorders ([illegible]), Recorder Patch Panel [illegible] Keying Units, and RAP-105 Patch Panel. Equipment will be relocated to the new building addition.

[illegible] --- Reposition the AN/FRQ-11 Microwave Data Transfer System (used with AN/FPN-47).

[illegible] --- Remove existing MDF once operation starts from new MDF installed in the building addition.

[illegible]:

[illegible] --- Installs the RAPCON Canopies which were programmed the AFCS Worldwide RAPCON Canopy CEIP SQLB00Y1, a/c 16 February 67 (updated 4 March 68).

[illegible] --- Installation of the AB-105FRC Microwave Antenna tower and relocating the AN/FRQ-11 and AN/TRQ-10 Microwave dishes from the existing wooden pole to the new tower.

[illegible] --- Installation of the AN/UPX-14 Transponder and AT-914A/UPX-14 ISLS Antenna at the AN/FPN-47 Radar Site. This AN/UPX-14 will replace the AN/UPX-6 until the AN/TPX-42 is available. The AN/TPX-42 will then replace the AN/UPX-14, while the AT-914A/UPX-14 will remain and be used with the AN/TPX-42.

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[illegible] --- Removal of the AN/UPX-[illegible] Transponder which will be replaced with the AN/UPX-14.

[illegible] --- Installation of the third 302 Telephone Key System. This equipment will provide six additional telephone operating positions.

[illegible]-LXEM-2210-M --- Relocation of the existing RSDE-5 equipment.

[illegible]-LXEM-2210-M --- Installation of the two additional RSDE-5 Scan Converters

[illegible]-LXEM-2210-M --- Installation of the island type consoles, and FAA Type M-1 Flight Data Boards (new ones not existing). Also included is the installation of the RAPCON Canopy Supervisors Console which was programmed under current CEIP and not by the AFCS Worldwide RAPCON Canopy CEIP. Schema [illegible] will install the majority of the RAPCON Canopy Items.

[illegible]-LXEM-2220-M --- Installation of the two additional AN/GPA-[illegible] Video Mappers (one for RAPCON and one for ARTCC)

[illegible]-LXEM-2220-M --- Relocation of the AN/FPN-47 and AN/FPN-18 Radar Indicators to the new Operations Room.

[illegible]-LXEM-2220-M --- Installation of four OA-[illegible]/FSA-4 Patch Panels and the four additional OA-[illegible]/FSA-22 Radio Control Boxes.

[illegible]-LXEM-2220-M --- Removal of the RAP-[illegible] Patch Panel upon installation of the four OA-[illegible]/FSA-4 Patch Panels.

[illegible]-LXEM-2220-M --- Installation of a single-single channel UHF/VHF Transmitter/Receiver, multicoupler, antennas, and a OA-447 Patch Panel at Kadena. This equipment [illegible] used to support the Clearance Delivery Function.

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[redacted] --- Installation of a single-simplex channel VHF/UHF Transmitter/Receivers, multicouplers, antennas at Kahn AB. This equipment will be used to support the Clearance Delivery Function at Kahn.

[redacted] --- This scheme was for the installation of the FAA Servonics Simulator. This scheme was cancelled on 30 March 70 per CSAF direction. Suspect that the new simulator, presently under development, will be installed at some future date.

[redacted] --- Relocation of the existing and to be installed ATC Flight Support Comm Center Equipment, teletype, etc.

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15. R.F. CLUTTER FENCES, PHAN RANG AB, VIETNAM

The feasibility study recommended two "simple" R.F. clutter fences for installation at Phan Rang, RVN, GCA radar site to provide 20 db clutter suppression for the S-band ASR. The dimensions of the fences, their locations, and the performance are based on the clutter rejection requirements, clutter profile, and aircraft radar-approach paths. Modular construction techniques for the fences results in minimum cost, rapid fabrication, mobility, and high mechanical performance. The ITT/Gilfillan double-mesh screening minimizes X-band attenuation through the fence so that the X-band PAR performance is not deteriorated by the fence. The universality of the fence design allows the fences to be individually tailored to the requirements of most sites, such as Phan Rang, where clutter return is a problem.

The ITT/Gilfillan RF clutter fence for the PAR/ASR sector from 208 to 233 degree will be installed 400 feet in front of the GCA unit, with the top of the fence 10 feet above the center of the ASR antenna. The overall peripheral length of the fence will be 175 feet with a finished height of 24 feet.

The new AF/ASR RF clutter fence will cover 160 to 194 degree sector, and will be constructed 300 feet from the GCA unit. This fence will be 178 feet in peripheral length and the top of the fence will be 6 feet above the center of the ASR antenna. The finished height of this fence array will be 20 feet from the finished ground level.

The existing fence will be modified/rebuilt into two fences in the same location. The two portions will be located 166 feet from the GCA unit and the top of the fence will be 5½ feet above the center of the ASR antenna.

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The larger portion will cover 160 to 208 degrees and the smaller portion will cover 233 to 245 degrees. These two portions will be lowered by 1½ feet to an overall finished height of 17.9 feet. The overall length of these two portions of the fence will be approximately 136 feet and 40 feet respectively.

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IV. RADIO COMMUNICATIONS BRANCH

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SCOPE SCOOP

A detailed engineering evaluation of the Scope Scoop system and terminal hardware has been accomplished. The objective of this evaluation was to detect and neutralize any deficiency which would preclude system commissioning and operation on a limited basis prior to completion of engineering/installation efforts. Guidelines and test procedures were established by Hq CEEIA and were patterned after practices defined by AFCS in project Scope Creek. Test teams, staffed by CEEIA, AFCS, Pac Comm Area, OCAMA and civilian contractors, were deployed to Johnston Atoll in December 1969. Testing was completed in January 1970. Although data reduction is not yet complete, preliminary evaluation has identified for corrective action a sufficient quantity of weaknesses to allow Scope Scoop to achieve operational status.

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WESTPACNORTH

Project WESTPACNORTH (WPN) provides for an increase in sharing of air defense information between various U.S. and foreign forces in the WPN area. Teletype and data transmissions will be utilized in support of the initial system configuration. Eventually, all interrelated defense systems may be linked by 2400 bit data circuits. The heart of the WPN system is a data processing terminal to be installed by U.S. Navy at a seaside location in Japan. This buffer facility will provide the primary interface between marine-based automatic tactical data systems, and the Japanese, Okinawan, and Korean air defense systems.

Pac GEEIA provided extensive pre-CEIP engineering assistance to this project. Job Order 3096BOKO prepared an Engineering Implementation Plan (EIP) detailing the teletype system configuration, equipment and support requirements, and so forth. Job Order 3524B9KO accomplished pre-CEIP engineering for the HF/SSB radio requirements discussed in the draft CEIP. Both of these job orders were completed in a professional and expedited manner. Job Order 3146EOKO provided an analysis of the electromegnetic compatibility aspects of the program.

The WPN CEIP has been partially approved by Air Staff; the HF/SSB portion has been entirely deleted. Since approval, SAF has questioned several aspects of the system concept. At present, we are awaiting a finalized statement of system concepts and requirements. It is anticipated that a CEIP Amendment will be required before actual scheme engineering can begin.

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COMMANDO MERCURY

Project Commando Mercury will upgrade the command-control and communications systems for emergency situations throughout the Pacific area.

CEEIA's participation in this program presently includes five job orders and 23 schemes. The job orders provide pre-CEIP engineering assistance. The resultant 23 schemes install teletype, COMSEC, patch panels, and automatic broadcast/by-pass equipment to provide real-time special intelligence information to tactical commanders.

Implementation of this project is being accomplished in two phases. Phase I, the interim installation providing manual operation, is complete and operational at all sites. Due to the urgency of this program, two of these sites were completed by on-site engineering. Phase II which upgrades Phase I to introduce automatic broadcast/by-pass capability is currently in the engineering phase, although CEIPs are still awaiting approval. The broadcast/by-pass switching assembly is a first-time design with no precedent. Much R and D effort has been and is being expended developing a practical and essentially foolproof design. For expediency and for economy, off-the-shelf vice special items were utilized in its design which is now complete. A prototype of the by-pass switching assembly will be fabricated/tested at Tachikawa AB, Japan, under supervision of a CEEIA engineer during period June to August 1970.

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Seven to eight engineers have been and are presently engaged in this program. Since June 1969 over 900 hours of overtime (military and civilian) have been used to implement Phase I and parts of Phase II. Based upon early CHIP approval, all 23 schemes in direct support of Commando Mercury Phase II are expected to be installed and operational by the end of FY 71.

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AUTOMATIC DIGITAL NETWORK (AUTODIN)

AUTODIN is a world-wide network of Digital Subscriber Terminal Equipment (DSTE) and Automatic Switching Centers (ASC's) providing users with computer-controlled, high-speed, automatically routed, error-free punched tape, punched card and/or page copy encrypted message service from/to any like subscriber in the world.

Our tasking for his project involves the engineering of all subscriber terminal equipment installations serving Air Force units throughout the Pacific area. Tremendous progress was realized during this period in the engineering completion of approximately 115 basic AUTODIN DSTE scheme packages. Many field surveys and initial engineering efforts were accomplished by in-house personnel. The majority of the finalized engineering effort, however, was completed by contract. Our responsibilities in this area were to provide the contractor with detailed site-by-site requirements, engineering standards and guidance, problem resolution service and finally, the review of each product to insure installability and compliance with applicable criteria.

Approximately 50% of our total AUTODIN scheme effort this period was toward providing DSTE facilities for SEA locations. As an example of our timely response to the SEA situation, we were tasked in late January 1969 to provide emergency engineering for 20 DSTE installations in South Vietnam in support of in-country airlift operations and Command and Control requirements. Site surveys and on-site agreements (SCL's) were completed by late March 1969. Continued priority handl[illegible]

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scheme package material and installation instructions contributed significantly to the timely and successful commissioning of the AUTODIN DSTE's serving this urgent requirement.

For the most part, this period saw the engineering completion of the massive, originally validated, AUTODIN DSTE workload. Our remaining and continuing workload effort is toward completion of those few old problem schemes, tasking for the engineering of more recently approved DSTE's, and follow-on actions resulting from changed installation criteria and recent availability of serving patch equipment.

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IJCS-PAC JAPAN TROPO SUBSYSTEM

1. Excavation and retaining wall construction work was started in mid April 69. Sites requiring construction work are Yaetake, Chiran and Fuchu.

2. As directed by HQ CEEIA, a Pac CEEIA in-country technical representative for IJCS-PAC was assigned to the 2875 CEEIA Sq on 1 Oct 69. His primary responsibility was to assist the contract administrator in resolving technical problems and to serve as technical consultant to the CFIRO. In-country technical representation will be provided through the period of system testing and acceptance.

3. On 20 Oct 69, the contractor requested government approval for an extension to the contract completion date of 18 May 70 to 30 Jun 70 due to delay in production.

4. C-E-M Facility Installation Plan and Engineering Date (Cat G) for facility installations were submitted to the government for review and approval on 4 Nov 69. These plans were reviewed by our in-country representative and DCA-PE. Government review comments were forwarded to the contracting officer on 8 Dec 69.

5. All new construction work was completed by 3 Dec 69. C-E equipment installation commenced 28 Nov 69.

6. On 20 Jan 70, the government advised the contractor that the request for 45 day delay in contract completion date must be reviewed by higher headquarters. The contractor was further advised to take every measure necessary to meet the completion date of 18 May 1970.

7. The Japan Tropo Subsystem of IJCS-PAC provides 12 additional voice channels between Fuchu, Japan and Yaetake, Okinawa. These 12 channels

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will be extended from Yaetake to Futenma on the new Army Microwave Subsystem of IDCS-PAC which is scheduled for completion no earlier than Oct 70. Due to the time lapse between test and acceptance of the two subsystems, DCA has recommended the interim extension of the 12 Channels from Yaetake to Futenma utilizing the existing Army microwave system. By direction of the CSAF and the DA, a detailed Memorandum of Understanding identifying all required actions by the MILDEPS to implement the interim 12 channel extension between Yaetake and Futenma was formulated by representatives of USASTRATCOM SIG GP OKI, FECOMMRGN and Pac CHEIA Rgn on 24 Mar 70.

8. Although government approval has not been granted for the 45 day delay in contract completion date requested by the contractor, present indications are that the completion date will not be earlier than 30 Jun 70.

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TACTICAL AIR CONTROL SYSTEM, KOREA

1. Job Order 349739KO-ZKZZ-6000-R was assigned to provide technical assistance for the preparation of a draft HF/SSB CEIP (2NFA11R) for Korea.

2. Three engineers from CEPERH were assignedto perform site surveys in Korea. These surveys were conducted from 20 May thru 30 June 1969 at the following sites:

a. Cheju Do
b. Yongmumson
c. Kunsan
d. Kwang-Ju
e. Taegu
f. Suwon
g. Palgonsan
h. Mongilson
i. Osan
j. Ulsang Bong
k. Irwolsan
l. Kangnung
m. P-Y Do

3. Equipments and antennas to be sited at the various Korean sites included:

a. RF-201B HF/SSB Transceivers
b. RF-102 Power Amplifiers
c. AC-1501 Selectable Sideband Module
d. AC-1503 CW Module
e. AC-1505 Noise Limiter Module
f. AC-1506 Wideband Mech Filter
g. AC-1508 Hybrid Phone Patch
h. RC-1620T Remote Control Unit
i. RC-1632 Local Tone Terminal
j. RF-1205 Antenna Coupler
k. Double Doublet Antennas (as required)
l. Long [illegible] Antennas (as required)

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4. The radio equipments identified in paragraph 3 and sited at 13 different locations were to be utilized with the following radio nets:

a. Cross Tell

b. College Eye

c. Sky Spot

d. DASC I

e. DASC (Proka)

f. DASC (Phantom)

5. Problem Areas:

a. Antennas - The identity of specific antennas at each site could not be determined until the actual site survey. As many as seven antennas were proposed at some sites. Space limitations for these antennas were major obstacles. For example, many of the sites were located on mountain tops and space for any additional antennas was at a premium.

b. Rock Terrain - The solid rock and rocky terrain on mountain top sites caused additional obstacles. Due to the rocky terrain, a good ground system of 25 ohms or less was either difficult or impossible to achieve. This prevented the use of long wire antennas which depends upon a good ground system for effective operations. The proposed installation of antenna poles in solid rock terrain created another problem. Past experiences indicated that such installations could prove to be cumbersome, time consuming and expensive.

6. Following the completion of site surveys, preliminary Site Concurrence Letter were dispatched to all locations.

7. Subsequently, CSAF has disapproved and cancelled the entire program.

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LUZON INTERCONNECT

1. The Luzon Interconnect is now called the Philippines Interconnect. The old name was dropped because "Luzon" was unfamiliar to many interested people and too often raised the question "What's Luzon" or "Where is Luzon".

2. A new Philippine Interconnect cost study was made 1 April 1970 on Job Order 3232EOKO. Therequirements have been reduced. Where the initial upgrade involved 19 sites, it now involves only 13. The first cost estimate was $1,735,600.00, it is now $1,609,600.00.

3. We anticipate more changes in this program and inevitable spiralling costs. The two changes below may appear in the next tasking from PAC Comm Area.

a. Replacing FM Hill-Sangley link with a new Dau-Sangley link. The FM Hill-Sangley link performance is unsatisfactory and SEACA is contemplating a new radio path.

b. Cancelling the San Miguel cable landing for the Philippines-Taiwan submarine cable. We believe the Philippines-Taiwan cable project will not be implemented in the foreseeable future and the Philippine Interconnect will assume the cost of replacing the HF Filters at San Miguel, Santa Rita and Dau with supergroup interconnects and miltiplex components.

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UPGRADE OF SEA WEATHER TELETYPE NETWORKS

This office provided engineering assistance in the upgrade of two existing weather reporting networks. In each of the existing networks, weather observations originating at remote locations were manually relayed station-to-station as teletypewriter messages until they reached the collection station. Dissemination of resulting weather status reports and predictions to the customers was accomplished by a reverse procedure. Each upgraded network would be capable of accomplishing the same functions much faster and in a more orderly manner. To accomplish the upgrade; special equipments were procured for central stations capable of polling all remote locations electrically in rapid sequence while recording all reports. Central station would also be capable of rapid dissemination of weather status and predictions to interested customers. Adaptors were also procured for all remote stations to interface existing equipments with the circuits leading to the automated central stations.

These two upgrade programs generated approximately 100 separate projects schemes. To enable procurement, delivery, installation and testing, each of these projects required a complete engineering package. Despite the immense quantities of documents involved and in spite of complications owing to the rush schedules, the engineering phase was completed in a satisfactory and timely manner.

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440-L Project

This program is a result of an agreement between the CEEIA and ECD, L. G. Hanscom, whereby CEEIA would install a High Frequency System consisting of eight CE-56/FRT-80 antennas and ten AN/FRT-80 Transmitters. Two Schemes (0212A0K0 and 0211A0K0) were completed in engineering, in March 1970.

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PEACE FORTUNE

1. Engineering support for project Peace Fortune was provided under several job orders. Assistance under these job orders included preparation of Engineering Requirements and Management Engineering Plans as well as production of a Statement of Work to implement the Phase II EF&I effort.

2. Follow-on Phase II action will include participation in a Bidder's briefing in May 1970, and a Tech Proposal Review in Aug 1970.

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FUCHU AIR STATION, JAPAN

On 29 November 1969, the AFTO Form 88s were officially signed off completing Scheme CB46A9KC-HKFP-3380-A after nine months of on-site engineering and installation by GEEIA. This period of time represents the duration it took to engineer and install 160,000 IDF Cross Connects, 20,000 ft of cable, 4 each Patch Bays, a Terminating/Hybrid, and a Projector. As a result, this facility now has the inherent capability of monitoring, testing, reebring, and rerouting high priority traffic of 1,452 GEEIA installed Command Communication Service Designator (CCSD) circuits. In a job of this magnitude and/or complexity the gradual "cut-over" of all systems (4B4W-E, Tokyo Toll, Tropo, GE Lease, Broadband, and Tandem Switch) into Bldg 690 (New STC) posed the biggest problem. In cutting-over most of the above circuits a maximum of six (6) per day could be realized.

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PACAF COMMAND AND CONTROL, SEARCH AND RESCUE SSB SYSTEM

1. Pac CHEIA Rgn was tasked with the engineering and installation of this program, with 7 AF providing allied construction support. The completion of this requirement will provide HF/SSB point-to-point and ground/air capability for the Control Search and Rescue facilities in South East Asia theater.

2. Schemes 2342A7KO (Da Nang), 2343A7KO (Nakhon Phanom), 2344A7KO (Tan Son Nhut), and 2345A7KO (Udorn) were assigned to this project. Scheme 0495A8KO-XKWA-6603-R (Tuy Hoa AB) was subsequently added to the project.

3. As of this date the following engineering actions have been accomplished:

a. Scheme 2343A7KO: Engineering completed 20 May 1969.

b. Scheme 2344A7KO: Engineering completed 4 March 1970.

c. Scheme 0495A8KO: Engineering completed 26 Feb 1970.

d. Schemes 2342A7KO and 2345A7KO: PACAF CEIP 2NF000R a/o 7C15E originally established a requirement for replacement of HF/SSB equipments for the 3rd Aerospace Rescue and Recovery Group (ARRG) at Da Nang AB and Udorn RTAFB. This requirement was cancelled and replaced by Project Seek Dawn, which would include new HF/SSB equipments for these sites. The Seek Dawn proposal was eventually cancelled. 7 AF inquired PACAF as to what action was to be taken in reference to fulfilling equipment requirements at the two ARRG sites. This, in turn, generated Job Order 3379E9KO-SSCA-6603-R which tasks engineering to perform site survey and determine equipment selection and cost estimate for Da Nang AB and Udorn RTAFB.

4. Engineering action was completed for Job Order 3379E9KO-SSCA-6603-R and forwarded to PAC Comm Area (DEPPC) April 1969.

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DCA WORLD WIDE TECH CONTROL IMPROVEMENT PROGRAM (WWTCIP)

In Dec 1969 Pac CEEIA was tasked by HQ CEEIA to act as OPR and to provide assistance to HQ CEEIA personnel in performing site surveys at Hickam AFB, Puchu AS, and Camp Drake. These stations have been selected for tech control improvement during the FY 1969/1970 time frame. The purposes of the site surveys were:

a. Review circuit inventories and develop equipment requirements for each station.

b. Define and expand individual station military construction program requirements in order to support the general case criteria previously developed.

c. Acquaint Pac CEEIA Rgn engineers with WWTCIP criteria, procedures, all other details relating to a required EF&I effort.

The above objectives were accomplished in Jan/Feb 1970 under Job Order 3194E0K0. Further tasking is expected soon in support of the FY 71 portion of WWTCIP.

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JOB ORDER 3269WOKO - BELLOWS ANTENNA EST FOR STATE OF HAWAII

A request was made by PACAF to provide a relocation proposal for certain antennas on the Bellows Antenna Plot. Removal or relocation of certain antennas would release the Runway 6-24 for use as an airport for small private airplanes. The antenna site was surveyed and an evaluation of the cost factors for the removal proposal was made. The cost estimate and antenna removal proposal was forwarded to the State of Hawaii Engineers on 6 April 1970. This funding proposal will be sent to the Senate for approval. No further action has been taken on this project.

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KOREA HF/SSB NET 30 JUNE 1969 - 31 MARCH 1970

A High Frequency medium power SSB Net was engineered for use by 6146 AFAC/ ROKAF. Equipment involved consisted of one (1) KWT 6/6 Transmitters, two (2) LP Antennas, and one (1) Cage Antenna. ROKAF did their own site surveys; that is, they sited the equipment and constructed buildings and antennas foundations. A subsequent survey by Pac CEEIA Region found the ROKAF selected sites acceptable. Message Bill of Materials were prepared and dispatched. All scheme major items were provided from within command assets. The installation was accomplished on Scheme 0976A7KC and AFTO Form 88s were signed on 17 March 1970. The remaining two schemes (0977A7KC and 0979A7KC) have been cancelled per authority of CEEIA message CEOS-4VE 032201Z Mar 70.

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CMTC AIR DEFENCE SYSTEM

An amendment to the CEIP for AADS HF Radios was submitted to and disapproved by Air Staff. PAC Comm Area was told to write a new CEIP incorporating the necessary changes. A new CEIP was written in late CY 69. It has gone forward for approval but we have no information on its status at this time.

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NARROW BAND SECURE VOICE SYSTEM (NBSVS)

The NBSVS has been cancelled. No further action on this system is expected.

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WIRE COMMUNICATIONS BRANCH

SIGNIFICANT ACCOMPLISHMENT

1 January 1969 thru 31 March 1970

Probably the most significant accomplishment in the Wire Comm Branch during the period 1 January 1969 through 31 March 1970 was Cut III of the AUTOVON System at Grass Mountain, Taiwan; Fuchu AS, Japan; and Clark AB, Republic of the Philippines. This project consisting of eighteen PBX modifications and four-wire subscriber circuits was cutover without trouble or disruption of service. The sound engineering concepts and cutover planning by CEPEW engineers contributed greatly to the success of this project.

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FOREWORD

The Wire Communications Branch engineering program was more complex during this period than in the past. The Air Force austerity program as regards building expansion at Air Force installations which was introduced early in this fiscal year created an added workload of considerable dimension throughout the entire Pacific area. This change in pace necessitated additional programming and reprogramming of base wire and C-E scheme action in order to meet the changed requirements or to adjust those previously approved. Additionally, a number of changes to existing tech orders made it necessary to introduce new procedures and to revise on-hand base wire and scheme actions to meet the new criteria. This was an assignment of major proportion. Despite these added workload responsibilities, milestones were met more efficiently than ever before as is attested to by recent published results of Pacific CEEIA's performance.

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INSIDE PLANT ENGINEERING SECTION (CEEPEW2)

The workload for SEA area has decreased considerably compared with previous years. However, the workload in Korea and other areas has increased. The overall inside plant workload has remained high.

AUTOVON Program

Engineering was completed for schemes associated with Cut III of the AUTOVON Program. On-site engineering assistance was provided to the installation teams in Okinawa, Japan, Korea, and Taiwan. All equipment installed and tested by CEEIA that were placed into operation performed excellently and no problems were encountered.

There are a few remaining schemes that cannot be installed until receipt of contractor furnished materials and equipment.

To assure high quality AUTOVON circuits, battery filters were engineered into the DC power system supplying the power to the AUTOVON equipment. The battery filters will reduce the noise level on the power system to meet DCA specifications. Schemes were completed for Andersen, Taipei, Kadena, Naha, Yokota, Clark, and Misawa.

Engineering/Implementation Plans (EIP)

Pre-CEIP engineering assistance was provided under the new concept outlined in CEEIA Manual 100-10. Under this new system, the EIP outlines the responsibility, support requirements, cost data, implementation schedule

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and other pertinent data. Nine (9) EIPs were completed which included central office expansion, new central office, emergency reporting system, fire station recording terminal, emergency action console, AN/FTA-13 modification, and fire security system.

Clue Eagle

Scheme 0561ASKO for Hickam AFB was implemented to eliminate false ringing on eleven existing telephone circuits from ground subscribers to the aircraft. To correct the problem, the circuits were modified by using 2600 HZ S.F. units back to back and also using 1600 HZ S.F. units. On-site engineering was provided to correct the numerous circuitry problems encountered during the installation due to use of equipment that was idle for many months. Trouble shooting and repairs were required to make the equipment operational. Circuit testing between subscriber instruments and the aircraft was hampered because the aircraft was not always in the vicinity.

Re-engineering for Cent[illegible] Office Additions for Korea

The Kwang Ju, Suwon, and Taegu central office schemes were re-engineered utilizing three (3) Southeast Asia (SEA) 500-line packages which were made available for rapid implementation of these schemes.

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Tape Recorder for Command and Control BAC

Six (6) schemes are currently being engineered to provide a continuous recording capability of selected audio lines at Clark, Kadena, Osan, Kunsan, and Fuchu. Engineering is scheduled for completion in July 1970.

BASE WIRE COMMUNICATIONS PROGRAM (BWCP) SECTION (CEPLWC)

During the period of this report much greater emphasis was placed on the authority and accuracy of the Base Wire Communications Program as a basis for cable plant programming. A new policy guidance in CDAF message AFSMEKA 141615Z Oct 69 was provided. The new policy required the Base C-E Officer to provide Pacific CHEIA Region with fully completed AF Forms 1224 and AF Forms 783 prior to the BWCP conference. Pac CHEIA also requested that the Base C-E Officer provide, in addition to the above AF forms, the following documents: (1) Base Master Plan depicting the current construction program including MCP or O&M line item identifier, funding status, BOD for each project; (2) Reproduced copies of AFTO Forms 224 (Cable Assignment Records). Upon receipt of all the above data the package would be reviewed by BWCP engineers for accuracy and completeness. If found to be inadequate, the package is then returned to the Base C-E Officer with a letter explaining what is wrong with the data and requested correction. If the data is not received by the required date, it becomes generally necessary to reschedule the BWCP conference.

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Considerable improvements in the submission of required data from Base personnel have been observed. Lack of understanding or misinterpretation of new instructions regarding the use of AF Forms 783 for base wire submission and subsequent issuance of this form resulted in some delay in the implementation of C-E schemes. Review of the purpose of this form with PACAF and Hqs GEEIA representatives has resulted in a better understanding of procedures. Wire Communications Branch representatives have explained the intent of AF Forms 783 on each appropriate field visit.

Traffic Studies

During this period, twenty-eight (28) studies of central office traffic was conducted by in-house and contract personnel. All commitments were met.

OUTSIDE PLANT ENGINEERING SECTION (GEPENO)

A statistical check of completed schemes for the period January 1969 through March 1970 indicated that outside plant engineers produced a total of 92 new schemes. It is noteworthy to mention that during the period January 1969 through the middle of March 1970, GEPENO was still responsible for contract product review. During this period approximately 187 schemes were reviewed; these schemes were in various stages of contractor completion.

A further review showed that although later in the period there was a reduction in workload, the elimination of contract accomplishment resulted in a continuing high level of work for GEPENO.

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CEPEMO started the fourth quarter of FY70 with 99 approved schemes and 36 others in various stages of approval. The estimated manhours for this work is 6,830, all of which is slated for completion before the end of November 1970.

Korean Build-Up Continues

While the SEA area requirements appeared to be slackening, the Korean program continues very active. There is on hand, in this area alone, 2,250 manhours of work committed, all of which must be completed not later than August 1970.

Contractor-Prepared Scheme Support

CEPEMO has been tasked on a number of occasions to furnish technical assistance on problems that have come to light after contractor completion and during the PES stage. This tasking was complicated by the fact that in-house personnel did not have the opportunity to observe the original design, thereby necessitating a large amount of research by Wire Comm personnel.

Closed-Circuit Television

CEPEMO completed assistance on two (2) CCTV requirements, one at Misawa AB and the other at Naha AB. These projects have now been cancelled due to exorbitant supporting structure costs.

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As-Builts

In order to assure that outside plant records are accurate, GEPEWO is coordinating closely with GEPESS. Technical assistance was provided to update these records.

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VI. ENGINEERING SERVICES BRANCH

Some of the more important tasks accomplished in the first three quarters of FY70 are enumerated.

a. Electromagnetic Compatibility and Measurements Section:

(1) The interferences to the Instrument Landing System at Ching Chuan Kang AB were eliminated. This was a massive undertaking involving hundreds of plastic welding factories. Each factory had to be detected and located. Then the interference radiations of all factories had to be suppressed. Due to the success of this job, several other bases presented ILS problems for resolutions.

(2) VHF/UHF installations were studied and evaluated for the modernization program. This consisted of gathering and evaluating data from approximately 24 bases. Intermodulation products, spurious responses and other factors involving interference were meticulously calculated and analyzed. Interference predictions were reported to each base. Much of this work and success of this program is attributed to two augmentees from Eastern CEEIA Region.

(3) An extensive environmental survey was conducted at Palehua, Hawaii. Two vans containing the best equipment available was used for several weeks to record the radio spectrum from HF through 35 GHz.

(4) Routine jobs continued to increase during this period. These jobs were handled with greater efficiency due to the increased experience of personnel and to improvements made in the systematic engineering procedure for various type jobs. Also, the procedures used in the shop and its general appearance improved considerably during this time.

b. Drafting Services Section:

The Drafting Services Section completed 604 as-installed schemes in the Plant-in-Place phase. They processed and completed 1726 active scheme work orders. An Ozalid Printmaster 1000 has been approved for the Files and Reproduction Work Center. A reproduction record of 38,000 prints was made in November 1969. The consolidated drawing index was updated with correct drawing titles and associated information and was published monthly.

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LIST OF FOOTNOTES

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2. Msg, 061800Z Mar 70, AFCS (CSNOI), Doc 6.
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4. Histories, 1966: Pac GEEIA Rgn, 483GEEIA Sq, 485th GEEIA Sq; Msg 011048Z May 68, 485 to PGR, Unit Highlights, Doc. 8; 483GEEIA Sq News Rel, "SEA GEEIA First", 29 Mar 68, Doc. 9.
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6. AFCS PPlan 1-70, 20 Mar 70.
7. General Research.
8. Msg, 291910Z Oct 69 GEEIA (GEK), Doc. 10.
9. Msg 301431Z Oct GEEIA (GEG), Doc. 11.
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12. Msg 080030Z Nov 69 GEEIA (GEP), Doc. 13.
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14. General Reserach.
15. Msg 061800Z Mar 70 AFCS (CSNOI), Doc. 6; AFCS PPlan 1-70.
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21. General Research.
22. See Chapter III this report; PacGEEIA Rgn News Ltr, Vol II, No 1, Jan 70, Doc. 21; Article GEEIA NEWS Vol IX No 1, Jan 15 1970, Doc. 22.
23. Discussions with Pac GEEIA Rgn GEPV & GEPE; Article GEEIA NEWS Vol VIII, No 5, 15 Aug 69, Doc. 23; Article GEEIA NEWS Vol IX, No 3, 15 Aug 69, Doc.23; Article GEEIA NEWS Vol IX, No 3, 15 Feb 70, Doc. 24; Ltr, GEEIA (GEC), MPS Results FY 1/70, 10 Dec 69, file OPR GEEIA; Ltr, GEEIA (GEC), Mps Results FY 2/70, 1 Feb 70, file OPR GEEIA; Ltr, GEEIA(GEG), MPS Results FY 3/70, 17 Apr 70, file OPR GEEIA.
24. See Note Above.
25. Ibid.; Article GEEIA NEWS Vol IX, No 6, 1 Apr 70, Doc. 25; Msg 142042Z Mar 70, GEEIA (GEG), Doc. 26.
26. Msg 151420Z Apr 70, GEEIA (GEG), Doc. 27.
27. Msg 151745Z Apr 70 AFCS (CSCCR), Doc. 28.
28. General Research.
29. Ibid; Discussions w/PacGEEIARgn: Comdr, VComdr, MET & Eng.
30. Article GEEIA NEWS Vol VIII, No 5, 15 Aug 69, Doc. 23.
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3. History, 485th GEEIA Sq
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5. History, 2876th GEEIA Sq
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10. Msg 291910Z Oct 69 GEEIA (GEE), News Rel on AFLC Reductions.
11. Msg 301431Z Oct 69 GEEIA (GEG), AFLC Reductions.
12. Msg 061635Z Nov 69 GEEIA (GEC), GEEIA Manpower Reduction under Project 703.
13. Msg 080030Z Nov 69 GEEIA (GEP), GEEIA Manpower Reduction under Project 703.
14. Msg 092109Z Mar 70 GEEIA (GEV), AFCS/GEEIA Consolidation.
15. Msg 262108Mar 70 GEEIA (GEG), Engineerning-Installation-Mobile Maintenance Activity Report for Commander AFCS.
16. Msg 272300Z Mar 70 AFCS (CSXDC-2), AFCS/GEEIA Consolidation.
17. Ltr, GEEIA (GEG) to Rgn Comdrs, GEEIA/AFCS Consolidation, 10 Mar 70.
18. Ltr, AFCS (CSDAS) to AFCS Units, Addressing Communications to New AFSS and Former GEEIA Units, 9 Apr 70.
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21. News Ltr, Pac GEEIA Rgn Vol II, #1, Jan 70, pgs 1 & 5.
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23. Article, GEEIA NEWS, Vol VIII, No 5, 15 Aug 69.
24. Article, GEEIA NEWS, Vol IX, No 3, 15 Feb 70.
25. Article, GEEIA News, Vol IX, No 6, 1 Apr 70.
26. Msg 142042Z Apr 70, GEEIA (GEG), MPS Winner Announcement.
27. Msg 151420Z Apr 70, GEEIA (GEG), MPS Congratulations.
28. Msg 151745Z Apr 70, AFCS (CSCCR), Mps Congratulations.

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HISTORY OF DETACHMENT 4 PACGEEIA

1 JANUARY 1969 - 31 MARCH 1970

Prepared by
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Approved By:

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20 April 1970

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F O R W A R D

This historical report documents the proceedings of Detachment 4, Pacific Ground Electronic Engineering Installation Agency (GEEIA) from 1 January 1969 through 31 March 1970. The merger of Pacific GEEIA Region and Pac Comm Area, with Air Force Communications Service (AFCS) and the pending deactivation of Detachment 4 on 30 June 1970 makes this a final historical report on this unit.

With this in mind it is impossible to do anything but reflect in proud retrospect the achievements of this little unit which has provided many people very enjoyable moments to relive at a later date. Many comments about Detachment 4 have been in the vein of, "No other GEEIA Detachment, as small as Detachment 4, has ever been tasked to actively support the U.S. Air Force, Army, Navy, Marine Corps and civilian organizations to the magnitude that this unit has;" and "....examples have portrayed the enthusiasm, dedication, flexibility and ingenuity constantly dispalyed by Detachment 4 personnel.... to accomplish such a large mission with so few dedicated individuals."

The following poem by TSgt L. R. Harrington originated from meaningful moments of proud retrospect in anticipation of deactivation.

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"G E E I A"

HERE'S TO THAT FINE GROUP OF MEN,
KNOW NOT WHERE THEY'RE GOING, BUT WHERE THEY'VE BEEN;
THEY'RE MEN OF GEEIA; MEN OF DISTINCTION,
BUT SOON THEY'LL BE HEADED FOR EXTINCTION.

THEY HAVE STRUNG THEIR WIRE NEAR AND FAR,
WITHOUT THEM, THINGS WOULDN'T BE AS THEY ARE;
MANY MILES THEY COVER TO TRAVEL,
BUT MARY A CABLE DO THEY RAVEL.

FROM JOHNSTON ATOLL ACROSS TO WAKE,
IN THE HOT SUN DO THEY BAKE
THROUGHOUT ALL THIS, THEY BECOME BURNISHED,
BUT THEIR PRIDE IS NEVER TARNISHED.

HERE'S TO THE MEN OF GEEIA, ONE AND ALL,
MAY THEY FOREVER STAND, STRAIGHT AND TALL;
IN THE EVENT THE ORGANIZATION MAY TUMBLE,
ONE THING, FOR SURE, YOU'LL NEVER HEAR THEM CRUMBLE.

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DETACHMENT 4, PACIFIC GROUND ELECTRONICS
ENGINEERING-INSTALLATION AGENCY REGION
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MISSION

During the past fifteen months, Detachment 4 continued as the only Air Force agency responsible for installation, rehabilitation and mobile depot level maintenance of all fixed ground communication-electronics-meteorological equipment at Air Force facilities throughout the Hawaiian Islands, Johnston Atoll, Kwajalein, Eniwetok, Wake, Midway, and other Far East and Southeast Asia areas as directed. While this mission did not call for installation of schemes in the Far East and Southeast Asia we did assist other units with augmentation of key personnel when called upon. In so doing Detachment 4 personnel again proved most competent to accomplish the work requested. Letters of appreciation received from other units verified these personnel performed in the best tradition of CEMA's motto, "The Can Do Agency."

The importance of our mission is readily identified when considering the facilities in our geographical area. Predominant among these facilities is the Communications Systems of Headquarters Pacific Air Forces (PACAF). In support of PACAF's mission, Detachment 4 has accomplished installation and mobile depot level maintenance tasks for the Global Communications System encompassing Bellows AFS Transmitter Site, Wheeler AFB Receiver Site, and Hickam AFB DCS Station. Other facilities and organizations serviced included Joint Task Force-8 and the Atomic Energy Commission on Johnston Atoll, the Tri-Services Communication Network at Kunia [illegible], Hawaiian Air Defense Facilities, SAC X-RAY SSB Station, facilities of Air Force

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Security Service and the AFSC Satellite Tracking Station at Kaena Point. It should be further noted that Detachment 4's installation maintenance posture in the overall communications network is necessarily that of providing support for the vital link between Southeast Asia, PACAF, and CONUS assuring the marriage of distant ends of newly installed systems with terminal ends at PACAF and relay [illegible]s to the CONUS.

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PERSONNEL

At the beginning of the period Detachment 4 retained the organizational structure of the preceding year. The Commander directly supervised two direct work centers, Electronics and Wire, and two indirect [illegible], Workload Control and Supply Support.

The assignment of several new NCOs permitted realignment of additional duties and in October a formal reorganization was effected which gave more flexibility to all sections concerned.

Operations was established with a civilian, GS-9, and a Technical Sergeant exercising supervision of Workload Control and the two installation work centers. Additionally, the NCOIC serves as first sergeant of the detachment. Within Operations additional duties were assimilated by assigning Zero Defects, Cost Reduction and Incentive Awards programs to the Wire chief; Corrosion Control and Information programs were assigned to the Electronics Chief.

Quality Control was established by assigning a full time NCO to this function with additional duties of Security NCO and Retention NCO. This individual reports directly to the Commander.

Administration was established with a full time administrative specialist reporting direct to the Commander. Additionally, this individual serves as Training NCO and Travel Coordinator.

Supply Support still maintains the Safety program. The T.O. Library remains under the supervision of Workload Control.

These changes have brought about a more effective and better coordinated organization with no undue burdens felt by any individual.

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Personnel strength at present is 10 civilians and 25 military authorized. A break out of personnel assigned at the close of the period is attached. 1

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FACILITIES

Detachment 4 was still located at Hickam AFB. There were no physical building or real estate changes. Our facilities still consisted of three buildings covering an area of 32,640 square feet. All offices remained in Building 3025 which also includes the Detachment 4 workshop, tool crib, and test equipment storage areas. Building 3047 remained as our scheme materiel warehouse and is located approximately 1/4 mile from building 3025. There are still 42,000 square feet of open storage and vehicle parking areas. All buildings are antiquated and while still in satisfactory condition, they require frequent inspection and continual upkeep by the Base C & E office and self-help projects.

During this period Detachment 4 acquired several new items of equipment which enhanced the mission accomplishment potential. (See attachments for complete listing of vehicles and equipment).

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COMMAND SECTION

Captain Marvin E. Dougharty, Jr., continued as Commander of Detachment 4, Pacific GEEIA Region (PCR). The Commander is the only commissioned officer assigned to Detachment 4 and works directly for the Commander of [redacted].

[redacted] joined Detachment 4 as the Commander's secretary on 5 March 1969. Sgt Delbeck assumed the duties of NCOIC of the Administration Section on 28 May 1969. Under the guidance of these two highly qualified individuals the administration function assumed the necessary stability to insure a smooth accomplishment of administrative duties. Though there were several changes within the Administrative Section, the CY 69 IG Report stated, "Administration was outstanding." This was the second consecutive outstanding IG Report for this section.

Captain Dougharty was individually honored on 11 July 1969 when he was selected as the GEEIA Distinguished Company Grade Officer of the Year for CY 69. General Jack G. Merrell, Commander of Air Force Logistics Command (AFLC), stated in his letter to Captain Dougharty, "Recently, a board of senior officers convened at this Headquarters to select the 1969 Distinguished Company Grade Officer of the Year. Though you were not selected, it is a distinct honor to have been nominated by your organization as it's Distinguished Company Grade Officer of the Year and places you in the unique position of being one of only twelve such nominees in the Command. This singular honor is indicative of your fine performance and outstanding contribution to the Air Force Logistics Command mission

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and the United States Air Force."

Captain Dougharty was deeply honored to receive this award and desires all persons to know, that without the highly dedicated and outstanding performance of each individual at Detachment 4, the award could not have been received. Captain Dougherty expressed his warm thanks and hearty appreciation to all Detachment 4 personnel at his Commander's Call in August 1969.

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SAFETY

TSgt Gary Lemly, NCOIC of Safety, has performed an outstanding job since June 1969. Sgt Lemly correlated all safety material into a Safety Packet for newly assigned personnel and augmentees. This packet contains a map of all beaches, traffic safety manual, pamphlet on poisonous plants of Hawaii, booklets on fire prevention, procedures on artificial respiration, blood-alcohol chart and a chart on the ten commandments for communication personnel.

Safety Council meetings are held the second Wednesday of each month. Each section is represented with the Commander presiding. These meetings aid in promoting a better understanding of safety factors involved in our daily operations and provide an opportunity for members to present problem areas and discuss possible solutions to alleviate potential safety hazards.

Detachment 4 had it's one and only reportable accident on 31 March 1970.

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QUALITY ASSUARNCE

With the complete revision of the GEEIA Quality Assurance program, Detachment 4 implemented its Quality Assurance section as a separate work center in July 1969. Prior to this time the Quality Control function was the responsibility of the Electronic and Wire Section supervisors as an additional duty. With GEEIAM 74-1 as a guide, the Detachment Operating Instructions and inspection procedures were completely revised and updated to comply with these procedures as outlined in the new GEEIA Quality Assurance Manual.

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OPERATIONS BRANCH

Although prior histories had a narrative about Operations, they were a reflection of a function rather than an organization. The Commander previously acted as Operations Officer with the Electronics and Wire Branches reporting directly to him. In mid-October the Commander directed a reorganization which established an Operations Branch with Workload Control and the two installation work centers as sections. Mr. Harvey A. Thomas was designated as Operations Officer and TSgt Charles E. Widener as NCOIC.

This structure has worked well in its first six months. It has given the Commander more flexibility, provided a central point for training the newly appointed work center supervisors, and provided a better distribution of performance reporting officials. An Operations meeting is held each morning before finalizing the Command Control report, and prior to briefing the Commander on the status of jobs in progress and the deployment of personnel. This one focal point maintains liaison with Supply and Administration enabling timely shipping of scheme material and publishing travel orders without requiring the detailed personal attention of the Commander.

Seventy-eight individual schemes and maintenance jobs were completed by Detachment 4 during this reporting period. This represents a considerable decrease in number of job completions compared to the same time period of a year ago. This decrease is attributed to declining requirements rather than our inability to handle a larger workload. Gradual Vietnamization, cut-back in the Military Construction Program, and personnel cuts in SEA reduced

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the overall scheme requirements in our geographical area. Also, increased capability of local field organizations materially reduced the anticipated requirements for maintenance.

Only two Installation Required Dates (IRD) were missed during this period; one of these, 0866A8NO, a Mode V Autodin scheme at Wake Island, had unusual configuration problems which were solved within the required time frame but could not be completed on schedule because the customer could not furnish a properly conditioned signal line.

Detachment 4 continued to display outstanding management and took first place in the PCR Management Performance System five times in the past 13 months. We feel this is a commendable achievement when considering we were competing directly with the four PCR Squadrons.

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WORKLOAD CONTROL SECTION

The Workload Control Section remained under the supervision of Mr. Hervey Thomas. Although this section was besieged by a number of changes in personnel it continued to keep abreast of workload scheduling to advise the appropriate work centers in a timely manner.

Command Control reporting has been excellent during this period. Since the incorporation of the point system in this area this Detachment has attained outstanding effectiveness in Comman. Control Reporting.

Mr. Kenneth L. Watts, after completing his overseas tour, enercised his return rights and assumed the duties of Production Controller on 7 June 1969.

Miss Elsie Lau continued in her position as Production Control Clerk doing a commendable job with the ever changing T.O. requirements.

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ELECTRONICS SECTION

TSgt Roger Kinney remained the section supervisor until his TCS in August 1969. He was replaced by TSgt Nolan Howard. Even though this section lost four highly skilled technicians, three military and one civilian, all assigned schemes and work orders were completed without exceptions. These schemes included both radio, radar, and related equipment.

One unique scheme installed by the section was scheme 2883A7X0. It was the installation of a solar optical telescope to supply vital information on the Apollo space shots. The installation at Pulehua, Oahu, Hawaii, required many local modifications be performed by Detachment 4 personnel. Considering the complexity of these modifications it was commendable the scheme was completed on time without exceptions.

In addition to the schemes completed were TRAMS and Pre-TRAMS on radio, microwave, and navaids systems. See attachment 3 for a complete list of completed jobs.

During the fourth quarter of CY 69, decreasing workload necessitated augmenting our people to other organizations. Three men were augmented to the PCR Engineering Section to assist in proof reading and correction of electronic schemes. The personnel augmented have shown their diversification by accomplishing the jobs in a fine manner, prompting the OIC to extend to each of them a letter of appreciation. Presently we have two technicians augmented to the Engineering Section and two men augmented to the Radio Maintenance shop at the 1957th Comm Sp, AFCS, Wickam AFB.

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WIRE SECTION

TSgt Raymond E. Mowell remained Chief of the Wire Section prior to his PCS to the mainland. TSgt Gerald E. Tinney, a highly qualified replacement continues to insure the large workload is completed in minimum time.

This section continued to give 100% of itself in completing a wide variety of schemes without exception. Much of this work required personal sacrifice. Many personnel worked much overtime to perform admirably under adverse conditions.

Some significant jobs were the modification of AN/UCC-32M teletype equipment to AN/UCC-54 for use as low-level in-station transmission of messages. This particular task involved expending many extra manhours due to the lack of factory specifications on the modification of this equipment. As a result of this modification we were instrumental in the installation of schemes for the Air Force Special Security Office (AFSSO) in the Hale Mokai building on Hickam AFB, and at the Kunia facility, Oahu.

Two firsts were accomplished by this section during this period. First, a Mode V system was installed at Wake Island. This scheme was uniquely the first of its kind organically installed to utilize an [illegible] Teletype Control Unit. This was a most difficult installation. However, the problem solving ability, professional skill, and workmanship of those involved proved again the tremendous capability of our personnel. This scheme was completed on time, without exception to CHSLA. Secondly, a Digital Subscriber Terminal Equipment (DSTE) was installed at Johnston Atoll. This scheme was also

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a first of its kind to be installed organically in the Mid-Pacific area. Our personnel had neither formal schooling or on-the-job training, yet again completed the job without exceptions and on time.

POS rotations added to our lack of experienced installers and highly skilled personnel. However, through an excellent on-the-job training program, people were quickly indoctrinated in installation practices and further trained in the technical aspects of equipment. In most cases this was accomplished prior to personnel deployment on schemes and thereby permitted us to complete the schemes in minimum time when the personnel finally went on-site.

While augmentation to Southeast Asia was performed by our Outside Plant personnel, we were still able to complete, in a proficient and timely manner, many schemes in the Mid-Pacific area. Indicative of this was an emergency cable repair at Johnston Atoll. In 72 hours, 3 wet splices were cut out and respliced, in addition, one faulty terminal was replaced. Immediately following this scheme, the team installed 1-22 pair cable at the Base Headquarters building, Wheeler AFB. Fifty radio circuits were cut over and co-axless changes were made in two other splices involving a 300 pr. and a 600 pr. cable. All work was accomplished without service interruptions.

By the aforementioned actions, the GEEIA "Can Do" spirit has extended through another fruitful period for the Detachment 4 Wire Section. Morale remained high in spite of the workload to enable our personnel to get the job done.

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SUPPLY BRANCH

TSgt Gary Lemly was NCOIC of Material Control until September 1969 when TSgt L. R. Harrington assumed the position. TSgt Harrington was instrumental in accomplishing a complete renovation of the Supply Section whereby equipment and supplies were catalogued and stored in a manner to better facilitate the control and issuing of equipment and supplies. In addition, this renovation presented a neat appearance not only in the storage area but office area as well.

An excess of equipment and material was turned in with a dollar value exceeding $50,000. Additionally, twelve vehicles were turned in as excess. To enhance our capabilities five new vehicles were received to replace those beyond economical repair. Included in this was one polemaster, one pickup truck, one forklift, one 50 foot trailer, and one cable reel trailer. Mileage traveled by all vehicles exceeded 60,000 miles.

This Detachment received over 60,000 pounds and 5,200 cubes and shipped over 35,000 pounds and 3,300 cubes. Bench stock items were deleted from our organizational and ordered through base supply as needed.

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ASSIGNED PERSONNEL

COMMAND SECTION:

Captain Marvin E. Dougherty		Commander	0034
Mrs. Dottie Harrington	GS-4	Clerk-Stenographer	70454

OPERATIONS:

Mr. Harvey A. Thomas	GS-9	Operations Officer	69190
TSgt Charles E. Wildeher		NCOIC	30474

ADMINISTRATIVE SECTION:

Sgt Daniel L. Dolbeck		NCOIC	70850

WORKLOAD CONTROL:

Mr. Kenneth L. Matte	GS-7	Production Controller Electronics	69170
Miss Elsie Lau	GS-4	Production Control Clerk	69190

ELECTRONICS BRANCH:

TSgt Nolan E. Howard		NCOIC	30474
A1C Ivan M. Secrest		Radio Installer	30454
Mr. Roy Tsuruda	W-12	Radar Repairer	30372
Mr. Roscoe D. Frink	W-11	Radar Repairer	30352
Mr. Samuel Chun	W-11	Radio Repairer	30454
Mr. Donald Inouye	W-11	Radio Repairer	30454
Mr. Peter Ng	W-11	Radio Repairer	30454

WIRE BRANCH:

TSgt Oswald D. Tinney		NCOIC	436271
SSgt Samuel D. Mize		Teletype Team Chief	36370
SSgt [illegible]rl Flint		Splicing Team Chief	36154
SSgt Mauro B. Dio		Telephone [illegible] Chief	36471
Sgt Richard J. Yager		Construction Team Chief	36154
Sgt Alfreddie Dino		Construction Installer	36190

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Sgt Albert C. Langlois		Teletype Installer	36350
A1C Frederick J. Brooks		Teletype Installer	36350
A1C Ronnie D. Brendon		Construction Installer	36150
A1C Mark C. Chasteen		Crypto Installer	30460
A1C Horace M. McCarter, Jr.		Construction Installer	36130
A1C Augustin Rodriguez		Telephone Installer	34231
A1C Michael J. Tew		Teletype Installer	34350
A1C Robert G. Mennie, Jr.		Teletype Installer	34350
Mr. Shoji Tamaoka	M-11	Telephone Central Office Repairer	34252

SUPPLY SECTION:

TSgt Lawrence R. Harrington		NCOIC	64770
TSgt Gary L. Lemly		Scheme Monitor	64770
SSgt Roscoe Allmond		Warehouseman	64750
Sgt Walter F. Lopucki		Warehouseman	64750
Sgt David H. Brewer		Warehouseman	64750

QUALITY ASSURANCE SECTION:

TSgt Robert G. Green		NCOIC	30372

PERSONNEL
GAINS AND LOSSES

GAINS

TSgt Charles E. Widener, 30474
TSgt Lawrence R. Harrington, 64770
TSgt Gerald E. Timney, 936271
SSgt Roscoe Allmond, 64750
SSgt Mauro D. Bio, 36271

LOSSES

TSgt Roger S. Timney, 30474
TSgt Raymond E. Newell, 36271
SSgt Durward M. Mathes, 64770
SSgt Fred Over, 64750
Sgt Jesse D. Mahaffey, 30372

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SSgt Samuel D. Mize, 36370

Sgt David H. Brewer, 64750

A1C Fonnie D. Brandon, 36150

A1C Frederick J. Brooks, 36350

A1C Mark C. Chasteen, 30[illegible]

A1C Augustin Rodriguez, 36231

A1C Ivan M. Secrest, 30454

A1C Horace N. McCarter, 36130

SSgt Gary L. Bloomquist, 3[illegible]54

SSgt W. J. Crain, 30650

SSgt Anselmo Gomez, 36251

Sgt Terry D. Mattingly, 64750

Sgt Milton Watkins, 36350

Sgt Randall Kirkham, 30650

Sgt Harold Thomas, 36150

Sgt Lloyd C. Jones, 30454

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AWARDS

AF COMMENDATION MEDAL:

TSgt Raymond E. Mowell

TSgt Roger S. Kinney

TSgt Gerald E. Tinney

TSgt Charles E. Widener

SSgt Fred Cvar

GEZIA DISTINGUISHED COMPANY GRADE OFFICER OF THE YEAR AWARD:

Captain Marvin E. Dougharty

GEZIA CERTIFICATE OF MERIT:

Captain Marvin E. Dougharty

ZERO DEFECTS AWARDS:

TSgt Lawrence R. Harrington	Silver
TSgt Robert G. Green	Silver
TSgt Gerald E. Tinney	Silver
SSgt Samuel D. Mize	Silver
SSgt Earl Flint	Silver
Sgt Daniel L. Delbeck	Silver
Sgt Albert C. Langlois	Silver
A1C Ivan M. Secrest	Silver
A1C Mark C. Chasteen	Silver
Mr. Shoji Tamaoka	Silver
Captain Marvin E. Dougharty	Bronze
TSgt Raymond E. Mowell	Bronze
TSgt Roger S. [illegible]ney	Bronze
TSgt Gary L. Lemly	Bronze
TSgt Nolan E. Howard	Bronze

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SSgt Gary Bloomquist	Bronze
SSgt Anselmo Gomez	Bronze
SSgt Roscoe Allmond	Bronze
Sgt Milton E. Watkins	Bronze
Sgt Randall Kirkham	Bronze
Sgt Walter F. Lopucki	Bronze
Sgt Albert C. Langlois	Bronze
Sgt Alfreddie Blue	Bronze
Sgt Richard J. Yager	Bronze
A1C Michael J. Tew	Bronze
A1C Frederick J. Brooks	Bronze
Mrs. Dottie H. Harrington	Bronze
Mr. Donald Inouye	Bronze
Mr. Roy Tsuruda	Bronze
Mrs. Hazel Hondy	Bronze

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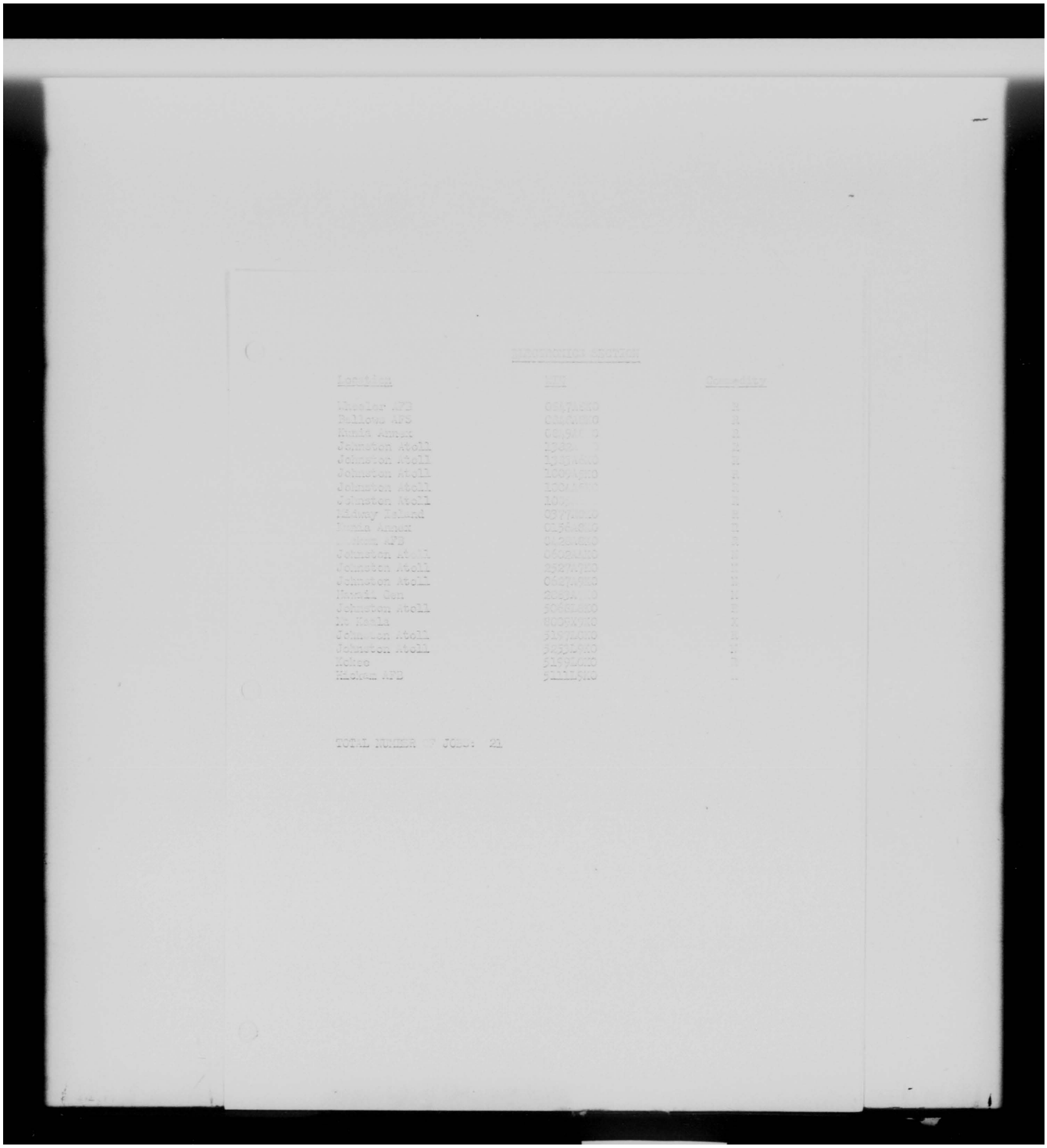

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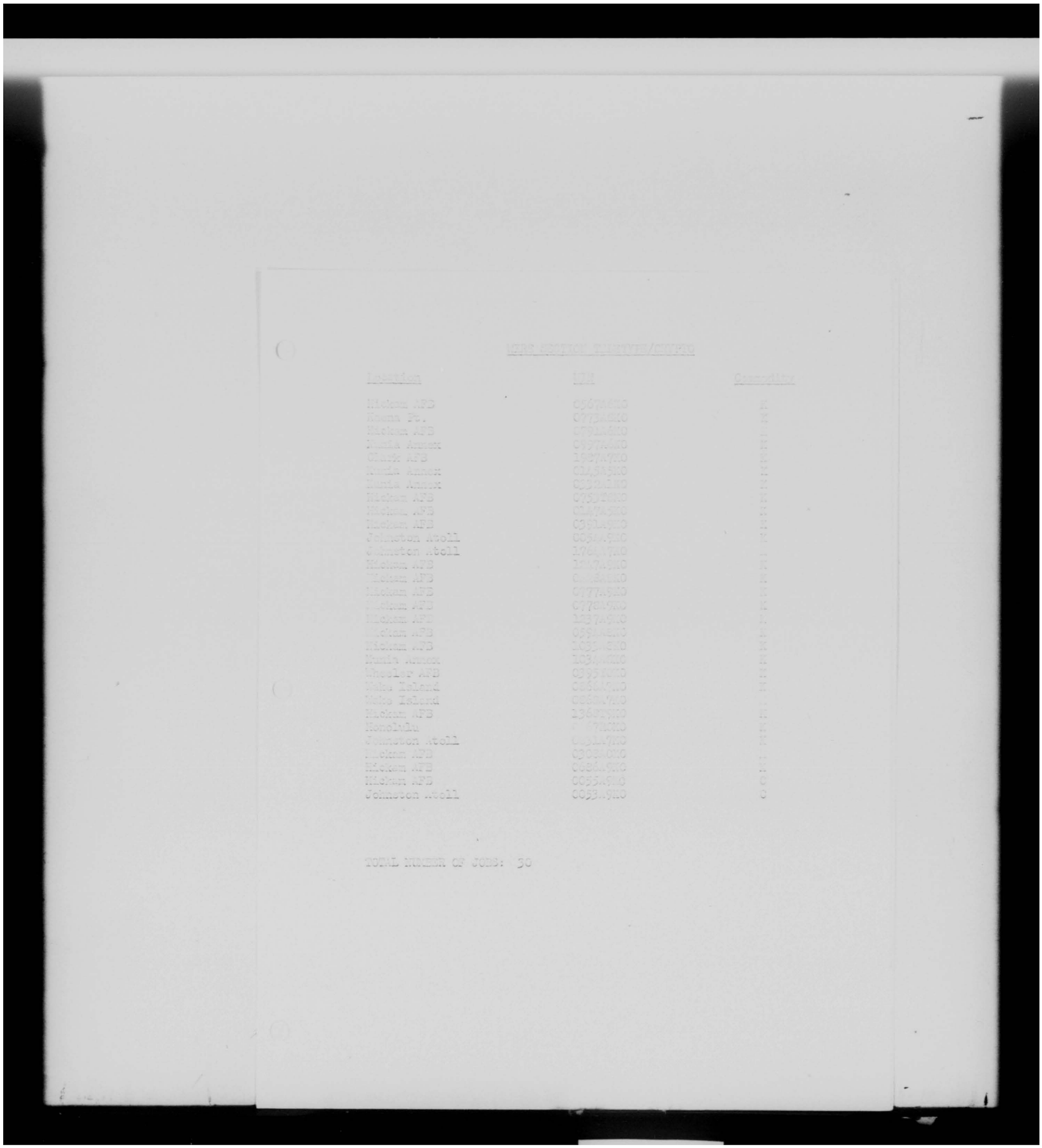

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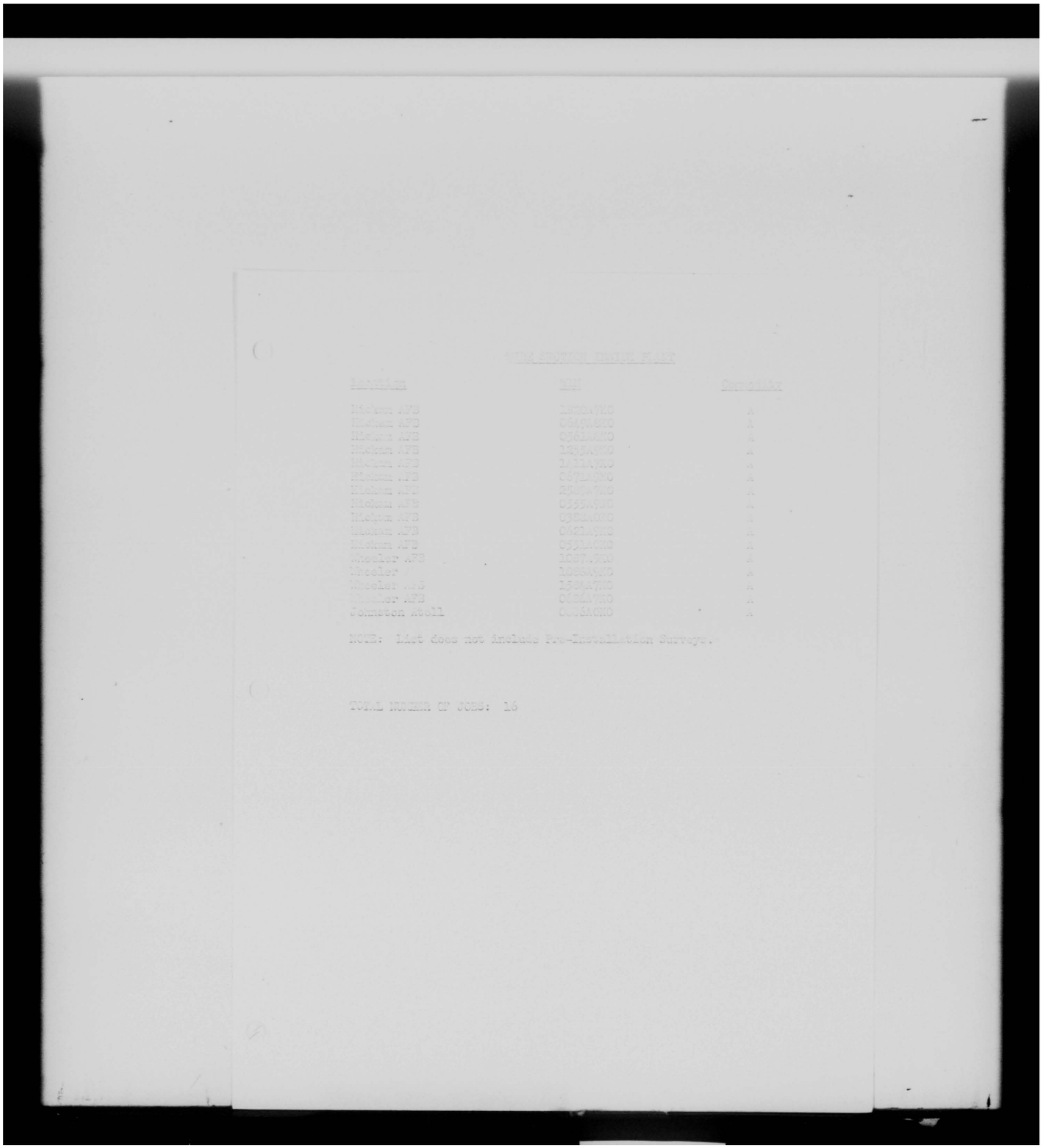

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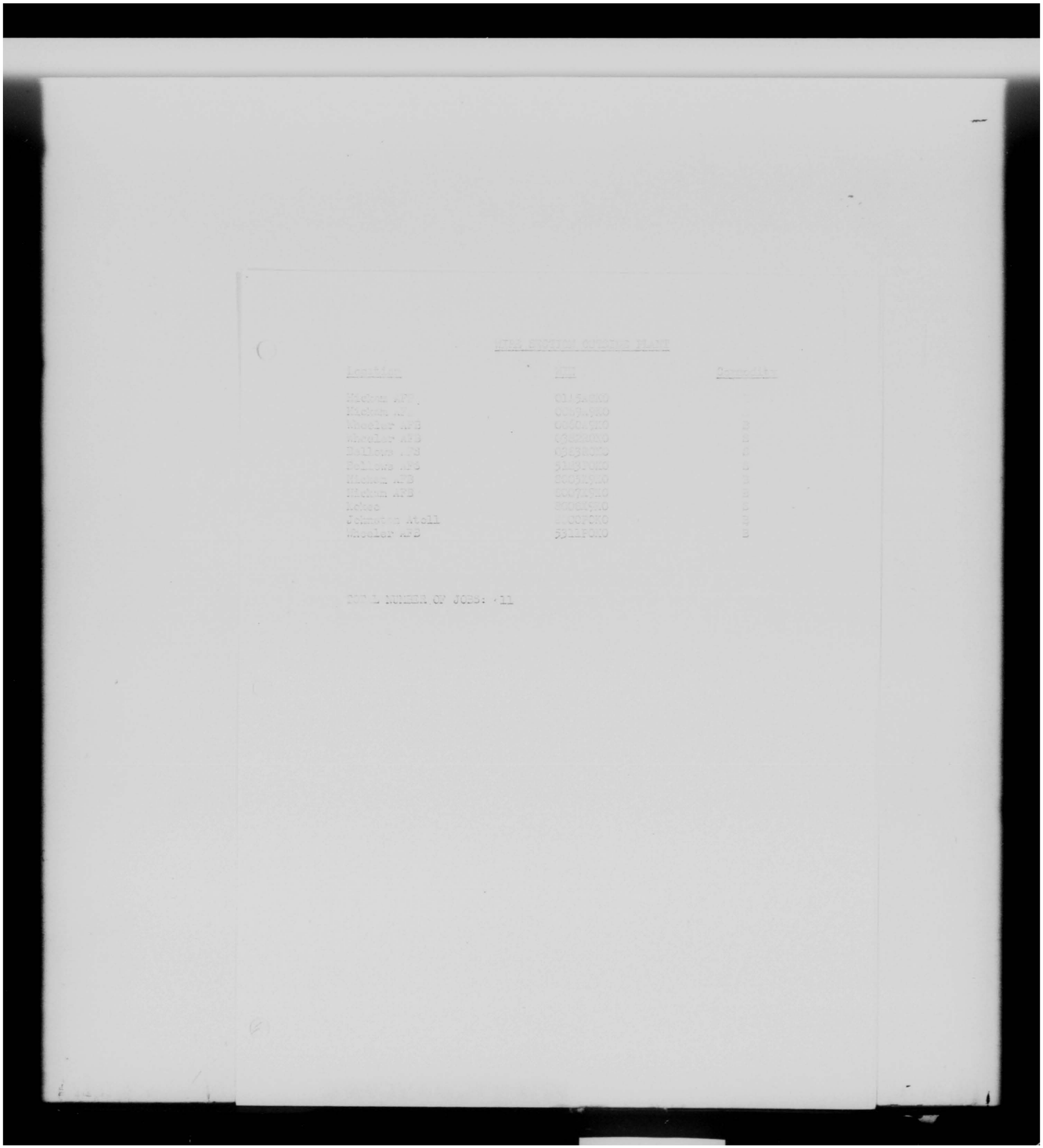

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[redacted]

Vehicle/Equipment	Quantity
Truck Maint 3/4 Ton M-58	1
Truck Maint M-70 Line	1
Truck Maint M-400	1
Truck Pickup 6-passenger Power Wagon	6
Truck Pick, 6-passenger	3
Truck Pickup 3-passenger	1
Forklift 6,000 lbs. capacity	2
Forklift 4,000 lbs. capacity	1
Pump Centrifugal, gas 166 GPM	1
Tow [illegible]	1
Generator Set	2
Davis CF 1000 Trencher	1
Cable Trailer	1
Jeep M-151 Series	1

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PREFACE

Calendar year 1969 and the first three months of calendar year 1970 have been the fourth year of GEEIA at Korat RTAFB, Thailand.

Our achievements have been many and varied. As we approach the end of GEEIA, we look over the last fifteen months problems and solutions where the "Can Do" prevailed.

This is the record of that fifteen months.

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FROM: GEPZDA(483 GEEIA Sq/AFCS) 20 April 1970

SUBJECT: Squadron History

TO: GEP

The attached history is forwarded for the period 1 January 1969 through 31 March 1970. Complete information and photographs were not available due to short suspense and time to research records kept at this station. This history is fully documented at this station by scheme packages and AFTO Forms 88 but time did not permit research of 88s to determine types of schemes so listed is month and year of completion of schemes at each station.

FOR THE COMMANDER

ROGER P. WADLEIGH, Captain, USAF
Administration Officer

1 Attachment
Sq History (1 Jan 69-31 Mar 70)

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CHAPTER I

MISSION AND RESOURCES

THE MISSION

The 483rd Ground Electronics Engineering Installation Agency Squadron (AFLC), is responsible for installation and mobile on-site IRAN maintenance of all GEEIA engineered, communication, electronic and meterological equipment at bases and sites throughout Thailand and in other areas as required. It also provides advisory service and technical service to U.S. Government, USAF, Thai Government and other military agencies as directed.

COMMAND

During the past fifteen months, we have had two Commanders. Until 10 September 1969, Lt Colonel Coen A. King was Commander. Our present Commander, Major Stuart E. Aites assumed command 11 September 1969 and is with us as GEEIA comes to an end.

ORGANIZATION

The 483rd is divided into seven separate operating parts; Command, Unit Administration, Support, Operations, Workload Control, Wire, Electronics. Even though Workload Control, Wire, and Electronics are directed by the Operations Officer, each has a responsible OIC, who, operates separately to perform his part of the mission. These forces joined together as they are, forms a working capability second to none.

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In the early part of CY 1969, each part was brought into line with GEEIA Manual 23-1. Divisions were named Branches and Branches, Sections. This change did not in any way affect the performance or prestige of the personnel involved.

The Quality Control Section was physically relocated and as mission permits, gaining strength.

The Training NCO was moved into a separate office whereby, in the near future, as the workload increases under the WAPS program, personal interviews and records thereof can be maintained in the desired manner.

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MANNING

The 483rd has, throughout this historical period, experienced many manning shortages, most of which were resolved through normal gains. One which is recurring and has no apparent solution is no overlap of replacements for key NCO positions. These vacancies, 30 days duration or more in some career fields, have a lasting affect on job continuity. Another has been the continuing need for augmentees in the Cable Splicer career field where we constantly experience more required work than personnel available. It can be said that the GEEIA slogan "Can Do" is seriously jeopardized, together with the SEA commitment of this organization. Unprojected losses, for reasons of, emergencies at home and air-evac have also been a deterrent to our mission. Losses of this nature have an immediate effect on some jobs and without any hopes of replacements in the near future, causes a realignment of personnel; a definite disadvantage to the job in progress.

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SQUADRON AUTH MANNING

AFSC	GRADE	AUTH
3016	LTC	1
3016	MAJ	1
3034	CPT	2
3034	LT	1
3044	MAJ	1
6424A	CPT	1
7024	CPT	1
10070	MSG	1
24130	SGT	1
30230	A1C	1
30250	SSG	1
30270	TSG	1
30332	A1C	3
30352	SSG	3
	SGT	2
30372	MSG	1
	TSG	1
30431	A1C	6
30434	A1C	3
30451	SSG	6
	SGT	4
30454	SSG	3
	SGT	3
30471	MSG	2
	TSG	4
30474	TSG	2
30490	SMS	1
30630	A1C	5
30650	SSG	5
	SGT	4
30670	MSG	1
	TSG	3
30690	SMS	1
36130	A1C	6
36134	A1C	3
36150	SSG	6
	SGT	4
36154	SSG	3
	SGT	2
36170	MSG	1
	TSG	3
36174	TSG	1
36231	A1C	8
36251	SSG	10
	SGT	7
36271	MSG	2
	TSG	2

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SQUADRON AUTH MANNING (CONTD)

AFSC	GRADE	AUTH
36350	SSG	1
36390	SMS	1
47230	A1C	2
47250	SSG	1
	SGT	1
55151	SSG	1
	SGT	2
55171	MSG	1
	TSG	1
64550	SSG	3
	SGT	1
64750	SSG	1
	SGT	2
64770	TSG	1
70230	A1C	2
70250	SSG	4
	SGT	3
70270	TSG	2

TOTAL AUTHORIZATION

OFFICERS : 8

AIRMEN : 159

TOTAL : 167

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MORALE

During the past fifteen months morale has remained generally high. The uncertainties of the command changeover and last minute assignment changes have had their effect. Attempts to keep the personnel well informed have been hampered by the changeover and lack of more information.

AWARDS

The Commander recommended five individuals for the Bronze Star, and forty-one for the Air Force Commendation Medal. The Squadron was also recommended for the second award for exceptional meritorious service, from 1 Jan 69 to 31 Dec 69. There were also Annual and Quarterly awards for deserving individuals:

Senior NCO of the Year:	MSgt Charles W. Sullivan	
NCO of the Year:	TSgt Everett L. List	
Airman of the Year:	AlC Joe E. Atkinson	
NCOs of the Quarter:	Jan-Mar 69:	TSgt Maxie C. Fenton
	Apr-Jun 69:	Sgt Bryan D. Bingham
	Jul-Sep 69:	TSgt Russell L. Kelley
	Oct-Dec 69:	TSgt Everett L. List
	Jan-Mar 70:	TSgt Scott B. Moore
Airmen of the Quarter:	Jan-Mar 69:	AlC Dennis R. Hrouda
	Apr-Jun 69:	AlC Clyde S. Schap
	Jul-Sep 69:	AlC Ralph C. Murrell
	Oct-Dec 69:	AlC Joe E. Atkinson
	Jan-Mar 70:	AlC Kam-Chow Ching

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There were fifty Bronze and one Silver Zero Defects awards presented to personnel during this historical period.

SUGGESTION PROGRAM

For this reporting period, we received and forwarded thirty-five suggestions for consideration.

ZERO DEFECTS PROGRAM

Care Forms received was fifty, twenty-seven of these were processed favorably, twenty-two unfavorably and one is still being processed.

FUNDS

The Financial program was as follows:

TDY Travel	(3rd-4th Qtr FY 69)	$ 80,000
	(1-2-3rd Qtr FY 70)	$ 92,800
Supplies	(3rd-4th Qtr FY 69)	
	(1-2-3rd Qtr FY 70)	$ 12,500

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CHAPTER II

OPERATIONS

OPERATIONS ACTIVITY

The 483rd Operations Branch experienced a very busy period. The year has been extremely productive with the completion of 225 schemes. The workload has been highly diversified both in types of installations and location of those installations.

The type of installations covered the entire CEM inventory including: radar, various navigational aids, cable expansions, dial central offices, teletype, radio and crypto.

The locations included every base and several MAP sites in Thailand from Chiang Mai, Udorn, Bang Sung, and Nakhon Phanom in the North; Prachuap and U-Tapao in the South; and from Kamphaeng Saen, Takhli and Phitsonuok in the West to Mukdahan and Ubon in the East.

The largest single project, involving the most time and concentrated effort, was the installation of a complete airbase communications-electronics-meterological complex at Kamphaeng Saen Royal Thai Air Force Base. Kamphaeng Saen was constructed under the Military Assistance Program to give the Royal Thai Air Force an ideal facility thereby allowing more extensive and effective use of Korat RTAFB for USAF combat operations. Located in a relatively remote area of Western Thailand, Kamphaeng Saen did not have facilities for 483rd personnel. Food and potable

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water had to be trucked in from Bangkok, at a distance of 75 miles one way. Living quarters had to be prepared and there was a threat of illness with no available medical facilities. Despite all of the difficulties, the teams were able to install a Dual TACAN, Dual LF Beacon, VOR, Mobil GCA, a complete Control Tower and the base cable and telephone system in less than 4 months. Because of the 483rd efforts, the RTAF has one of the finest electronically equipped bases in Southeast Asia. In another project, at Korat RTAFB, a highly sophisticated communications system was installed, providing a semi-automatic center for the distribution of critical operational data. The system included several pieces of unique equipment, the installation of which placed heavy demands on installer ingenuity. Superior knowledge and the "can do" spirit prevailed, however, and resulted in a significant improvement of operational communications at Korat and throughout Southeast Asia. Other schemes included the installation of: A Secure Voice Communications System linking every major installation in Thailand; an Aerial Port Teletype system providing for more efficient scheduling of passengers and cargo at Military air terminals; a weather teletype system providing all combat bases with the latest weather information; and a large high frequency ground radio station to provide for passing data to aircraft and ground stations throughout Southeast Asia via voice and teletype communications.

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During the 15 month period, 483rd personnel installed over 1,000,000 feet of all types of communications cable in addition to several TACANs, teletypes, telephone switchboards and associated equipment, and TV antennas for the Armed Forces Thailand Network. Completion of 221 schemes with no delinquencies indicates the outstanding effort put forth. October was a banner month with one section completing fifteen schemes well ahead of the Installation Required Dates. Immediate response to emergency communications restorations insured the necessary combat control continuity and earned the gratitude of communicators throughout Thailand. Emergency restoration of a downed cable at Green Hill was completed under extremely trying and hazardous conditions. Bed rock necessitated use of dynamite to blast holes for line poles. Personnel were actually working in the clouds, in continual rain on precipitous cliffs. Steep, narrow roads barred use of trailers to haul poles to the job site but the installers' ingenuity resulted in a method of moving the poles to the job through use of winches. Despite the many hardships, troop morale remained high and the job was completed in the shortest possible time without any accidents. If overtime can be used as a measure of dedication, the 483rd can proudly say that our personnel are among the most dedicated in the Air Force. Evidence of this is the 21,000 hours of overtime during the year, a great many of

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which were expended on the relocation of the 6th Aerial Port, Base Operations, Thailand ALCC and MAC-ACP at Don Muang Airport, and during the extensive rehab of Cable 04 at Udorn RTAFB.

Concern by section supervisors over full utilization of personnel resulted in a unique situation and demonstrated the exceptional managerial talent available in the 483rd. Light workload existed for Inside Plant personnel. To overcome this, the Wire Section assigned Inside Plant personnel to splicing teams to train as splicer-helpers. Needless to say, this provided a vital assist in a most critical area, splicing of cable for the numerous base cable expansion schemes in progress and scheduled for bases in Thailand. Drenching rains, high heat and humidity, insects and poisonous snakes, mud and rock, hard ground, coupled with poor food, poor quarters, and a shortage of potable water, especially at the exclusively Thai military sites, were some of the many unique problems facing the 483rd installers. The 483rd teams overcame these problems and projects were completed professionally and expeditiously.

Equally important to the accomplishment of the mission was the outstanding response and performance of the squadron support functions. Despite poor roads and lack of parts, the vehicle section kept the squadron's vehicles rolling for 700,000 miles or more and maintained the specialized heavy equipment in constant use by construction teams. We were constantly plagued with inadequate maintenance and spare parts for our mission essential

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equipment and vehicles. In the case of vehicles, the problem was primarily the inability of our host base to accept responsibility for and to assure proper maintenance. Our vehicle fleet is quite large and is subjected to much more usage than that normally supported by the Base Motor Pool. Since we drive an average of 50,000 miles per month, most of it on the highway and much of it over rough terrain; we, of course, required more frequent maintenance than base vehicles, which were primarily restricted to on-base driving. Neither the 483rd nor the base were manned with a sufficient number of motor vehicle mechanics to successfully cope with this problem. In the earlier part of this period, we were able to obtain some relief through the use of civilian contract maintenance. This solution, however, is far from ideal simply because the civilian contractor does not always produce quality work and because the cost of locally procured parts is excessively high.

In the case of our mission essential equipment such as our TF-1000 and J-36 trenchers, our Auburn Tractors, and GPC-26s, the problem was even more critical because the equipment was subjected to constant usage and in many cases, particularly in the case of the TF-1000, parts were not available in the USAF Supply system. In the spring and early summer of 1969, as much as 60% of our mission essential equipment was non-operational

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for need of parts or maintenance. We often experienced work stoppage breakdowns, sometimes two or three per day on the same job. We found it necessary to resort to having essential parts fabricated in local machine shops, to canabalize, and more or less make do with what we had. These problems, although not corrected, were somewhat alleviated through contract maintenance, fabrication of spare parts, and replacement of the TF-1000 tracks. In the mid-point of this reporting period, the outstanding problem was the Auburn Tractor. All such tractors assigned are still completely worn out and cannot be maintained in an operational condition. We worked our way around this problem by borrowing graders or tractors from BCEs, or civilian contractors in order to provide a backfill capability. In many cases, our Team Chiefs paid for the use of this equipment out of their own pockets - so they could get the job done.

Throughout this period, we have experienced shortages of required skills and excesses in others. This has forced dependence upon augmentation and the use of assigned airmen in jobs for which they are not qualified. In some areas, such as Radar, we are authorized and assigned people whom we cannot employ in their AFSC while in others we have a constant acute shortage such as Cable Splicers and teletype people. This situation has resulted in our having to use radar trained people as cable splicers and crypto and Nav-aids people to install teletype.

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In spite of these problems, we are proud of our record. Our people were able to install an entire air base, Kamphaeng Saen, faced with the problems described, late or inadequate support construction, late BOM, and constant high-level pressure while providing augmentees to various GEEIA squadrons throughout the Far East and Southeast Asia areas and still complete an extremely demanding workload throughout Thailand.

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C-E-M INSTALLATION WORKLOAD

1 January 69 - 31 March 70

Scheme Installations Completed	Manhours Avail	Manhours Exp
225	141,953	183,353

Breakout of installations follows: (Below is breakout by month)

Month	Schemes Completed			Hrs Avail	Hrs Exp
	GEEIA	User	Total		
Jan 69	10	1	11	9,487	11,945
Feb 69	10	1	11	12,820	14,596
Mar 69	11	3	14	8,423	10,360
Apr 69	10	2	12	12,853	21,667
May 69	7	0	7	3,969	4,451
Jun 69	39	1	40	18,458	26,309
Jul 69	12	2	14	11,012	9,222
Aug 69	17	0	17	9,643	10,432
Sep 69	13	0	13	6,292	8,928
Oct 69	19	1	20	5,487	6,574
Nov 69	10	0	10	1,295	1,439
Ded 69	22	3	25	15,370	16,402
Jan 70	3	1	4	10,114	10,002
Feb 70	10	0	10	7,250	22,371
Mar 70	17	0	17	9,480	8,655
Total:	210	15	225	141,953	183,353

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SCHEME COMPLETIONS BY MONTH

MONTH AND YEAR	NUMBER COMPLETED
Jan 69	11
Feb 69	11
Mar 69	14
Apr 69	12
May 69	7
Jun 69	40
Jul 69	14
Aug 69	17
Sep 69	13
Oct 69	20
Nov 69	10
Dec 69	25
Jan 70	4
Feb 70	10
Mar 70	17
TOTAL:	225

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SCHEME INSTALLATION COMPLETIONS

TAKHLI RTAFB

SCHEME NBR	MO & YR
0770A7KO	Mar 69
0905A9KO	Mar 69
0309A9KO	Apr 69
0574A9KO	Jun 69
8100XOKO	Jul 69
5174LOKO	Dec 69
1123A9KO	Feb 70
0518A9KO	Mar 70
0141A9KO	Mar 70
0148A9KO	Mar 70

DON MUANG RTAFB

SCHEME NBR	MO & YR
0729R8KO	Jan 69
2214A7KO	Jan 69
0840A8KO	Apr 69
1073A8KO	May 69
0334A9KO	Jun 69
5164LOKO	Jun 69
2319A7KO	Jun 69
0842A8KO	Jul 69
1213T9KO	Sep 69
1215T9KO	Sep 69
1216T9KO	Sep 69
1217T9KO	Sep 69
1218T9KO	Sep 69
1219T9KO	Sep 69
1220T9KO	Sep 69
0340AOKO	Oct 69
1220T9KO	Nov 69
0136AOKO	Dec 69
1364A9KO	Dec 69
1226R9KO	Feb 70
0280AOKO	Feb 70
1359A9KO	Feb 70
5176LOKO	Mar 70

CHIANG MAI RTAFB

SCHEME NBR	MO & YR
0075A6KO	Jan 69
1104A5KO	Apr 69
1072A8KO	Jun 69
1104A5KO	Jul 69

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SCHEME INSTALLATION COMPLETIONS

SCHEME NBR	MO & YR
MUKDAHAN AFS	
1599A7KO	Jan 69
2590A7KO	May 69
GREEN HILL AC&W SITE	
0764A7KO	Jun 69
KOKE KOTHIEM RTAB	
0111A6Ko	Jan 69
0962A5KO	Jan 69
0112A6KO	Feb 69
2335A7KO	Jun 69
PHITSANULOK AC&W	
0787A7KO	May 69
NAKHON PHANOM RTAFB	
0303A8KO	Jan 69
0637AOKO	Jan 69
2591A7KO	Jan 69
0275A8KO	Feb 69
0559A9KO	Mar 69
0771A8KO	Mar 69
0657A8KO	Jun 69
0872R9KO	Jun 69
0873A9KO	Jun 69
1003A8KO	Jun 69
1009A8KO	Jul 69
1002A8KO	Jul 69
1012A8KO	Jul 69
1016A8KO	Jul 69
1011A8KO	Jul 69
1019A8KO	Aug 69
1008A8KO	Aug 69
1007A8KO	Aug 69
1118A9KO	Aug 69
1081A8KO	Aug 69
5171LOKO	Sep 69
1017A8KO	Nov 69
1005A8KO	Dec 69
1010A8KO	Dec 69
1183A9KO	Dec 69
1020A8KO	Dec 69
1024A8KO	Dec 69
1015A8KO	Dec 69
1021A8KO	Feb 70
1036A8KO	Mar 70
5180L1KO	Mar 70

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SCHEME INSTALLATION COMPLETION

SCHEME NBR	MO & YR
NAKHON PHANOM RTAFB (CONTD)	
5181L1K0	Mar 70
5182L1K0	Mar 70
1289T9K0	Mar 70
KORAT RTAFB	
0904AK0	Mar 69
1074A8K0	Apr 69
1188A8K0	Apr 69
0306A9K0	Apr 69
0341A9K0	Jun 69
0865A8K0	Jun 69
1143A8K0	Jun 69
1152A8K0	Jun 69
0633A9K0	Jun 69
8120X9K0	Jun 69
0933A7K0	Jun 69
0284A9K0	Jun 69
0572A9K0	Jul 69
0864A8K0	Jul 69
1358A9K0	Sep 69
0766A7K0	Sep 69
2452A7K0	Oct 69
0732A9K0	Oct 69
0521T9K0	Dec 69
0736A9K0	Dec 69
0468R0K0	Dec 69
2930A7K0	Mar 70
UBON RTAFB	
0288A8K0	Jan 69
1041A8K0	Feb 69
8115X9K0	Feb 69
0276A8K0	Mar 69
0308A9K0	Mar 69
8116X9K0	Mar 69
0778A5K0	Apr 69
0492A7K0	Apr 69
0492A9K0	Apr 69
0947A8K0	May 69
0774A7K0	Jun 69
0928A9K0	Jun 69
0576A9K0	Jun 69
0605A9K0	Jun 69
0742A9K0	Jun 69
8105P0K0	Jul 69

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SCHEME INSTALLATION COMPLETIONS

SCHEME NBR	MO & YR
UBON (CONTINUED)	
0230A9K0	Aug 69
8107XCK0	Aug 69
0233A9K0	Oct 69
0234A9K0	Oct 69
1078A8K0	Nov 69
0553T9K0	Dec 69
0155ACK0	Jan 70
5168LCK0	Jan 70
8112XCK0	Feb 70
8118XCK0	Mar 70
0715A9K0	Mar 70
UDORN RTAFB	
0779A7K0	Feb 69
0781A7K0	Feb 69
0907A9K0	Mar 69
8110X9K0	Mar 69
8117X9K0	Mar 69
0192A9K0	Apr 69
1079A7K0	Jun 69
0575A9K0	Jun 69
1080A8K0	Jun 69
5173LCK0	Jun 69
0490A7K0	Jun 69
0870R9K0	Jul 69
1281A9K0	Aug 69
1611A7K0	Aug 69
1023A6K0	Aug 69
0778A7K0	Aug 69
2391A7K0	Aug 69
2390A7K0	Sep 69
0801A9K0	Sep 69
0946A8K0	Oct 69
0171A9K0	Oct 69
0172A9K0	Oct 69
0173A9K0	Oct 69
0174A9K0	Oct 69
0184A9K0	Oct 69
0193A9K0	Oct 69
0194A9K0	Oct 69
0195A9K0	Oct 69
0196A9K0	Oct 69
0200A9K0	Oct 69
0201A9K0	Oct 69
0214A9K0	Oct 69
0223A9K0	Oct 69

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SCHEME INSTALLATION COMPLETIONS

SCHEME NBR	MO & YR
UDORN RTAFB (CONTD)	
0020ACKO	Oct 69
0209ACKO	Nov 69
5302LCKO	Nov 69
1405A9KO	Dec 69
1132A6KO	Dec 69
0169A9KO	Dec 69
0221A9KO	Dec 69
0654A6KO	Dec 69
8108PCKO	Jan 70
0190A9KO	Feb 70
8116XCKO	Feb 70
0517A9KO	Mar 70
0551A9KO	Mar 70
0659T9KO	Mar 70
U-TAPAO AIRFIELD	
0284A8KO	Jan 69
1907A7KO	Feb 69
1191A8KO	Feb 69
2703A7KO	Feb 69
0307A9KO	Mar 69
0491A7KO	Mar 69
5169LCKO	Apr 69
0956A8KO	Apr 69
0913A9KO	May 69
1076A8KO	May 69
0519A9KO	Jun 69
KHAO KHICO	
0937A6KO	Feb 69
BANG SUNG	
0429A7KO	Feb 69
2682A7KO	Mar 69
PRACHUAP KHIRIKHAN	
5170L9KO	Jun 69
KAMPHAENG SAEN RTAFB	
0061A9KO	May 69
2307A7KO	Jun 69
2303A8KO	Jun 69
2305A7KO	Jun 69
2394A7KO	Jun 69
2310A7KO	Jun 69
2311A7KO	Jun 69
2308A7KO	Jun 69
2316A7KO	Jun 69

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SCHEME INSTALLATION COMPLETIONS

SCHEME NBR	MO & YR
KAMPHAENG SAEN RTAFB (CONTD)	
2309A7KO	Jun 69
2305A7KO	Jul 69
2304A7KO	Jul 69
2308A7KO	Aug 69
2306A7KO	Aug 69
8109POKO	Jan 70

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TRAINING

The training program within the 483rd has progressed through this reporting period with steady improvements. Training of personnel on job locations has and will always be a difficult one. Due to our operational commitment, it has been difficult at times to keep the trainer and trainee together on the same job. Frequently, adjustments were made by the trainee to adapt to the extended TDYs and adverse studying conditions in the field. However, with ever increasing assistance from the Team Chiefs, our job of becoming more in line with Air Force requirements is being realized.

The requirement for a qualified training technician in the 75 career field is becoming more apparent each day. With the new Weighted Airman's Promotion System in full implementation, the workload is definitely a full time job. In order not to short change our personnel in training and guidance to an Air Force career, the authorization of a training technician is an absolute necessity.

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TRAINING STATISTICS

MONTH & YEAR	PERSONNEL TESTED	PERSONNEL UPGRADED	IN-TRAINING
Jan 69	6	1	40
Feb 69	5	5	34
Mar 69	4	3	35
Apr 69	0	1	34
May 69	0	8	29
Jun 69	0	2	23
Jul 69	5	2	29
Aug 69	4	8	32
Sep 69	6	3	28
Oct 69	2	1	25
Nov 69	1	2	29
Dec 69	1	4	20
Jan 70	2	3	15
Feb 70	1	0	12
Mar 70	2	0	13

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VEHICLES

Properly operating vehicles, remains one of our primary concerns. The lack of adequate periodic maintenance from our support base has caused major mechanical failures, resulting in a reduced vehicle operating force for scheme support.

Our support base indicates that they do not have the personnel or replacement parts to properly care for our compliment of vehicles, especially our heavy equipment.

However, arrangements with the Base Procurement Office to provide contract maintenance on vehicles located at remote installations worked out satisfactorily. Under these arrangements, our heavy maintenance personnel surveys and selects a commercial repair facility near our work base. Our maintenance people inspects the work and pay in cash from Impress Funds or by voucher to the Base Procurement Office. This provides a quick reaction capability in emergencies. We are also looking into the possibility of providing special repair parts to these contractors in hopes of expanding contract services.

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SQUADRON VEHICLE MILEAGE

1 Jan 69 - 31 Mar 70

MONTH & YEAR	MILES DRIVEN
Jan 69	50,599
Feb 69	58,941
Mar 69	37,014
Apr 69	45,042
May 69	43,647
Jun 69	44,535
Jul 69	51,924
Aug 69	46,204
Sep 69	38,752
Oct 69	49,304
Nov 69	45,315
Dec 69	58,118
Jan 70	32,046
Feb 70	32,102
Mar 70	34,902
TOTAL:	668,463

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SUPPORT

SUPPORT ACTIVITY

The 483rd's Support Branch has been able to support scheme installations exceptionally well. With improved methods and leadership, this well managed element has constantly shown the "Can Do" spirit and has on many occasions been the key to our success.

WAREHOUSING AND STORAGE

A new 8,000 sq ft warehouse was completed in March 1969, located adjacent to our old warehouse, this additional space allowed for a more orderly storage of materials. Scheme equipment requiring inside storage is now protected from the extremely inclement weather here in Thailand.

In addition to our present outside storage area, we obtained 40,000 sq ft of space and with self help, fenced the perimeter. This area has allowed the separation of disaster stock from rotating scheme materials.

EQUIPMENT MANAGEMENT

A new additional room was built, through self help, adjacent to the support branch office, linking the test room with the rest of the supply operation. This room houses our equipment personnel, and has provided a better working area for transacting issues and turn-ins.

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A new tool and equipment storage and issue point was established at the front of our warehouse for more readily accessible property.

Much tighter controls were placed into effect on issues and turn-in of equipment items. Review of EAID property was conducted by the various branches to determine those items not required and at the same time new items were requested to better equip our personnel in the field. Excess property is promptly turned into the Host Base Supply.

New accounting and handling procedures were put into effect on test equipment. We have a constant flow of test sets being processed in and out of PMEL for required calibration, each set is controlled by serial number.

Disaster storage is controlled through the Equipment Section, records are being maintained up to date and inventories performed as required. Disaster stock is separated from other scheme materials.

SCHEME MONITORS

We improved our efficiency by moving the Support Branch Scheme Monitors immediately adjacent to the Operations Workload Control Section for closer coordination.

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QUALITY ASSURANCE AND SAFETY

QUALITY CONTROL

As the workload of the 483rd continued to increase, maintaining a high quality in the installations of schemes became difficult if not impossible with only one quality control inspector.

In order to perform the inspection properly, we increased our strength of inspectors to four. With this, more frequent quality control inspections were performed at all Thailand installations where 483rd GEEIA personnel were deployed with schemes in progress.

In most instances, compliance with procedures was exceptional, discrepancies were minor and corrected on the spot.

The 483rd's Quality Assurance program was up-dated on 1 April 1969 with the implementation of GEEIA Manual 74-1. Since its implementation, the quality assurance techniques have been instrumental in indicating deficiencies in such things as engineering, scheduling, material maintenance and installation processes and procedures.

SAFETY

The 483rd Commander incorporated stringent procedures for on-site safety and vehicle operation in hopes of reducing accidents.

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However, we continued to have problems. Most of our accidents center around vehicles, 6-PACs and V-11s. These vehicles appear to be unstable, especially when heavy breaking action is necessary. Most always, one of the wheels will lock causing the vehicle to skid. Mud-Grip type tires, on hard surfaced roads, contributes to this skid-prone condition. Efforts to procure commercial type road tires has been partially successful. Other contributing factors to these accidents were the age and lack of experience of some of our drivers. Most of our accidents were caused by E-4s and below, in the 19 to 25 year group. These operators also appeared to be more accident prone during their first and last months of their tours. To help deter this situation, we developed and put into practice a 10 point vehicle safety plan which has aided immeasurably in our endeavor to prevent accidents.

Our plan is as follows:

I Over the road driving training for every new driver.

II A driver and an assistant is required in the front seat of all vehicles, on public roads.

III An experienced driver will accompany all new crews to the job site.

IV An overall squadron safety briefing will be given every month.

V The Safety NCO will brief the driver and his assistant on safety before each over- the-road trip.

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VI Limit the number of trips by vehicles. Utilize air travel when feasible.

VII Give a special safety briefing to each individual 30 days before rotation.

VIII All driving will be confined to daylight hours. Road speed will not exceed those authorized for military vehicles in Thailand.

IX Inspect each vehicle before every trip.

X To inform squadron personnel of the Commander's intent of action concerning accidents.

To further reduce the possibility of accidents, we started transporting many of our V-11s and 6-PACs to and from the job sites by commercial carrier. Of course, there were times due to the site locations, emergencies, etc., that this was not possible or economically feasible. Never-the-less, we greatly reduced our exposure rate. We limited over the road operators to SSgts or above; however, no rank restriction was applied to on-base driving. This reduced the number of road miles and increased the utilization of experienced operators.

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ACCIDENT AND INJURY STATISTICS

The following is a comparison of accidents, lost time and cost figures for periods indicated:

	Jul 68 - Jun 69	Jul 69 - Mar 70
Private Motor Vehicle Accidents	1	0
Private Motor Vehicles Injuries	1	0
On Duty Injuries	0	0
Off Duty Injuries	1	0
Fatalities	0	0
Civilian Injuries	0	0
USAF Motor Vehicle Accidents	4	1
USAF Motor Vehicle Injuries	0	3
Non-Reportable First Aid Injuries	8	4
Total Disabling Injuries	0	4
Non-Reportable USAF Vehicle Accidents	0	3
Lost Time in Days	5	425
Cost	$1,095.00	$24,186.00

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DRIVING IN THAILAND

There are few highways in Thailand compared to western countries. These are generally narrow and conjested. Many are unimproved and hazardous because of heavy dust in the dry season which turns to deep mud during the rainy season.

There appears to be approximately a 10 to 1 ratio of trucks/buses to private vehicles in Thailand, with a recognized official speed limit of 60 mph. The heavy truck/bus traffic causes considerable variation in in-line traffic speeds, increasing the road danger.

Driving experience and discipline of the Thai driver varies from near none to considerable. There is no requirement to provide proof of driving ability to obtain a drivers permit. The law of the road is the largest vehicle has right of way.

All traffic moves on the left, opposite from the U.S. All U.S. military vehicles are equipped for right hand driving, a condition which puts our drivers at a safety disadvantage. Therefore, we are required to essentially provide two drivers for every vehicle. The right hand individuál acts as the eyes of the driver for right hand on-coming traffic.

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GEPEC 15 Apr 1970

Final History

Pac GEEIA Rgn (GEP)

1. Reference your 032320Z Apr 70, subject: Final History.

2. In accordance with telecon w/Sgt Francis on 7 Apr 1970 our history is submitted for the period from 1 July 1969 through 31 March 1970.

3. To cover the entire period from 1 January 1969 through 31 March 1970 this material plus pertinent data from the 1 July 1968 - 30 June 1969 History should be combined.

4. During the period 1 January 1969 through 31 March 1970 the 485th GEEIA Squadron (AFLC) organically completed 392 schemes and 36 emergency work orders. We believe this is a record high for Pac GEEIA Rgn and possibly for all of GEEIA (World Wide).

Thomas R. Coleman

THOMAS R. COLEMAN, Lt Col, USAF
Commander

1 Atch
History, 1 Jul 69 - 31 March 70

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HISTORY OF THE 485th GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY SQUADRON

1 July 1969 - 31 March 1970

Prepared by
Lt Col Thomas R. Coleman
Maj Jerry L. Duvall
Capt Dennis T. Griggs
Capt Daniel B. Cutilla
Lt Thomas D. Flagmeier

Approved by:

Thomas R. Coleman
THOMAS R. COLEMAN
Lt Colonel, USAF
Commander
14 April 1970

PACIFIC GENIA REGION
GENIA
AIR FORCE LOGISTICS COMMAND

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ADMINISTRATION DIVISION

On 1 November 1969, James R. Cowan, Major, USAF, 296-30-4461FR, who had been serving as Operations Officer, assumed command of the squadron [1] vice George S. Osborne, Lt Col, USAF, 127-20-5673FR, pending arrival of the new Commander. Col Osborne rotated to the ZI to become Commander of the 2860th CEEIA Sq.

On 10 December 1969, the present Squadron Commander, Thomas R. Coleman, Lt Col, USAF, 276-12-0424FR, assumed command of the squadron.[2] Major Cowan returned to his previous assignment as the Operations Officer.

In accordance with the Air Force CEPO Servicing Policy, the responsibility for servicing the personnel at Operating Location ABCC, 485th CEEIA Sq, was transferred from the 12th Combat Support Gp, Cam Ranh Bay AB, to the 377th Combat Support Gp, Tan Son Nhut Airfield effective 1 December 1969. [3]

On 15 November 1969, this unit was advised by the Commander, 12th Combat Support Group, Cam Ranh Bay AB, RVN, that a base consolidated Mail Room (CMR) would become operational in early 1970 for all Air Force units on Cam Ranh Bay. The unit mail room would then be dissolved. Since this would have greatly delayed mail for our TDY personnel and our augmentees, the Unit Postal Officer received exemption from the Base Postal Officer. Our unit mail room continues as in the past and mail is couriered to our TDY personnel

1. SOG - 1, 485 CEEIA Sq, 1 Nov 69.
2. SOG - 2, 485 CEEIA Sq, 10 Dec 69.
3. Ltr, AFLC (MCAMS), 12 Nov 69.

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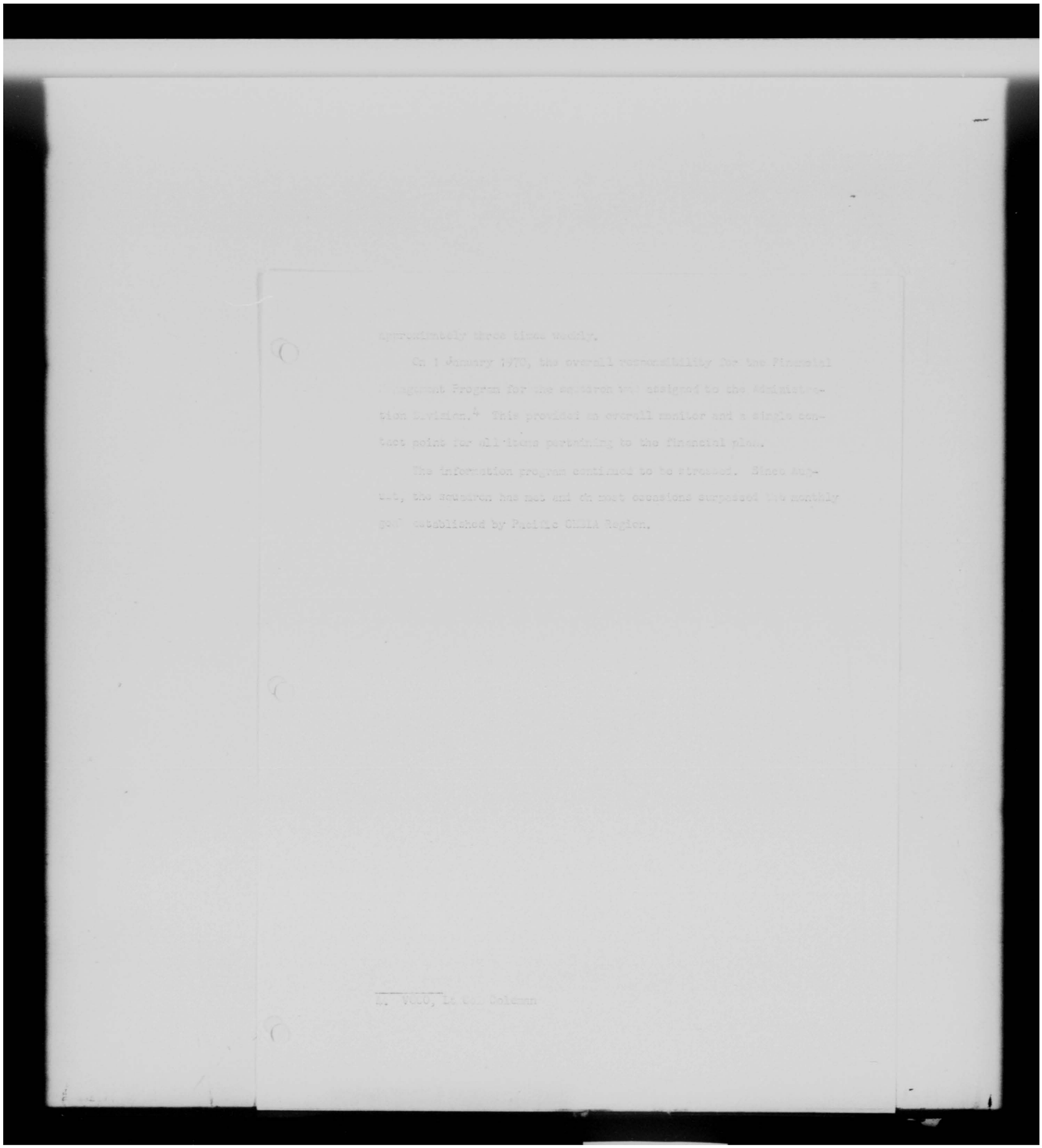

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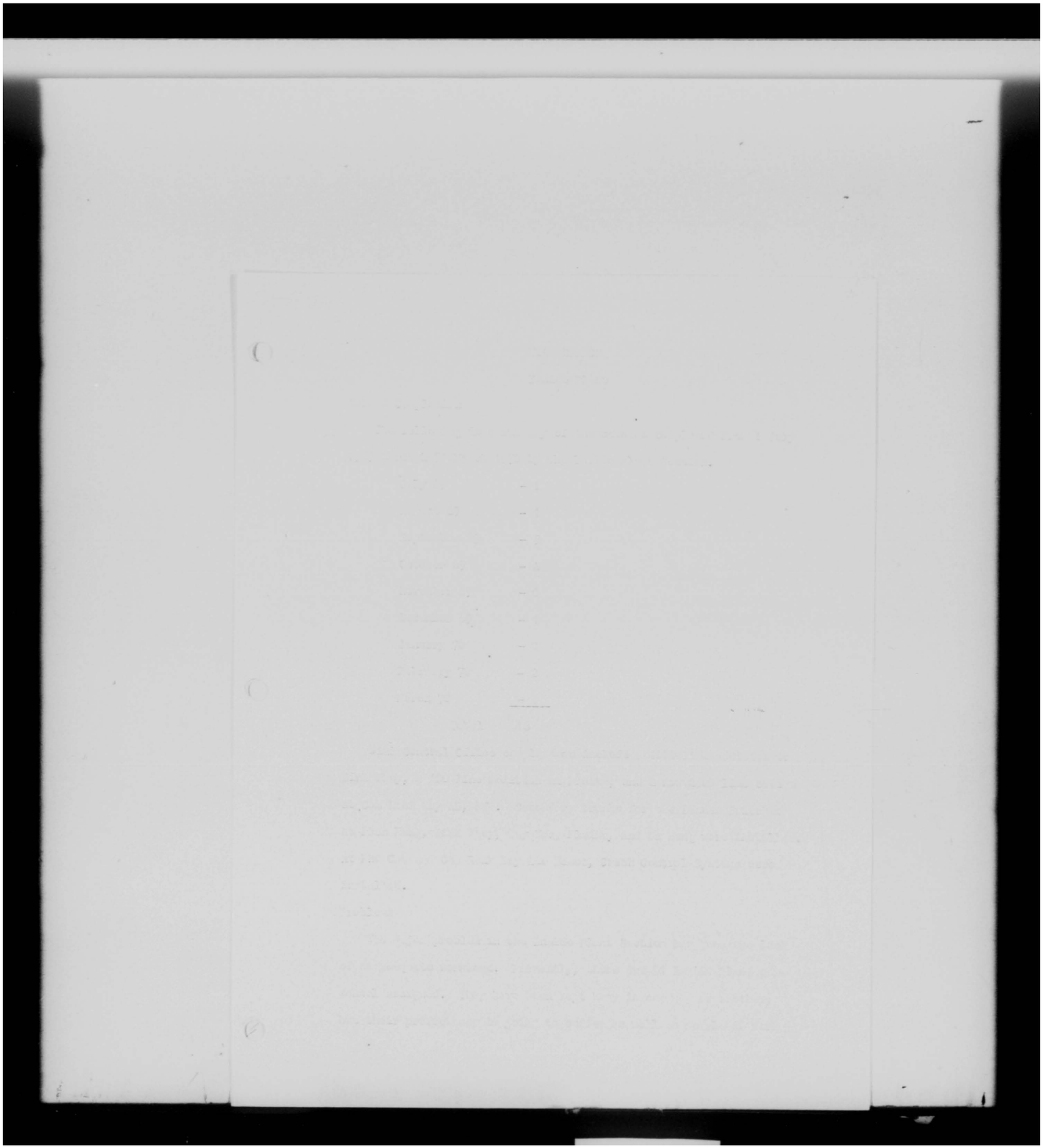

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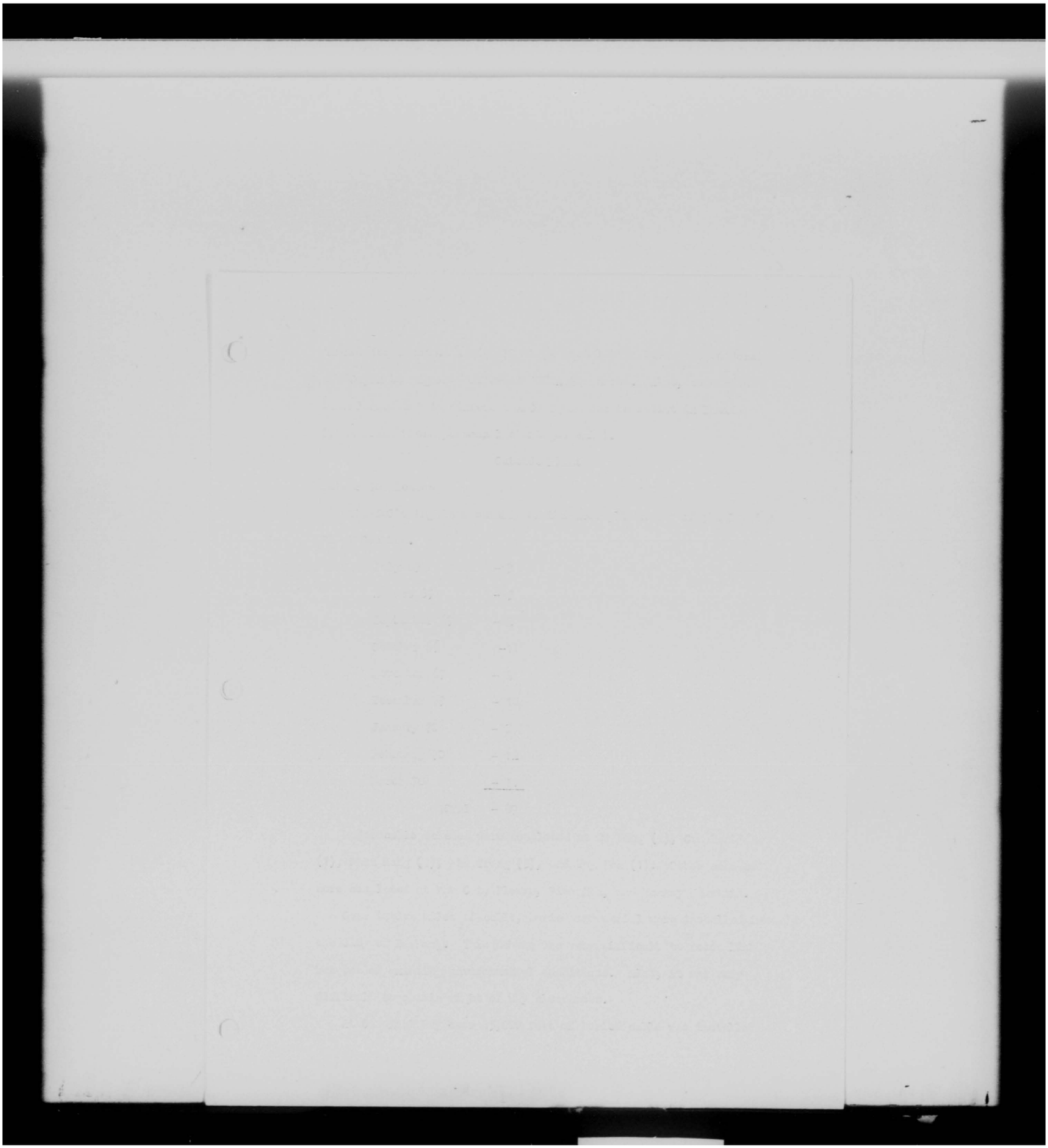

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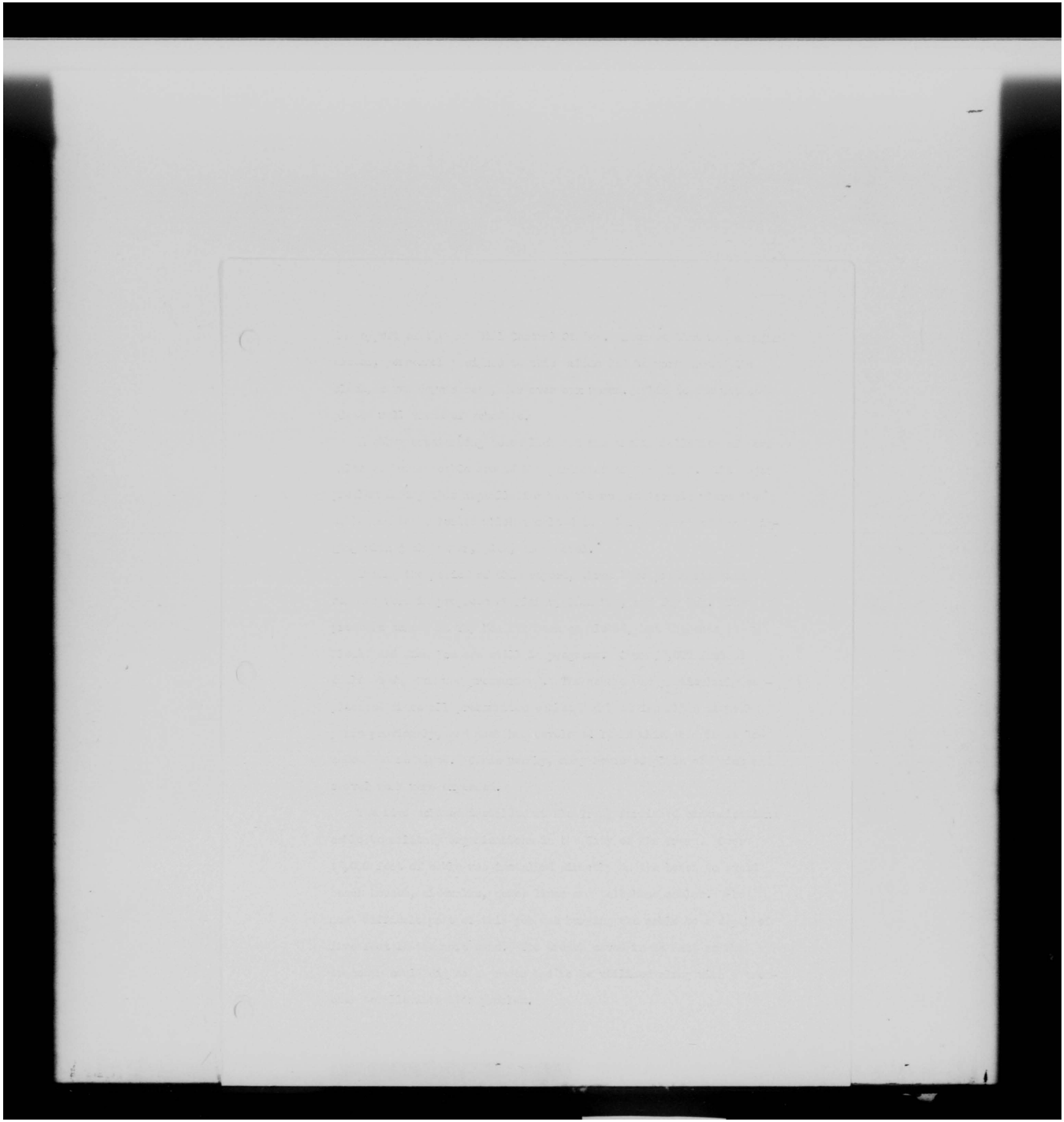

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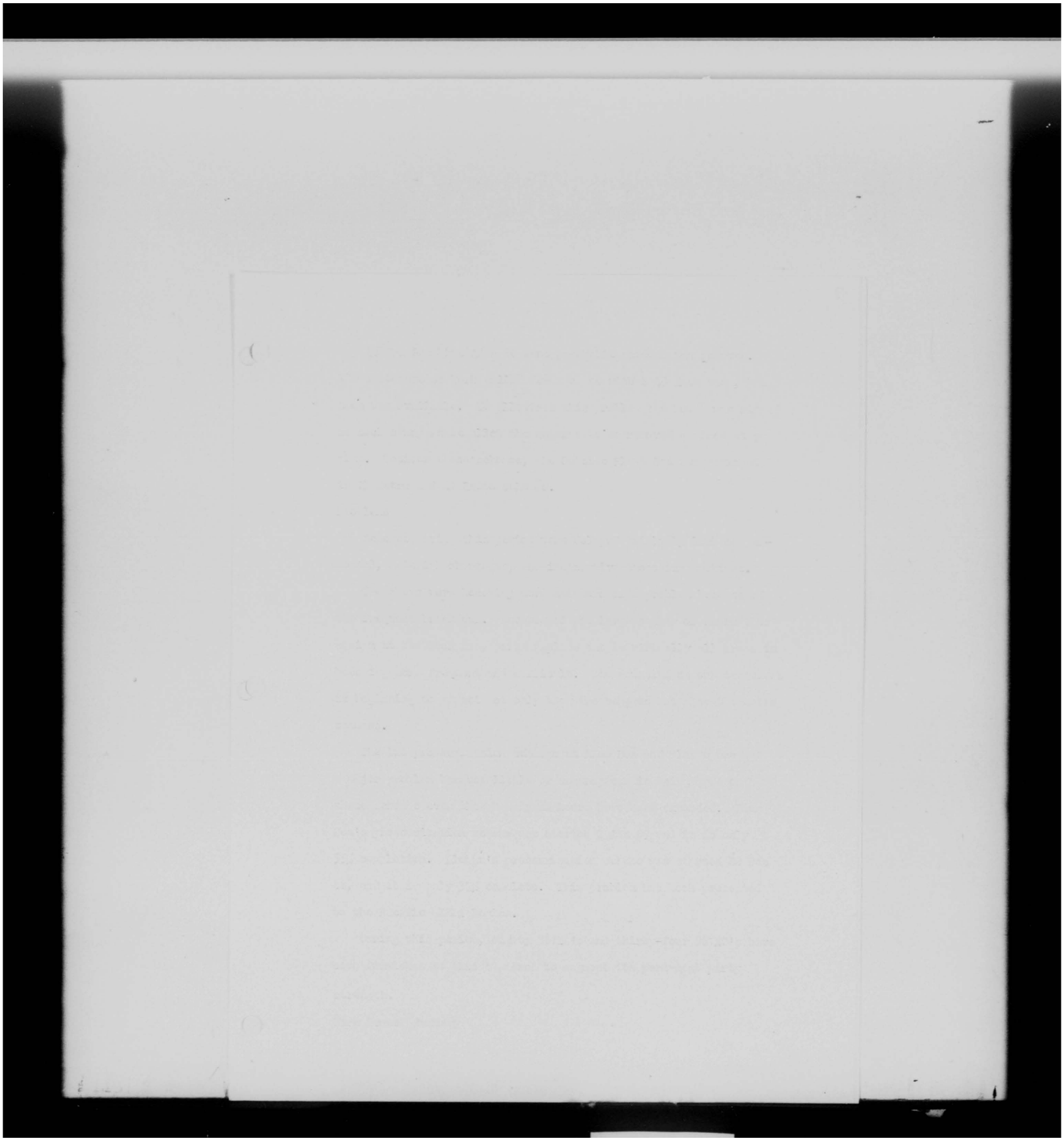

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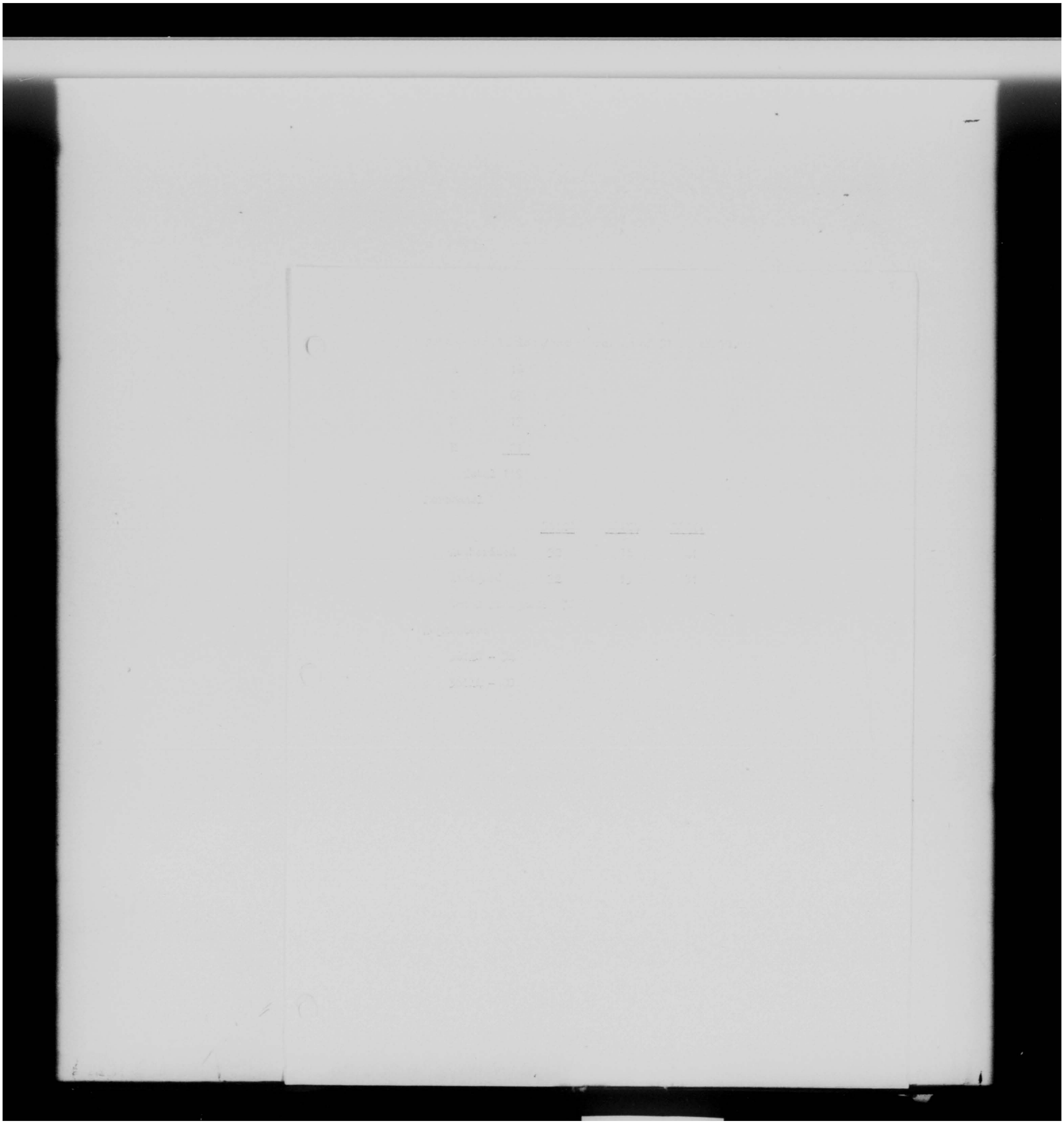

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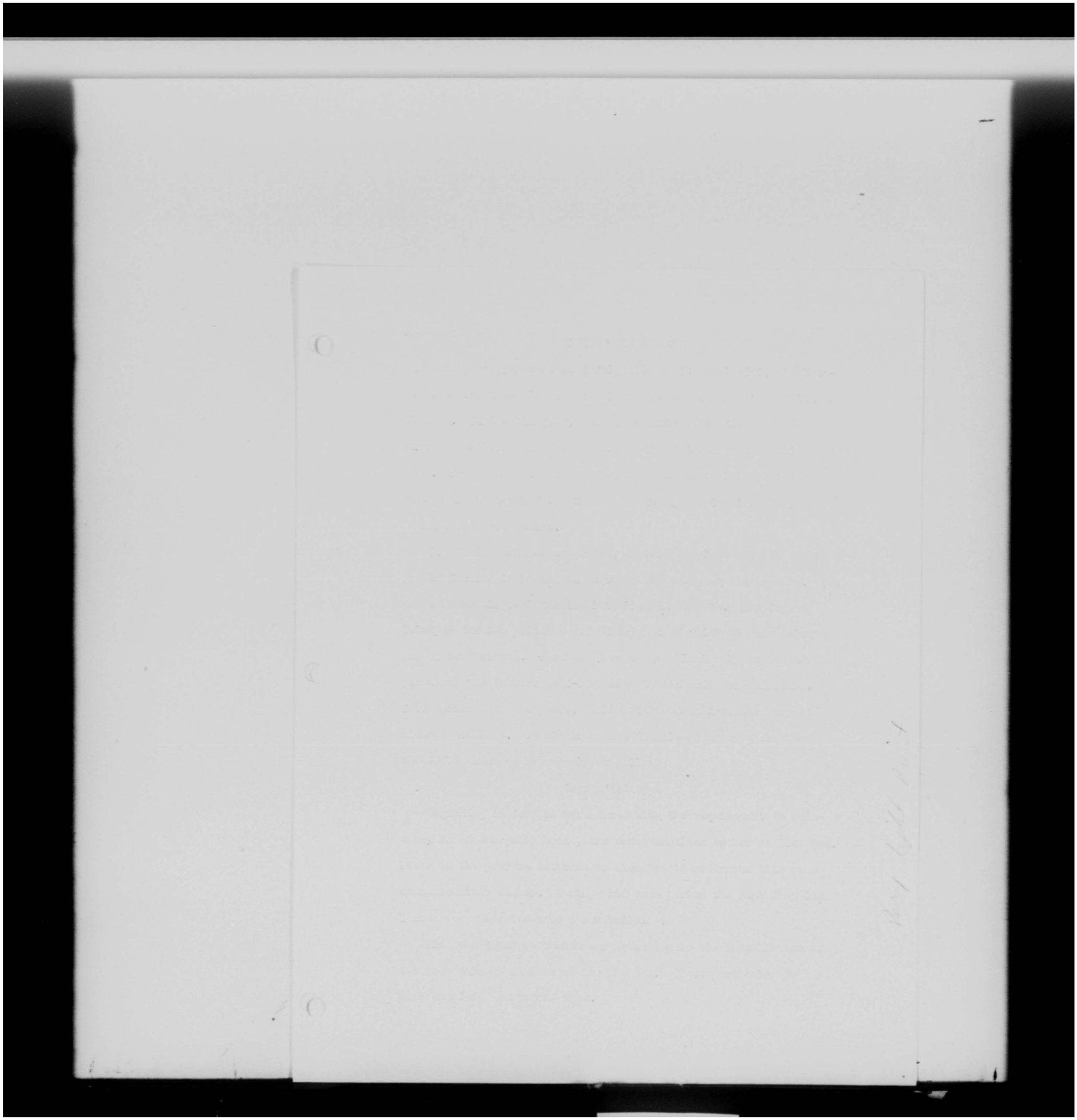

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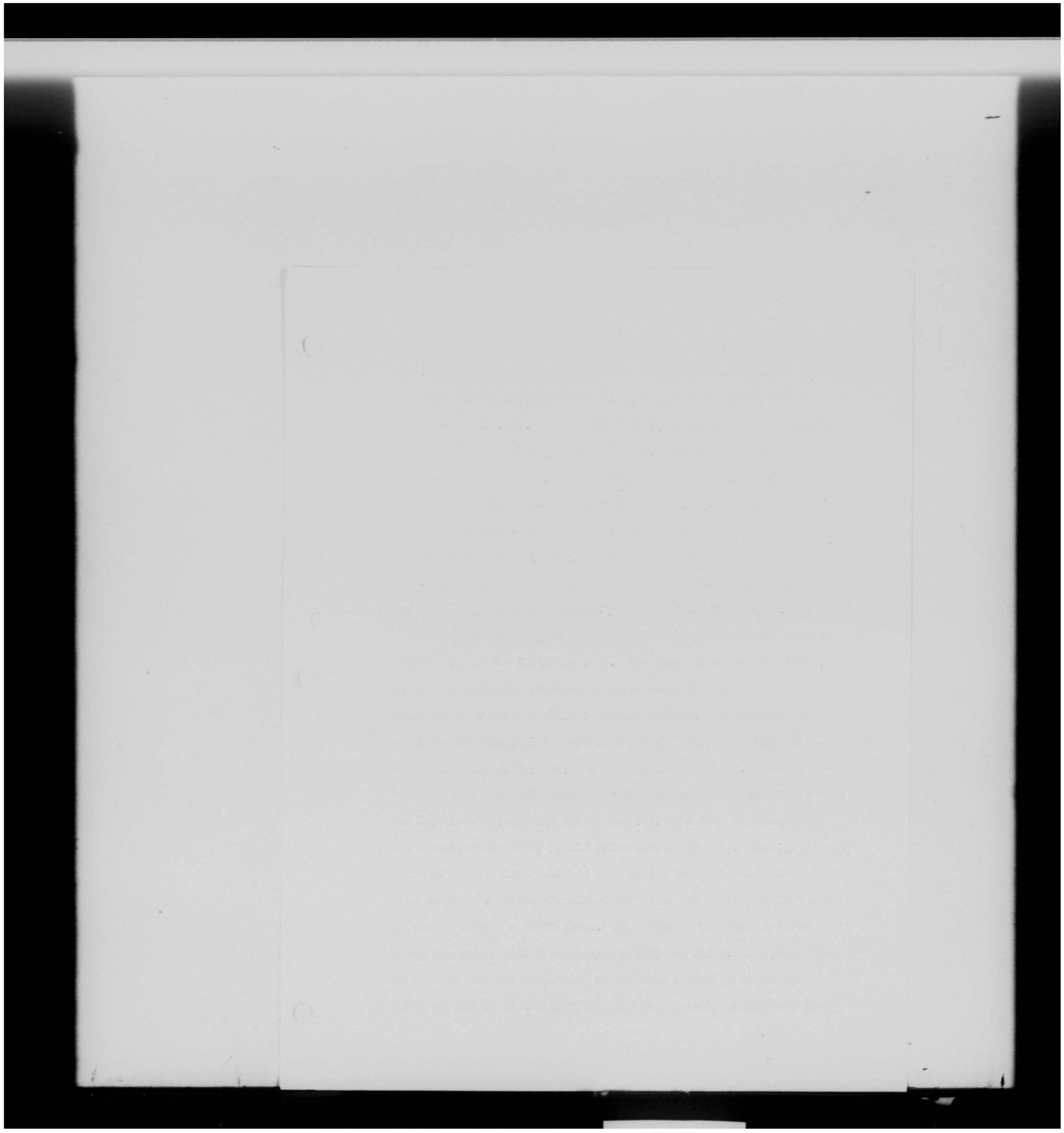

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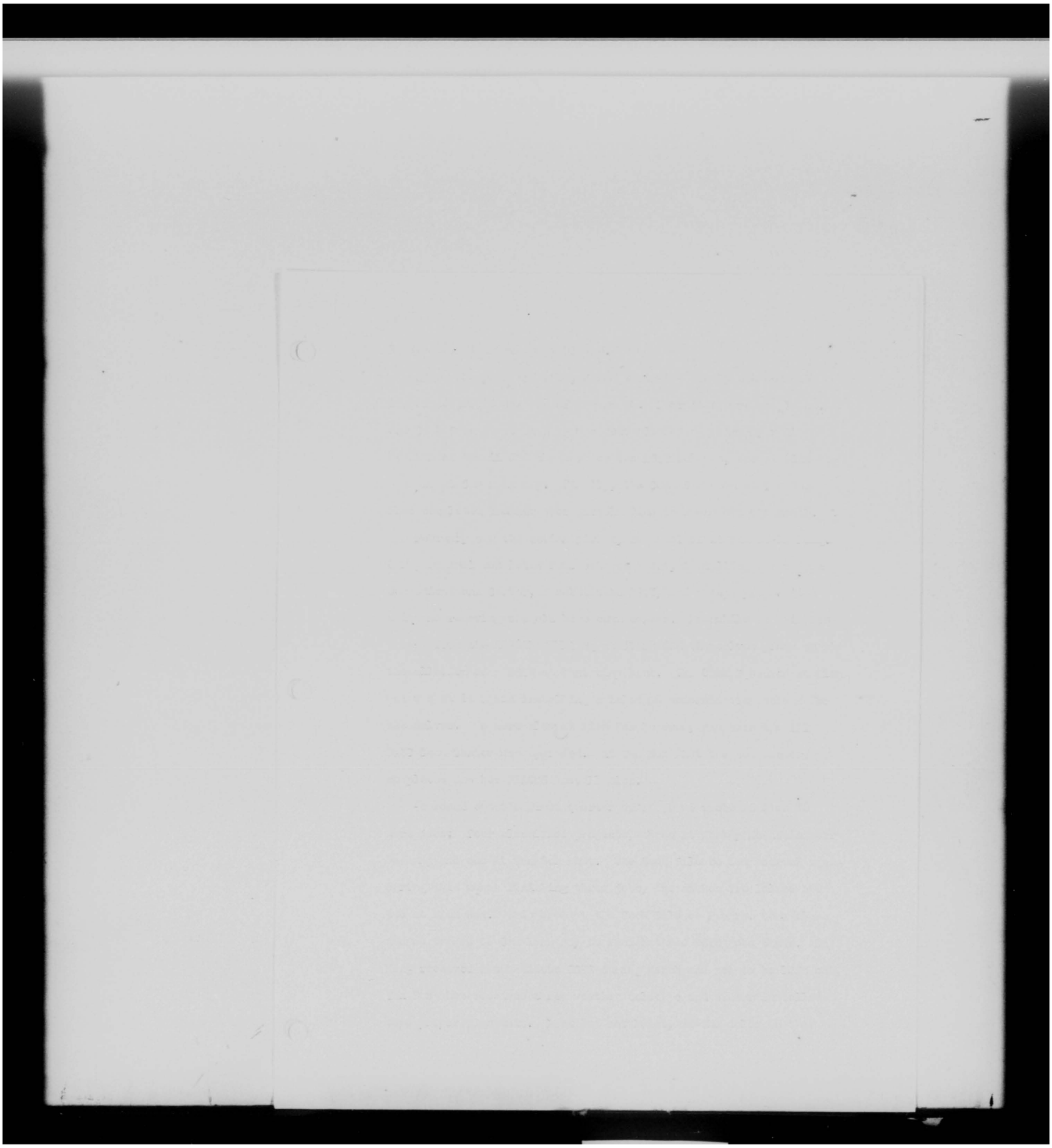

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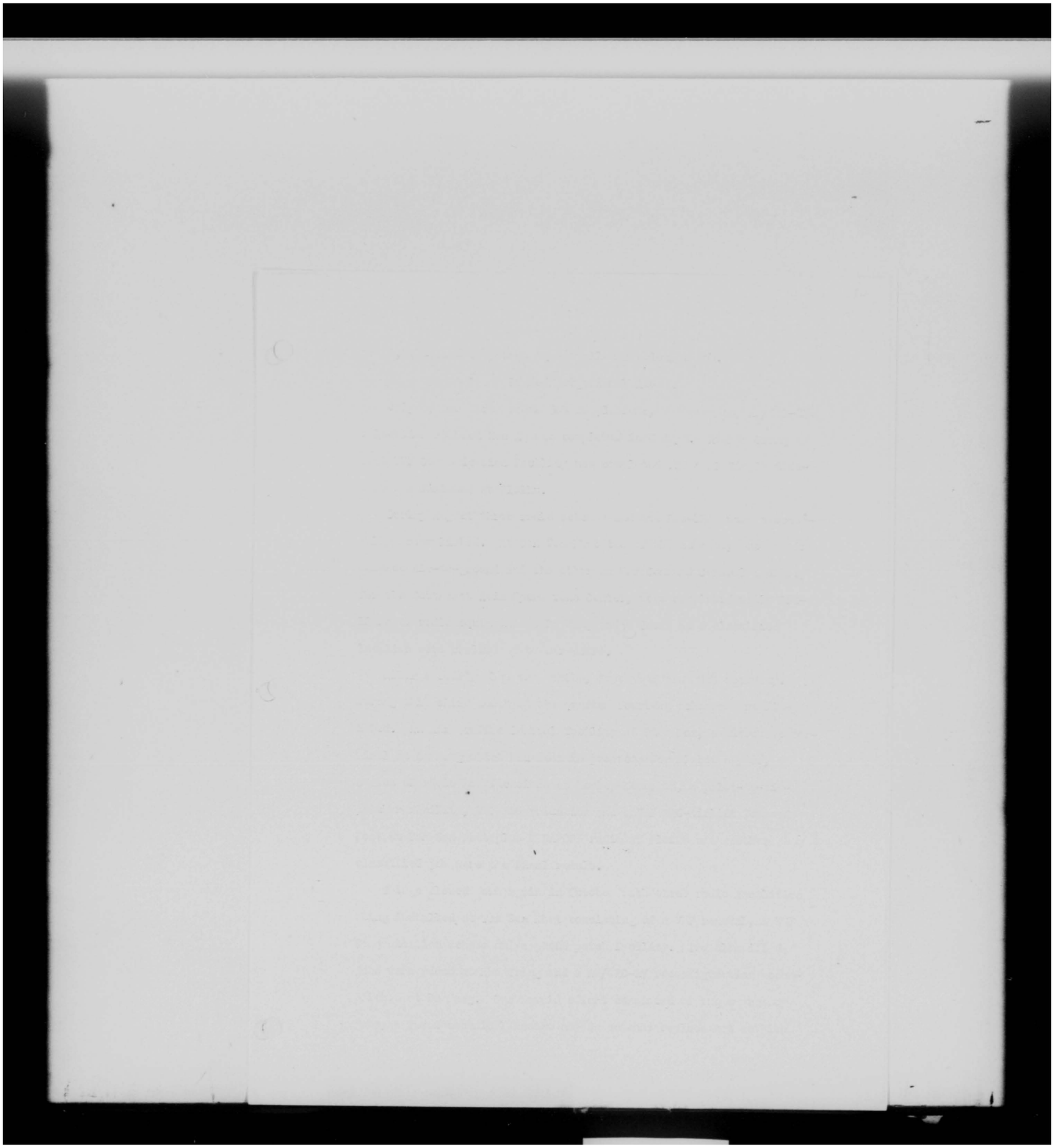

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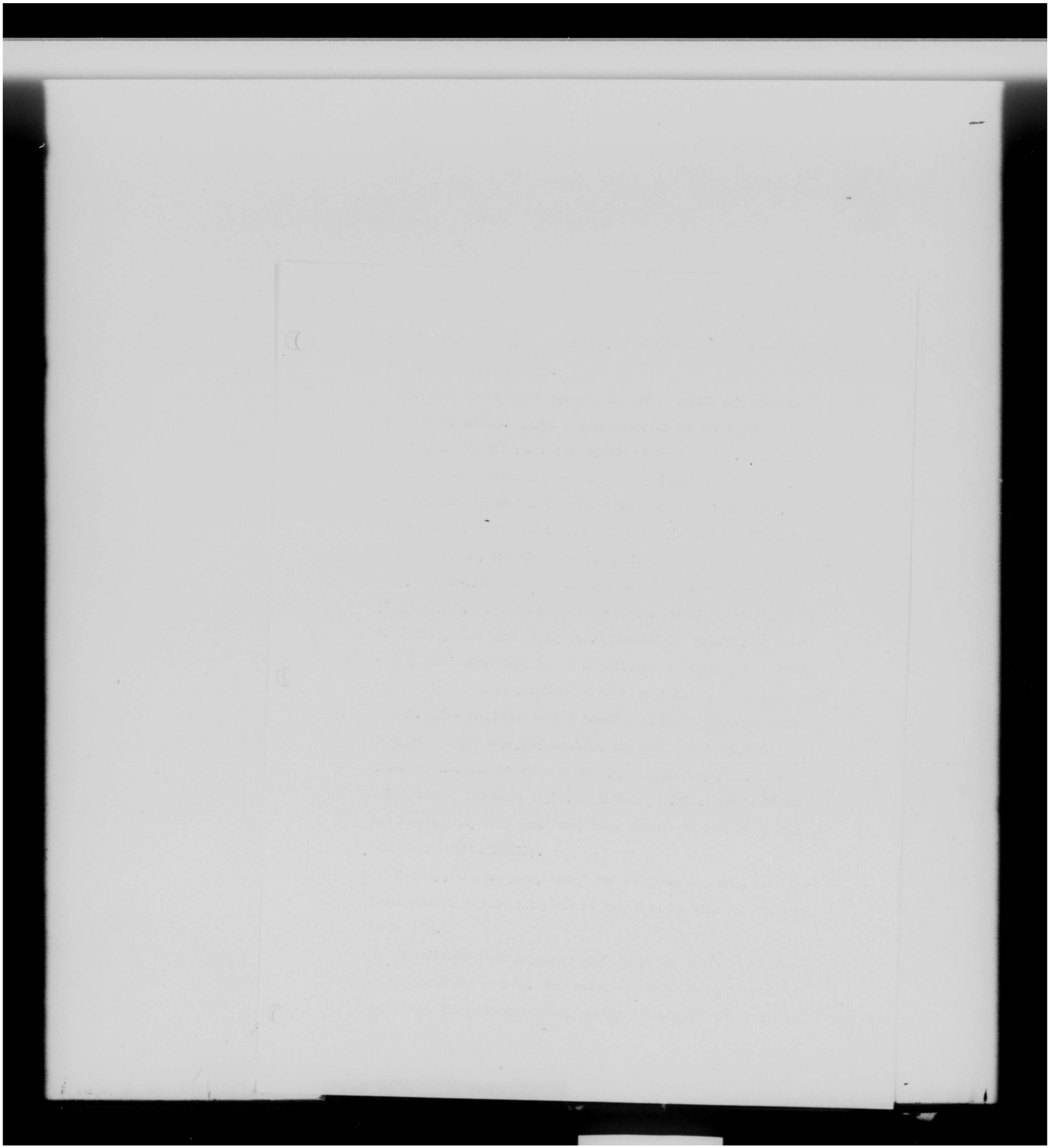

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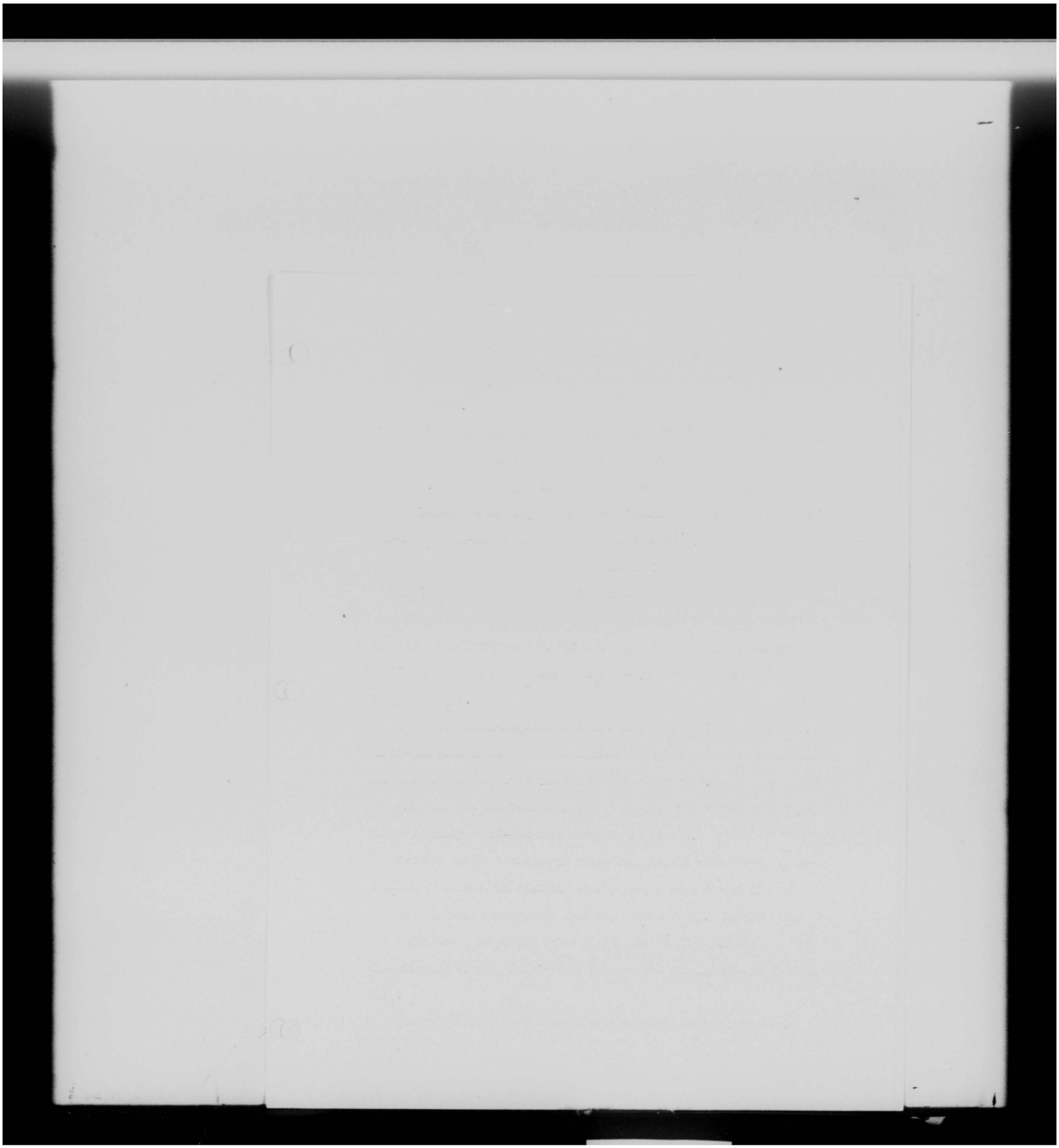

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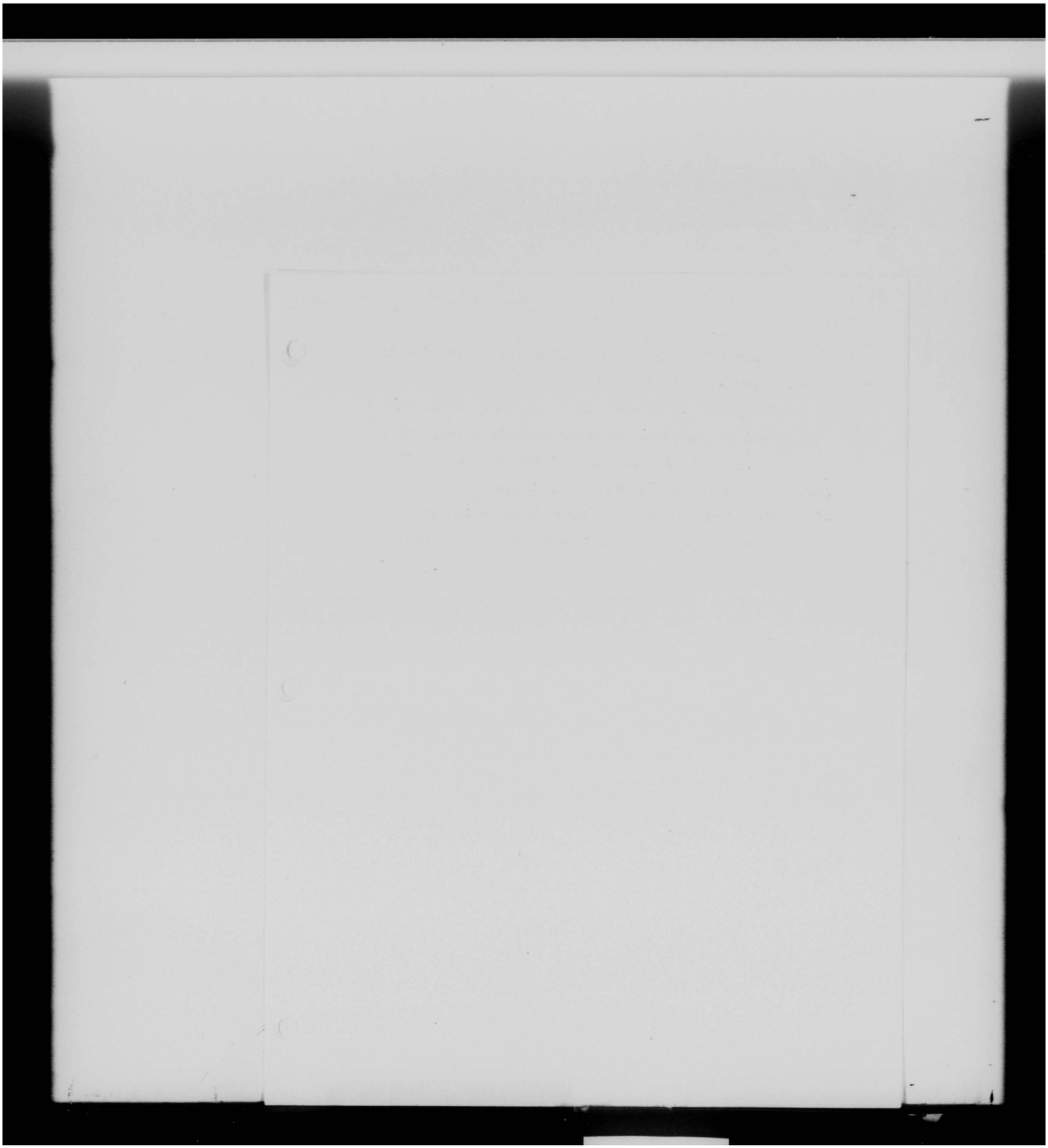

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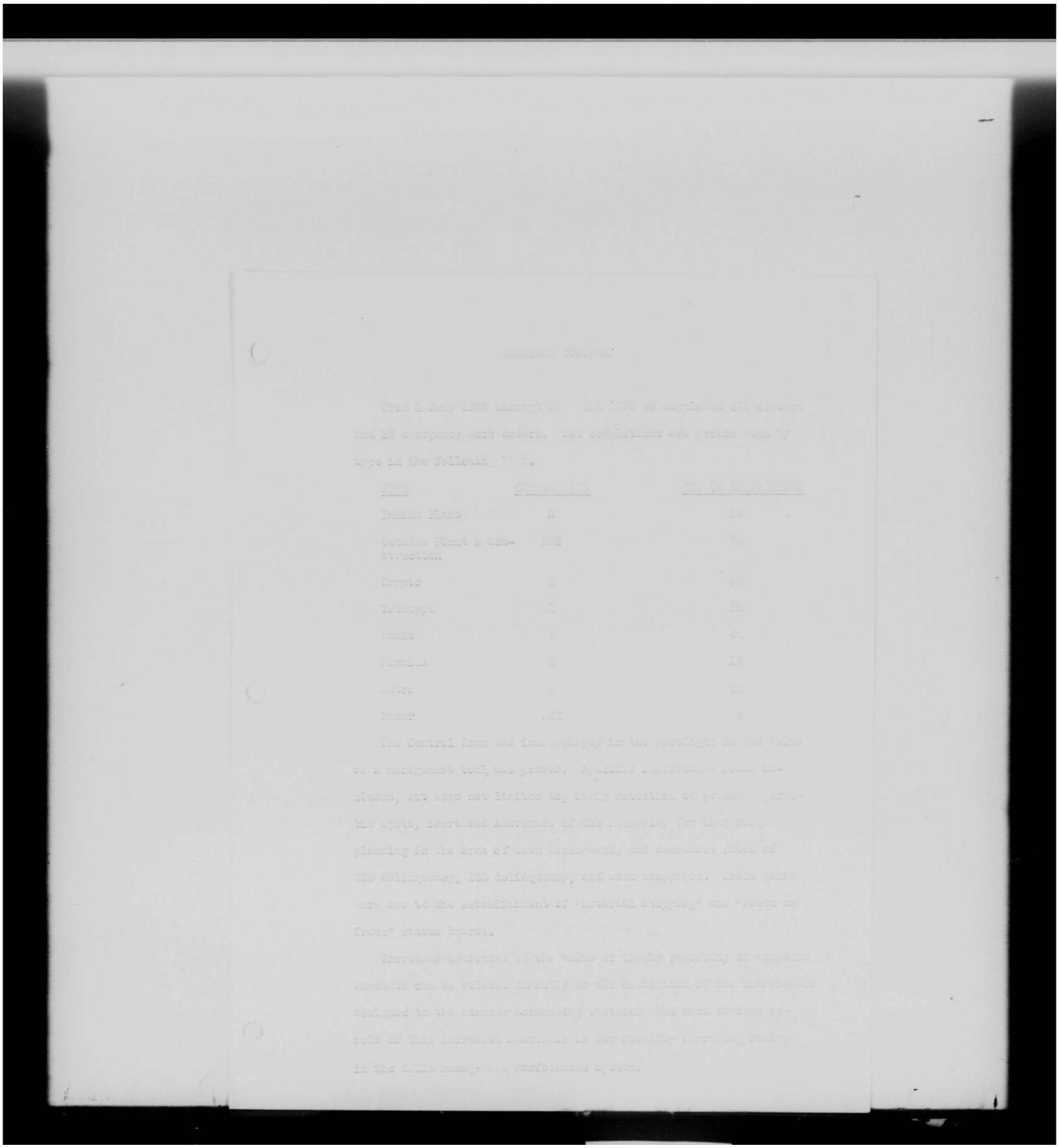

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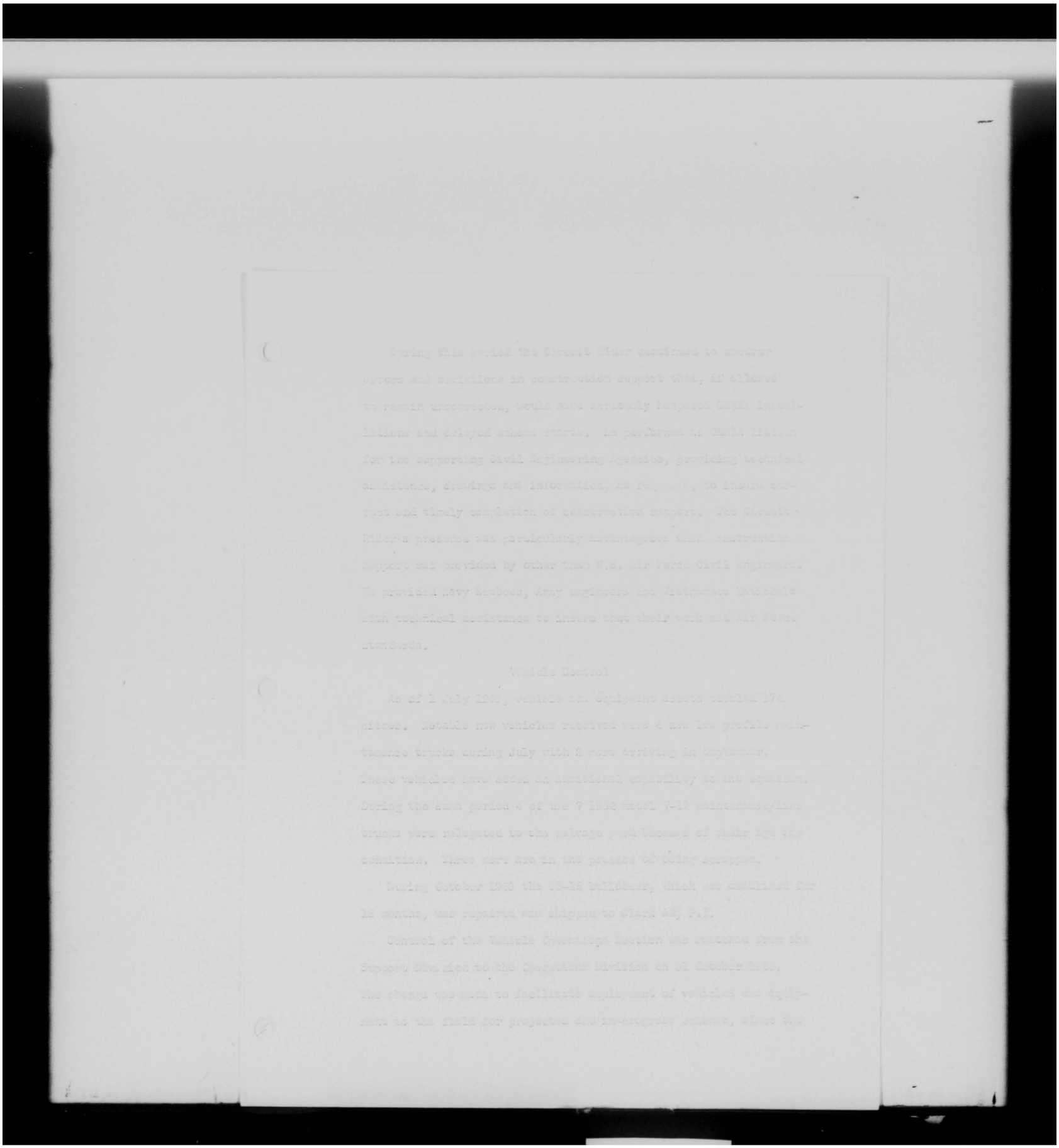

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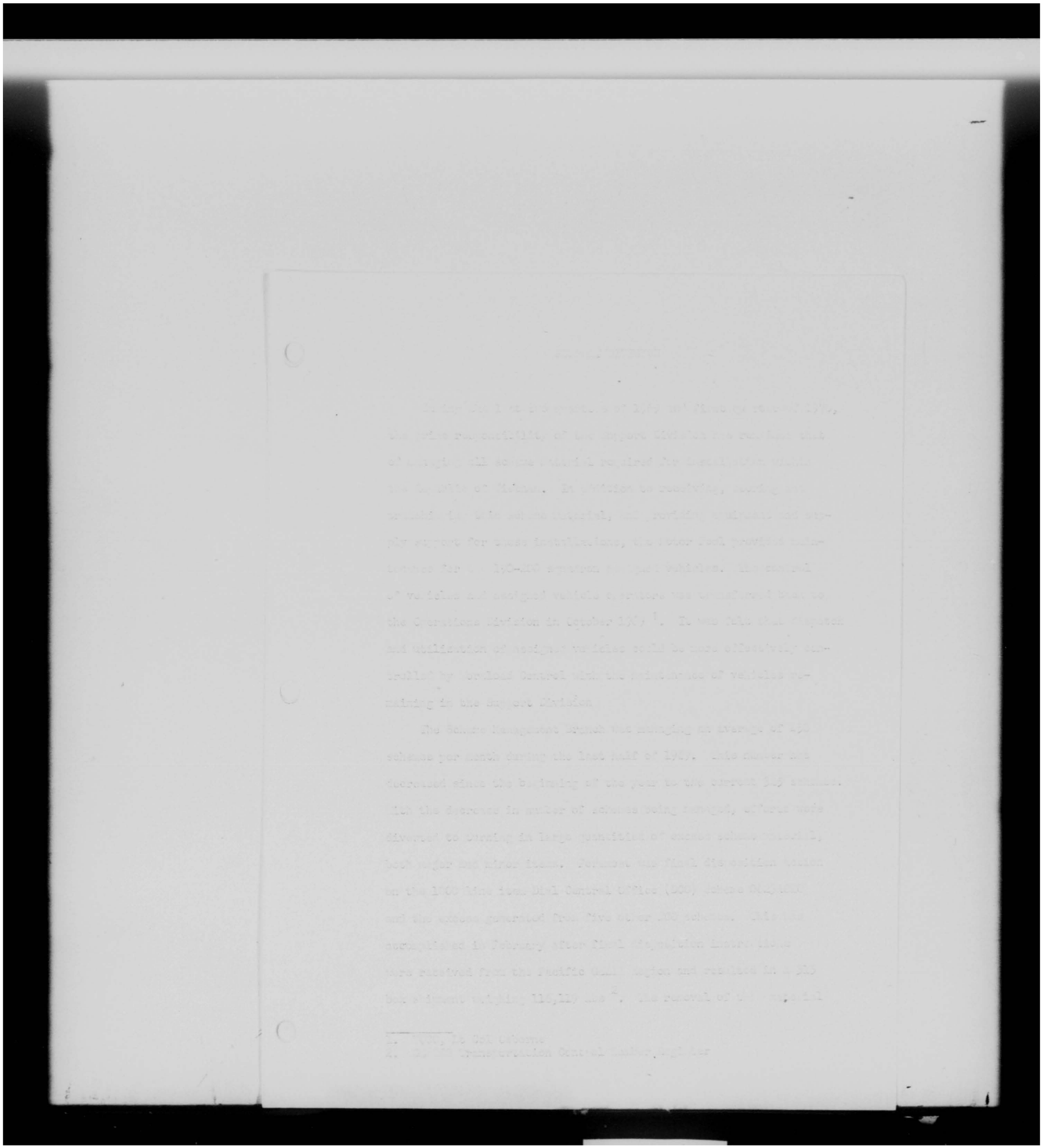

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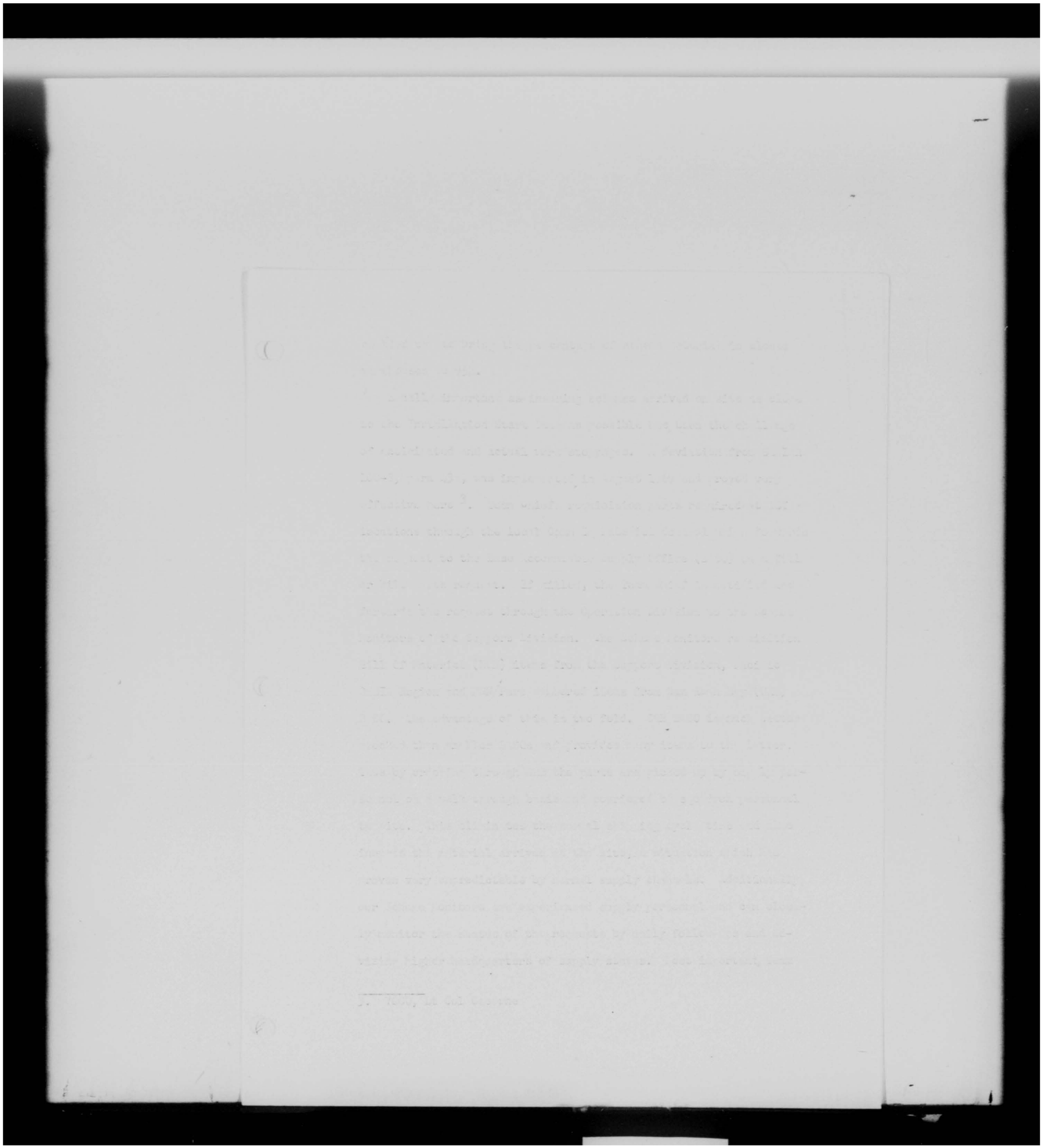

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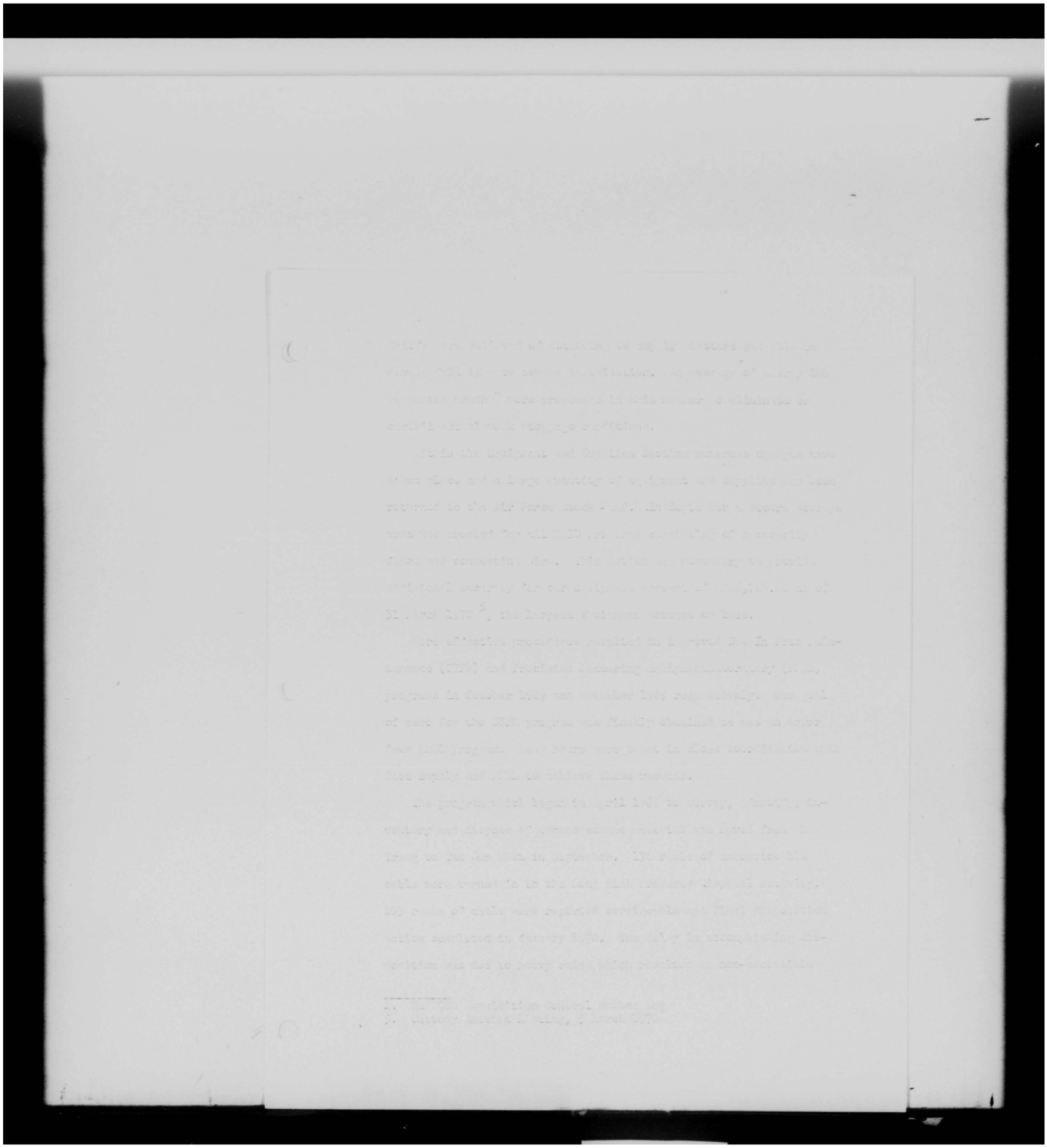

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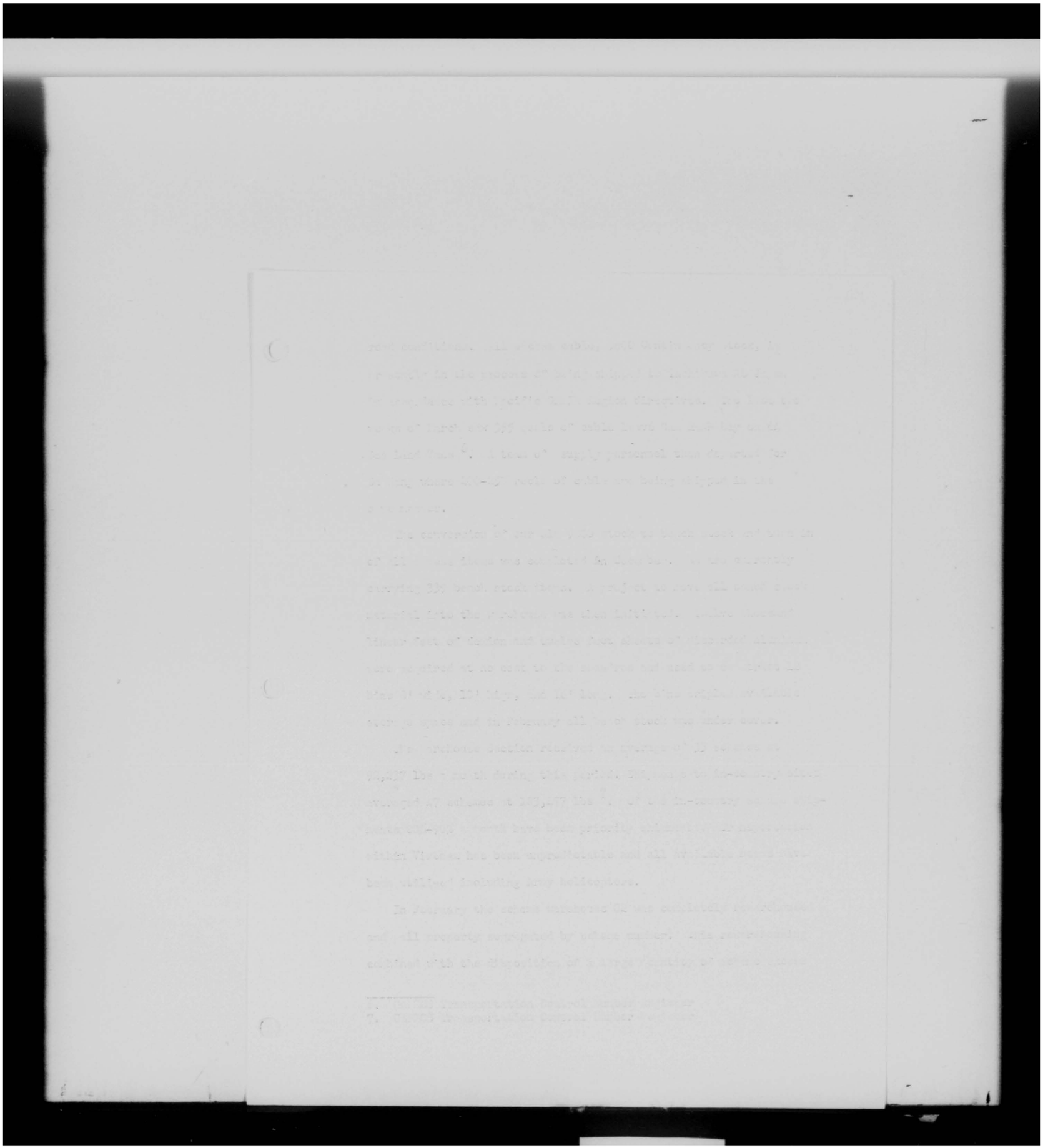

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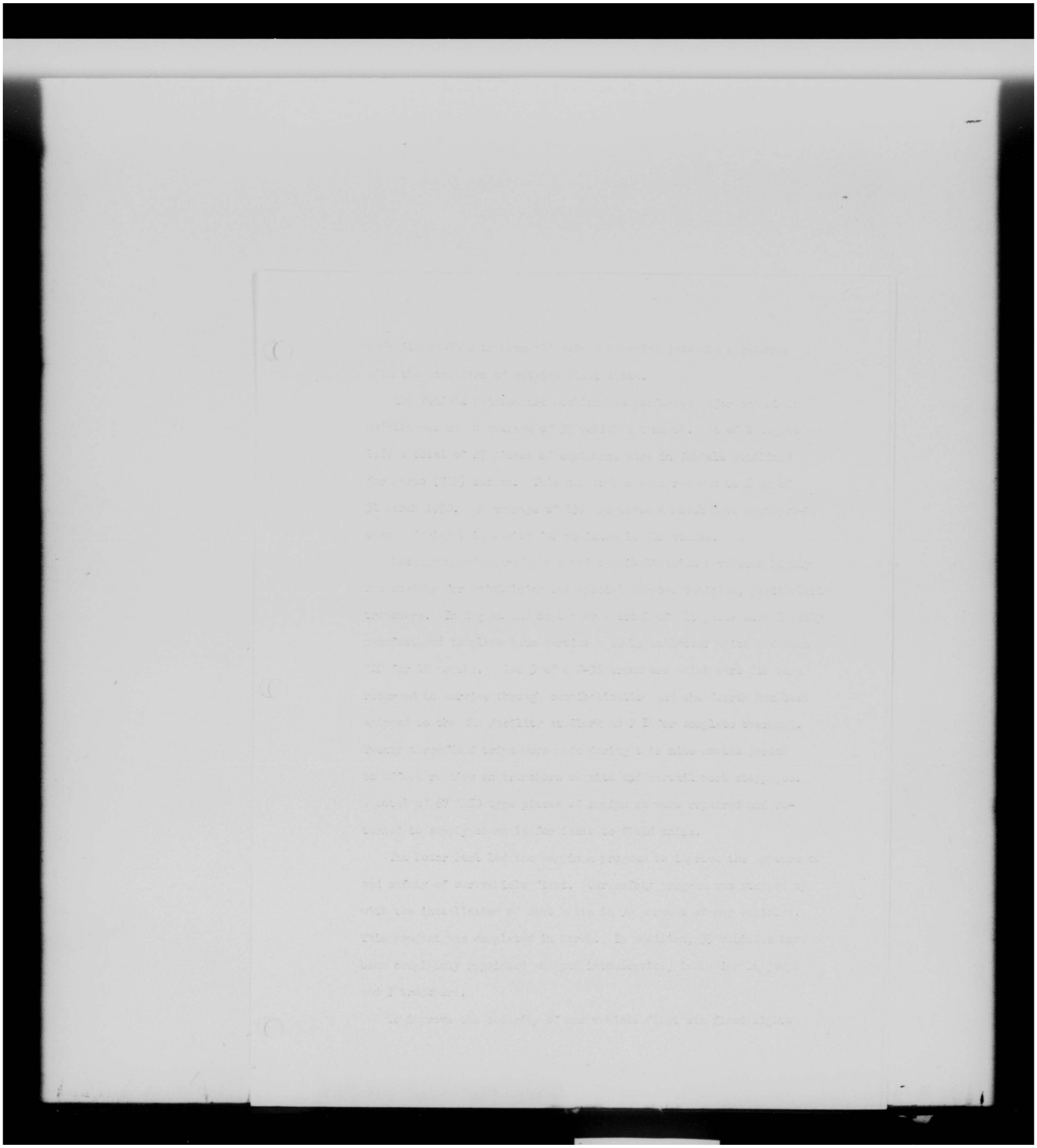

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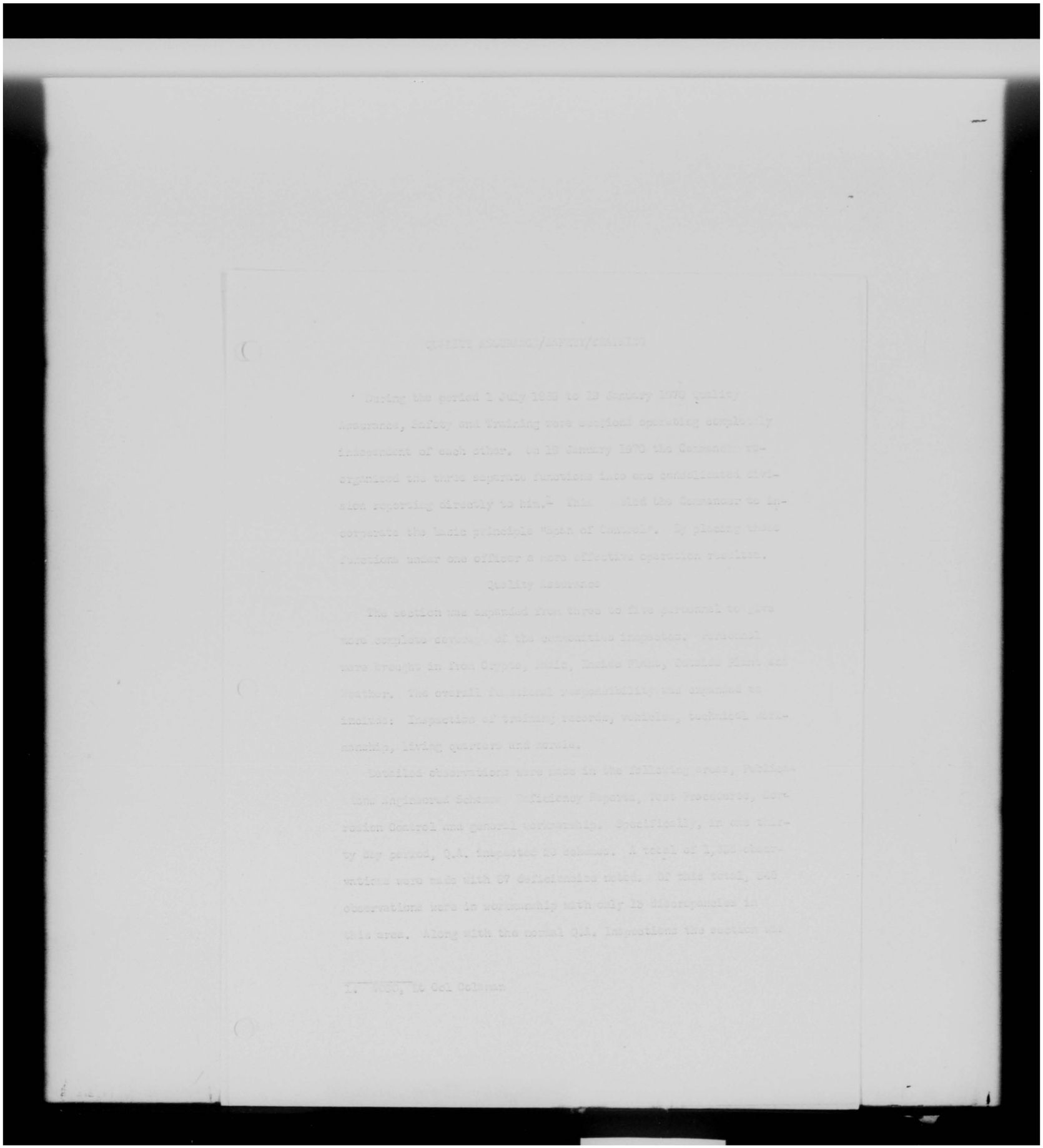

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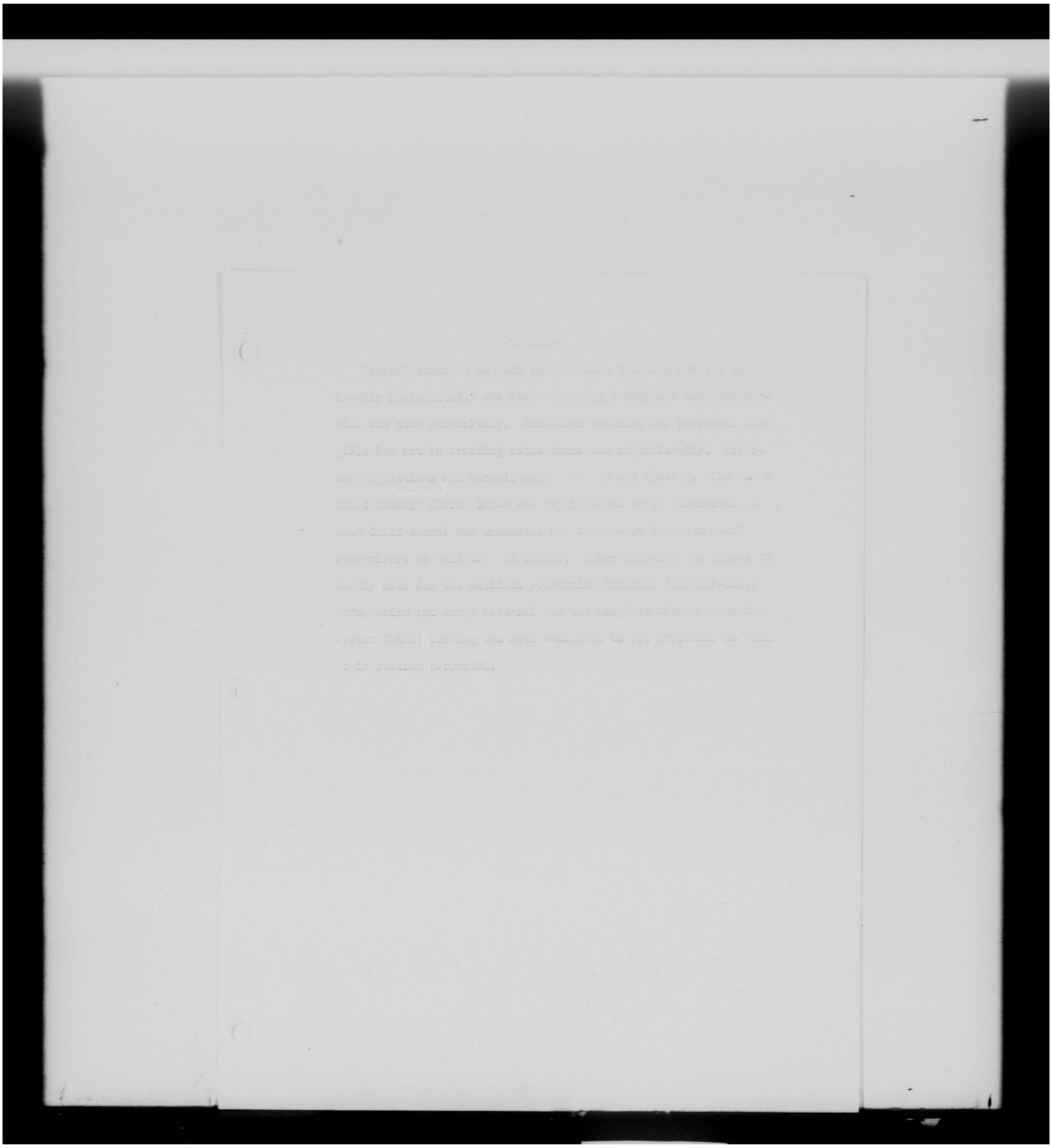

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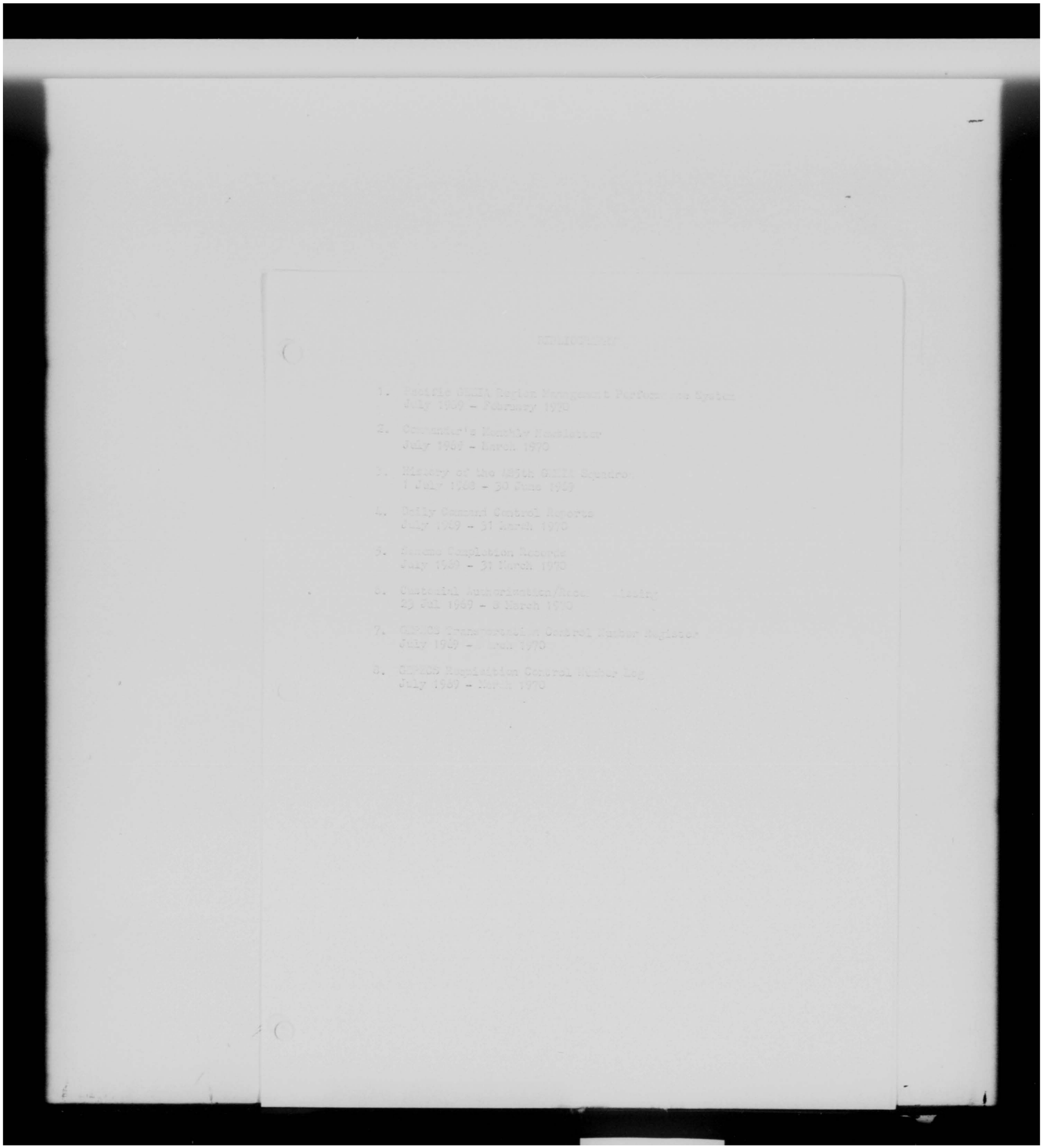

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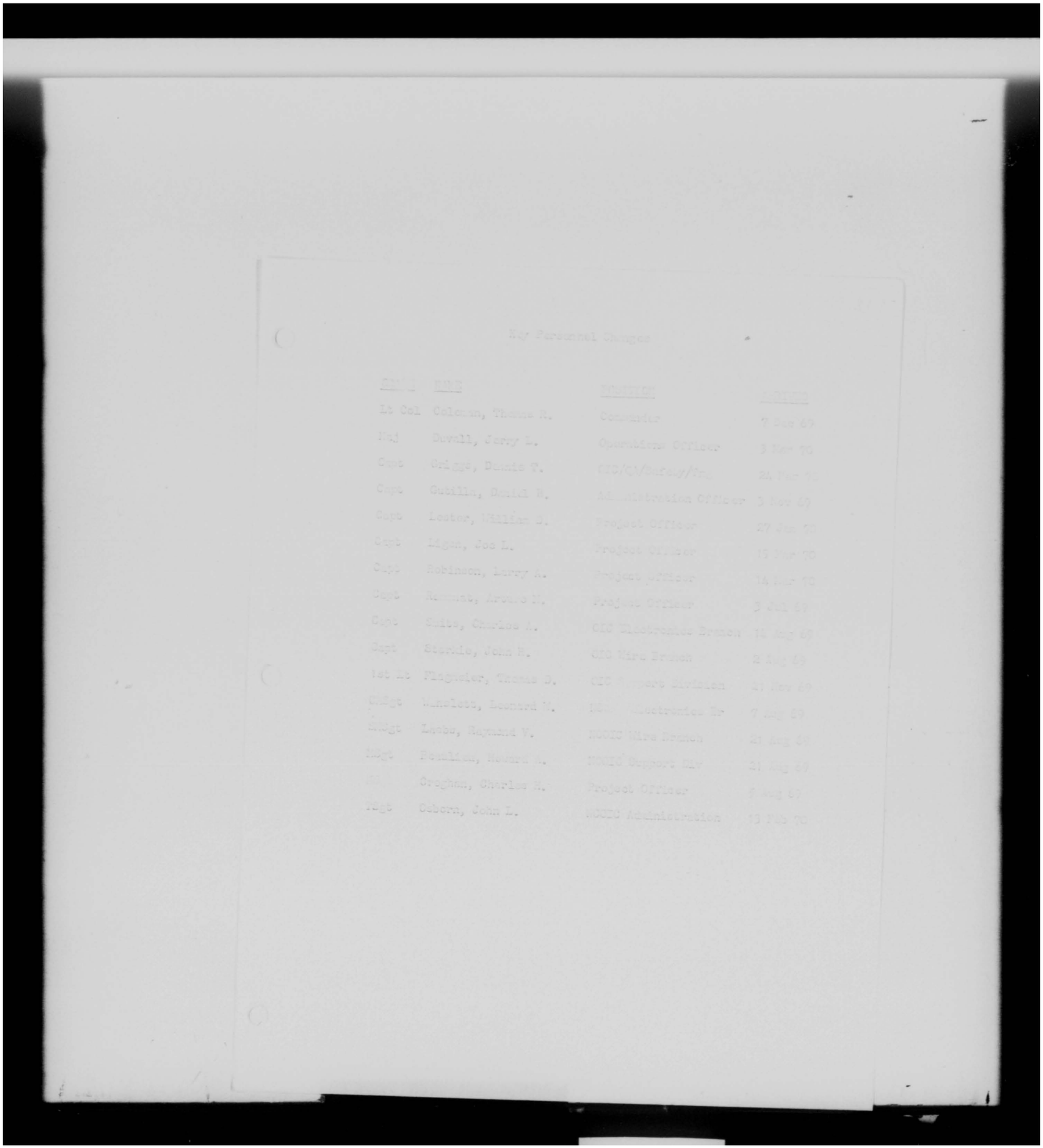

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DEPARTMENT OF THE AIR FORCE

[illegible] GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY [illegible]

APO SAN FRANCISCO 96554

REPLY TO ATTN OF: OEPDO 29 Jan 1970

SUBJECT: Safety Awareness

TO: All Personnel

In my short time with the 4850th CEEIA Squadron one of the main problem areas which has been revealed to me has been our unacceptably low level of Safety Awareness. We will cease to rely on luck. The complacent attitude has no place in this program and will cease immediately. Every OIC, Project Officer, NCOIC, and team chief will become totally involved in actively supporting our Squadron's Safety Program.

In order to implement our total involvement during the period 1 Feb to through 14 Mar 70 each man within this squadron will deliver or receive two separate safety bri[illegible]ings, morning and afternoon. This total involvement phase of our Safety Program is designated the "Daily Double". [illegible] utilization of the attached set of instructions, numerically controlled calendars, and Safety Briefing Checklists will be personally monitored by myself and my safety office. Your bet on the Daily Double is a bet on your safety and your life.

CHARLES R. COLEMAN, Lt Col, USAF
Commander

3 Atchs
1. Instructions
2. Calendars
3. Safety Briefing Checklists

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UNIT HISTORY

2975 GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (PACAF)
TACHIKAWA AIR BASE, JAPAN

1 JANUARY 1969 TO 31 MARCH 1970

PREPARED BY:

JOHN B. SMITH, Lt Col, USAF
Commander

DANIEL D. ARNOLD, Capt, USAF
Unit Historian

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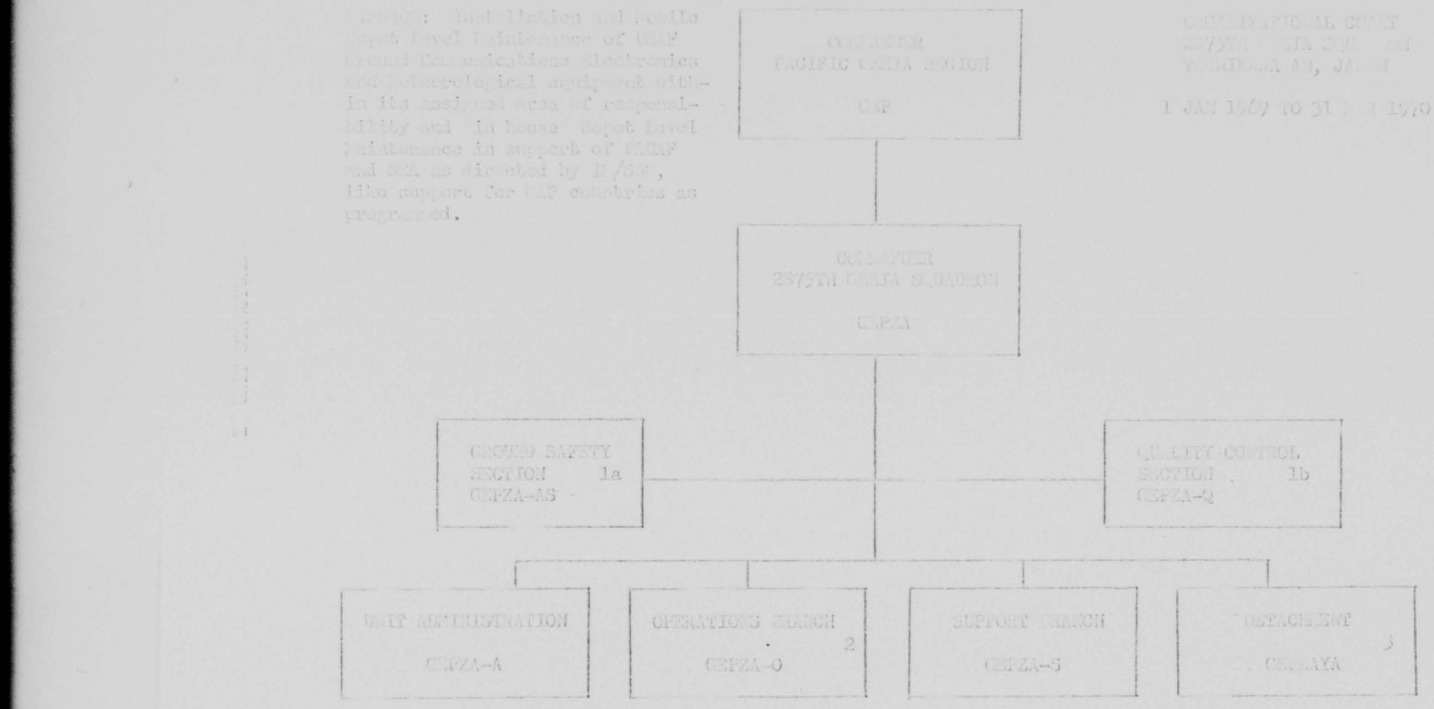

1a & 1b. Formerly under Unit Administration and Operations Branch, respectively.
2. See Chart I.I
3. Located at Kadena AB, Okinawa

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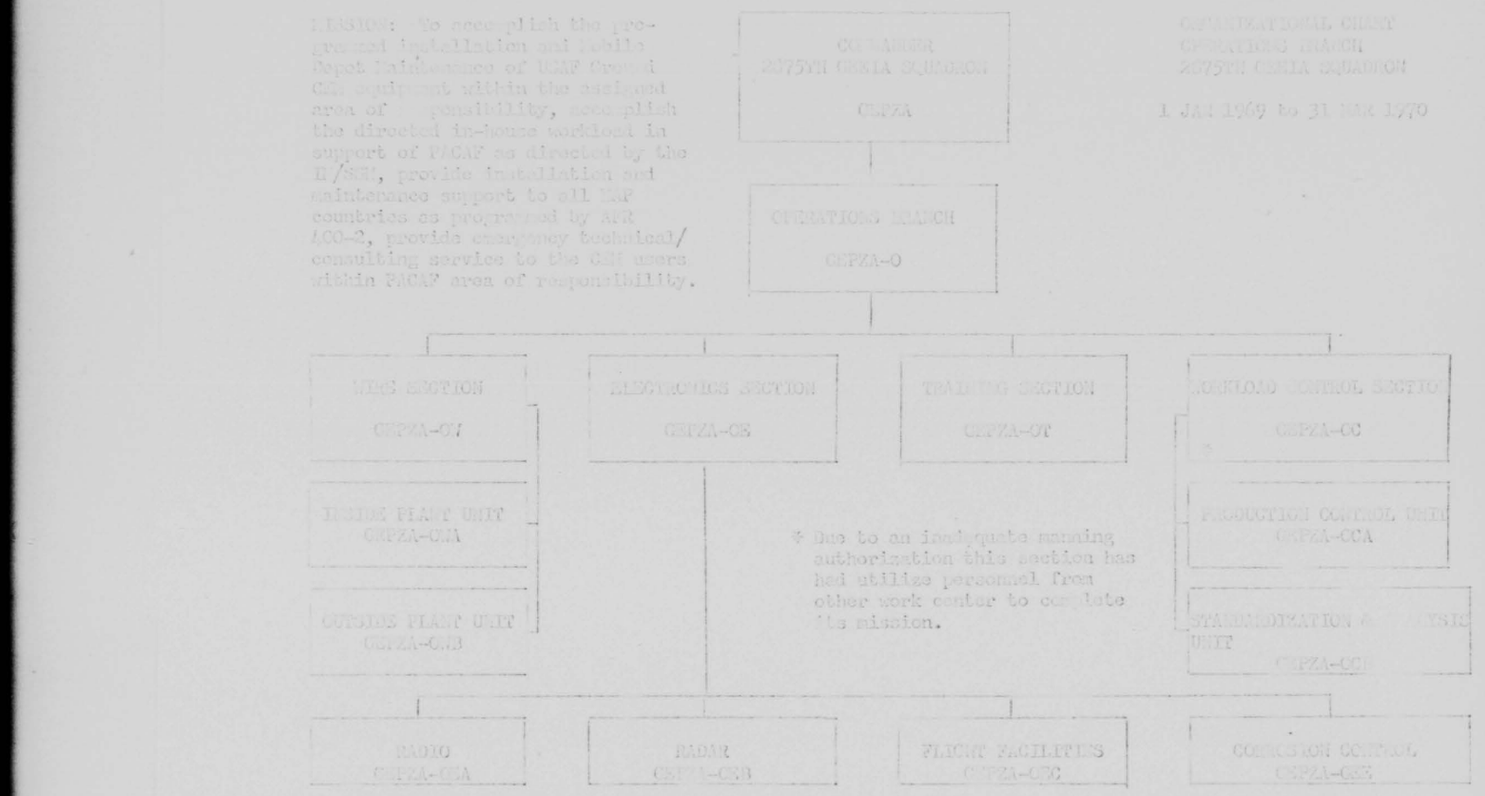

ORGANIZATIONAL CHART
OPERATIONS BRANCH
2075TH COMM SQUADRON

1 JAN 1969 to 31 MAR 1970

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II PERSONNEL AND SPECIAL INFORMATION

PERSONNEL INFORMATION

Personnel Strength (last day of reporting period):[1]

	OFFICERS	AIRMEN	UNDER	[illegible]	TOTAL
Authorized	9	394	19	171	593
Assigned	9	350	16	169	544

Awards and Decorations:[2]

The Air Force Commendation Medal was awarded to the following personnel for Meritorious Service during this period:

Capt Gary L. Peck, 528-34-0276FV

MSgt Arley T. Downie, FR349-24-0827

TSgt George A. Inklebarger, FR431-52-9422

TSgt Richard L. Valentine, FR415-60-5628

SSgt Marvin R. Gibson, FR448-36-9524

SSgt Dennis L. Brown, FR483-50-9506

SSgt Arlie H. Steinmetz, FR165-26-3736

Promotion:[3]

During this period the following promotions were effected:

E-8 - None	E-4 - 110
E-7 - 4	E-3 - 11
E-6 - 6	E-2 - None
E-5 - 25	

- - - - -

1. Based on 31 March 1970 Morning Report.
2. Documented in official records.
3. Copies of order are on file at this unit.

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[redacted]

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Accident	1969	1969 - 1970*	Trend
Fatalities	(2) 13.46	(0) 0.00	downward
Day lost	9	64	downward
First Aids	27	33	upward
Dollar Loss	473,230	43,648	downward

Civilian Injuries: For the fifth straight year there were no civilian injuries charged to the 2875th CHILA Sq.

Private Motor Vehicle Accidents:

	1969	1969-1970*	Trend
Accidents	3(10.70)	2(10.99)	downward
Injuries	3(10.70)	1(5.16)	downward

Government Vehicle Accidents:

	1969	1969-1970*	Trend
Miles driven	836,334	736,744	downward
Accidents	2(7.00)	(2) 1.48	downward
Cost	$1157	1269	downward

Property Damage:

	1969	1969-1970*	Trend
Cost	303	596	upward

Total Dollar Loss:

1969	1969-1970*	Trend
74,690	4,413	downward

* Includes 1st Qtr CY 1970.

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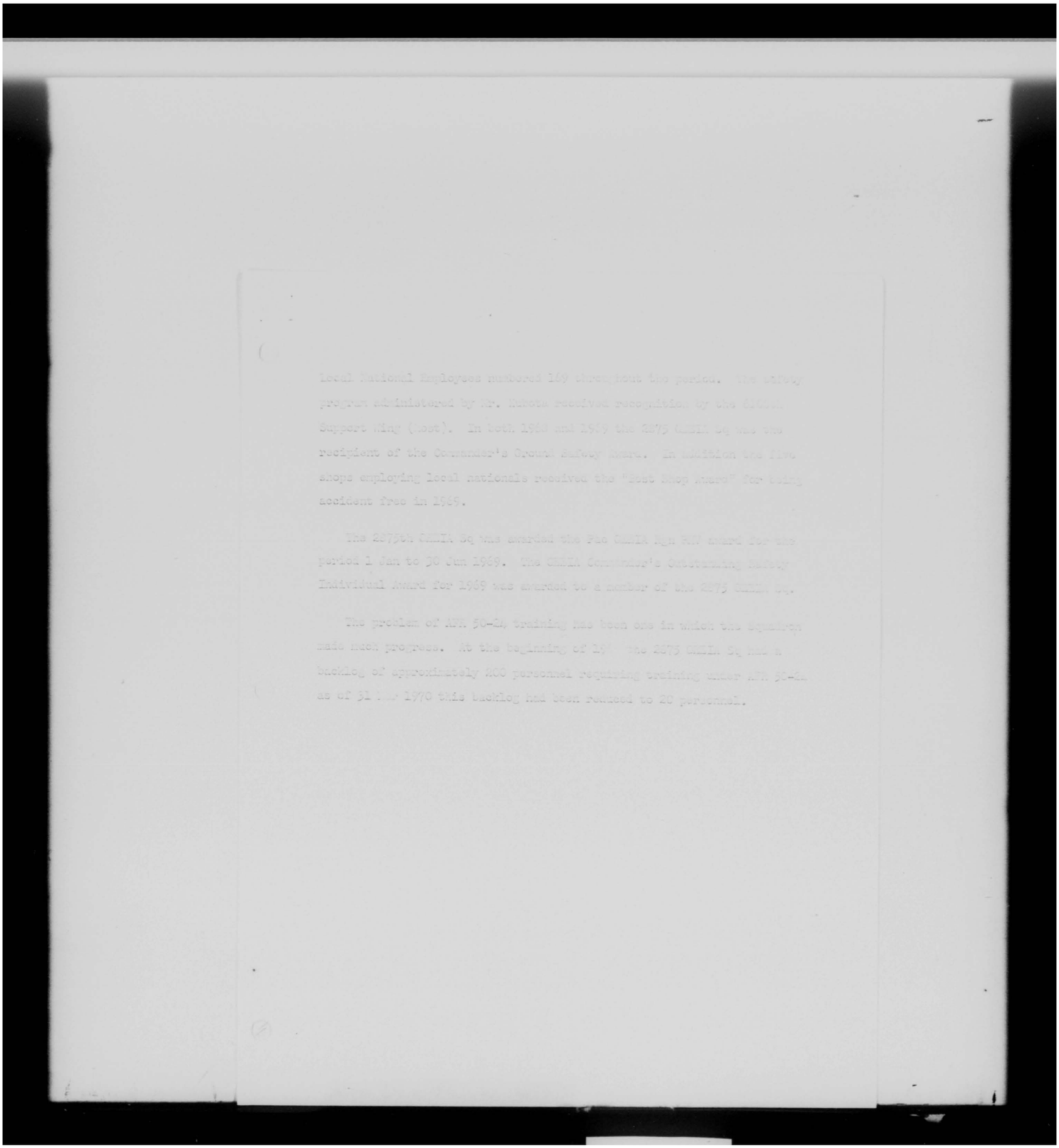

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III. PALEARC MISSION SECTION AND UNIT DATA

ELECTRONICS SECTION - The Electronics Section of the Operations Branch is composed of four units: Radio, Radar, Flight Facilities, and Corrosion Control. The Electronics Section performs on-site depot level maintenance surveys, depot level on site maintenance, installations and off-site maintenance of all ground CNI equipment. Additional services provided include emergency technical assistance and technical consulting services for USAF and other operating organizations.

[redacted]:

The Search Radar and Flight Radar Subunits comprising the AC&W Radar Unit were fully workloaded with scheduled on-site PMVs, installations and modification schemes, emergency assists and in-shop maintenance.

During the month of January and February 1969 the Radar Unit was busy restoring the radars at Miyako Jima and Ishi Shima, Okinawa. The four height and search sets located there were devastated by Typhoon Jean. What should have been a routine job became a nightmare of logistics. Replacement parts and assemblies arrived in unserviceable condition, hardware kits were incomplete, repairs had not been made on the towers. Further delays were caused by transportation difficulties and continuing bad weather. When the teams had finally gathered enough equipment and restored unserviceable assemblies by scavenging parts from the storm damaged units, the restoration went like clock work. The radars at Miyako Jima [redacted]

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operational within eleven days. The team at Kung Shing, by around the clock efforts, returned that system to full operation in four days. The entire Okinawa radar restoration was commended by the DSC/Communications and Electronics, PACAF, Brigadier General Harold H. Johnson, as a truly outstanding and professional job.[1]

During the same period the ACW Unit performed 9 Pre-Exams, 3 Exams, 6 major modifications and 2 emergency technical assists in Korea and Southeast Asia.

The months of March through June were routine for the unit. The teams completed 12 Exams, 26 Pre-Exams and 12 emergency technical assistance visits. The in-shop side of the house turned out 29 units, ranging from complete AN/UPA-35 Plotted Position Indicators to azimuth drive motors and synchronizers for Long Range Height Finders. Three-fourths of the workload was in direct support of Southeast Asia. From the blistering heat of Pleiku AVN to the freezing cold of P-4-99, Republic of Korea, the months of July through December were swiftly. The in-house portion of the Radar unit shouldered an increasing workload. Three AN/FPS-11 units were recovered from Southeast Asia and flown to Hawaii for complete rehabilitation. Upon arrival the units were removed and the vans routed to the base motor pool for complete reconditioning. The cabinets were routed to the squadron moisture-fungus proofing and painting

- - - - - -

1. Letter, dated 22 May 1969 from General Johnson to Pacific [illegible] Region on file at this unit.

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shop where they were further dismantled, cleaned and tropicalized. The Air Force and Japanese National radar technicians continued the inspection, repair and bench checks of the removed components. The rotating antenna systems were routed to the radar electro-mechanical shop where the antenna components were inspected, repaired or replaced as necessary. As the individual shops completed their portions of the overhaul the finished products were routed back to the Radar Section for reassembly and check-out. When the checkout was satisfactory the units were reinstalled in the vans. When the radar was completely assembled the systems were placed in an operational configuration for the final phase of check and alignment. Upon the satisfactory completion of a continuous 72 hour hotcheck, the using organization was notified that the set was ready for redeployment. These overhauls, along with the completion of 49 other units including the complete in-shop overhaul of 10 AN/UPA-35 Indicators for Thailand, kept the radar technicians extremely busy.

During the same period Squadron travel teams completed 31 Pre-IRANs, 30 IRANs, 2 emergency technical assists and three major modifications.

October 1969 saw the start of Squadron participation in the Commando Edge project in Taiwan. It was expected that this effort would involve some of our most qualified personnel for quite some period of time.

The in-shop workload remained heavy with the arrival of three more AN/MPS-11 units and one AN/MPS-14 radar set from Southeast Asia. One AN/MPS-11 Radar Set was completed in February and deployed to Taiwan in

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connection with Commando Change Project. A similar set was completed and returned to 5th Tactical Control Group to be used as a contingency radar.

The TDY workload, January through March consisted of 2 Pre-[illegible], 15 [illegible], an emergency technical assistance visit and the installation of an AN/FPS-11 Radar Set in Vietnam.

Flight Facilities:

The Flight Facilities Unit is comprised of four work centers Ground Controlled Approach (GCA) Radar Subunit, Navigational Aids Subunit, Meteorological Sub Unit and the Air Conditioning Subunit. These work centers perform on site and Inventory Manager directed in-shop depot level maintenance and installation of GCA, Nav-Aids and Meteorological equipment types. These work centers also provide emergency maintenance assistance, technical consulting assistance, relocation and removal capabilities of respective equipments.

During this period the Flight Facilities Unit was extremely busy in the GCA and Nav Aids Subunits. Continual augmentation was required from other CBPIL squadrons. The meteorological workload was sporadic but kept our assigned personnel utilized the majority of the time. To more effectively cope with the tremendous workload in the GCA Subunit, two additional shops were formed recently, the structural repair and [illegible] shop. The structural repair shop accomplished all the rebuilding, painting and general rehabilitation of GCA trailer bodies while the cable shop performed as necessary all the racks and cases associated with such units as well as fabricated [illegible] cables/cords as required to make each unit IG complete.

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A total of ten local national personnel were obtained from the Correction Control and AGE workcenters respectively to man these shops.

During this period the Navigational Aids Subunit responded to [redacted] customer declared emergencies involving navigational aids equipment. The majority of these projects consisted of accomplishing TACAN antenna replacements. Typical was the installation of a TACAN antenna located [redacted] Misawa AB Base, Japan. Designed to melt snow accumulation at a rapid rate, the radome installation alleviated a problem that had existed for many years in areas subjected to heavy snow snowfall. Snow melting on the radome affected the radiation from the TACAN antenna, rendering the facility unusable. By designing a special method of embedding metal heating elements in the radome, [redacted] Misawa AB Material Area engineers provided a means of applying heat to the radome without interference to the radiation pattern.

The Navigational Aids Subunit provides TACAN antennas in support of all TACAN facilities installed at approximately 32 locations. A total of 39 antennas were overhauled in-house during this period to support the requirements of these facilities.

In November 1969 the Navigational Aids Subunit assumed in-house overhaul of a dual AN/URN-20 VOR/TACAN facility. Several initial problems had to be resolved during the overhaul phase, primarily in the replacement parts area. Several cable harness assemblies were not stocklisted items and were locally manufactured by the Squadron's harness shop.

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Lack of an AN/CRN-9C mock-up necessitated complete inter-cabinet wiring and cabling to allow component testing after repair. Through firm scheduling and extra effort on the part of all concerned the overhaul was completed within its scheduled time frame.

The modernization of Low Frequency Homing Beacons at Kadena, Miyako Jima, and Naha Air Bases, Okinawa and Misawa and Itazuke Air Base, Japan was completed without exceptions. This program consisted of replacing obsolete BC-329 and BC-446 equipment with AN/URN-5 transmitters and its AN/CRA-30 Control Transfer Unit.

Ground Control Approach Radar Subunit

During the period 1 Jan 1969 through 30 March 1970 personnel of the Ground Control Approach Radar Unit attained an outstanding record of achievement. During this period a total 10 radar systems received a complete in-house IRAN. Three of the systems were Landing Control Centrals (Mobile RAPCON) and seven were Mobile Ground Control Approach (MGCA) systems. Most systems received completely new operations and power trailer bodies during the IRAN period. Noted and of special emphasis were the favorable comments by accepting agencies on the excellent electrical and mechanical condition of the systems. The speed, accuracy and technical ability of GELIA personnel were also praised during the performance testing and turn-over of each system.

Adding to the impressive list of accomplishments, the Ground Control Approach Subunit has responded to 24 emergency requests for maintenance assistance throughout SEA and the Pacific and restored these systems to a fully operational status.

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In addition to the above, the subunit has completely repaired all panels on one (1) V-96 operations trailer, two (2) V-97 power trailers, and removed all panels and replaced with new panels on two (2) V-53 operations trailers and one (1) V-54 power trailer to be used as turn-around assets during in-house IRAN of radar systems. In addition two (2) spare cases CY1022 (chick-sails) were rebuilt to further reduce the in-house turn-around time of radar systems.

Subunit management has also undergone several changes to further increase radar system production, such as, the realignment of the Electronic Repair, Cable and Case/Rack Repair and Mock-up Shops under one supervisor to insure an even flow of components from receipt-to-repair-to mock-up and to final re-installation in the system. Vehicle repair was aligned under one supervisor with the establishment of a work center for that special requirement to insure turn-around vehicles were available in advance of actual requirements. Two major work areas were established within the shop area and a third was set up for receipt and tear down of systems during peak workloads. A floor supervisor was established to insure material coordination and system work flow. As a result of these actions two systems completed IRAN in less time than the 120 day established turn-around time.

In summary, the Ground Control Approach Subunit established with operating agencies throughout SEA and the Pacific a working relationship in which their equipment problems were GEEIA problems and through combined

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efforts of all personnel the mission of providing, adequate, and reliable Ground Control Approach equipment was sustained.

Meteorological subunit:

During the first quarter of 1969 the Meteorological Subunit installed two AN/FPS-77 storm detection radar sets, one at Taipei and one in [illegible]. The radar installed in Okinawa was completed with the assistance of an ACS construction team from the CONUS. The AN/FPS-77 radar replaces the AN/FPS-9 radar which has served Air Weather Service for a period of 20 years.

The middle of 1969 found a team traveling to New Jersey to perform acceptance checks on a new cesium magnetron. The magnetron was operationally tested at Tinker AFB, Oklahoma and later installed at a classified location in ROK.

Modifications were performed to six AN/FPS-77 radar sites throughout the Pacific. The modifications included correction of deficiencies in the pedestal gear boxes, waveguide pressure leaks, radiation hazards, and additional tower safety.

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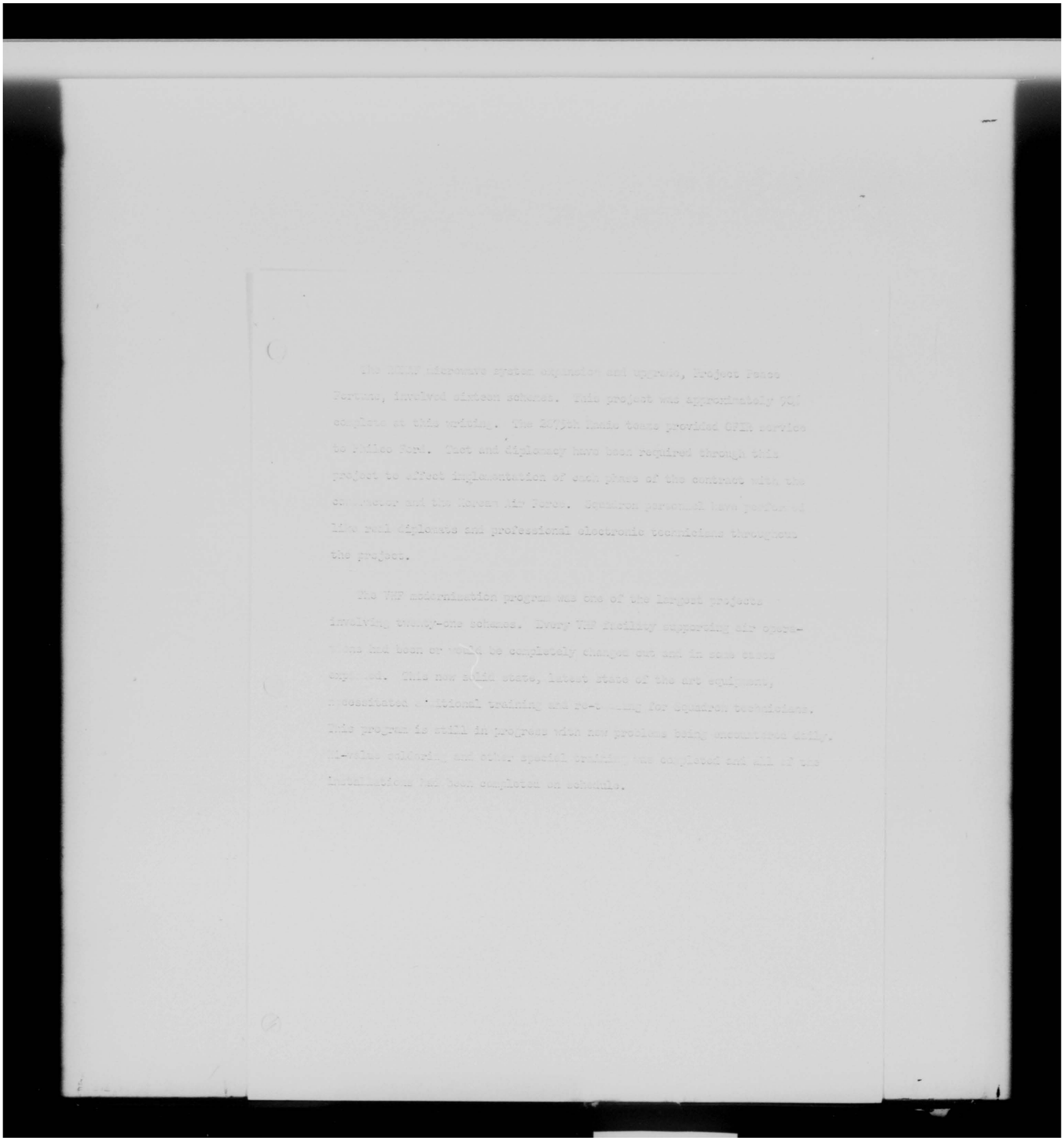

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Among other Wire Section installations during this period were Project Strawhat and Commando Mercury. Project Strawhat called for a number of installations, throughout Korea and Japan, of high speed digital computer systems for the United States Security Service. Commando Mercury called for the completion throughout the Far East of equipment which permitted a switchable and separate command and control secure teletype network within FACAF.

Still another Wire Section project during this period was the removal of the FACRA TOWN Radomes. This scheme required the removal of four CW-306-A Rigid Radomes that were damaged during the typhoon season and replacing them with serviceable radomes. Two of the domes were on Miyako Jima and two on Kume Shima, Okinawa. These domes were part of the Far East Defense system. All four domes were severely damaged during a typhoon and had to be replaced immediately to preclude destruction of the domes and the radar equipment they housed. The domes were replaced, during typhoon conditions, in time to prevent any further damage thus keeping the radar network intact and operational.

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transferred to Yokota Air Base and all functions of the Local Data Automation Branch will follow one by one. Daily usage is still justified, but in the very near future the Squadron will be required to forward it's inputs for the daily SOX60 printouts to Yokota via courier.

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at Seburiyama called for the installation of two new 2 kilowatt power amplifiers and receivers operating in the 2GHz range for the Chiran link. Also a transistorized transceiver was installed on the microwave link to Itazuke Air Base, Japan.

Schemes 0722A9H0 at Itazuke, 0723A9H0 at Hakata, 0724A9H0 at Sofu and 0725A9H0 at Iwakuni called for the installation of new 7GHz transceivers on the Seburiyama and Hakata links, Itazuke link, Seburiyama link and Sofu link respectively. Scheme 0722A9H0 involved the installation of 1 kilowatt and 2 kilowatt power amplifiers to replace the 400 watt amplifiers on the Sofu link. Scheme 0727A9H0 at Kikone saw the Iropo link to Iokko upgraded with one and two kilowatt power amplifiers and receivers, and new 7GHz transceivers installed for the Zama link. At Fuchu Scheme 0728A9H0 saw the construction of a new equipment building to house new 7GHz transceivers and nine watt power amplifiers for the link to Zama. Schemes 0729A9H0 at Zama and 0730A9H0 at Zrake saw the installation of new 7GHz transceivers with existing nine watt amplifiers. The last of the schemes 0731A9H0 at Yaetake saw an addition added to the existing operations building to house the new 20 kilowatt power amplifiers. At this writing this job is scheduled for completion in June 1970.

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V MISSION SUPPORT ACTIVITIES

SUPPORT BRANCH - Capt Gary L. Peck succeeded Capt George L. Lorenzen as OIC of the Support Branch on 27 May 1969. Master Sergeant Francis J. Yuchnitz has continued to serve as NCOIC during this period.

The Materiel Facilities Section received during this period, a total of 3,960,183 pounds of materiel and dispersed an aggregate weight of 2,362,333 pounds of materiel. In October 1969 plans were formulated to centrally locate all Pacific GEEIA Region cable at the 2875th. In January 1970 this plan became finalized. At the close of this period the Squadron had received 325 reels of cable from the other Pacific GEEIA Region Squadrons. Currently scheme material is being aggregated at Tachikawa with storage also taking place at two locations in Korea.

During this period a total of 36,027 line items were researched for validity prior to submission to Base Supply. Use of the Squadron's own research facilities improved the accuracy of the originating supply requests.

The Technical Support Section (Tool Crib) maintained a combined vehicle fleet of 131 vehicles with a total dollar value of $1,095,181. Test equipment and tools on account in the Technical Support Section had a total dollar value of $410,396.75 which represented a considerable reduction over previous totals. This reduction was attributed to the turn in of excess items.

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the children from the home. Though the picnic was rained out the children were all provided with lunches for the day. In November the Squadron collected enough money to purchase a jungle gym set for the children. In January a special Xmas party was held at the Smallhaus Boys Club. At this affair the children were provided with a Christmas dinner and toys. The Squadron footed the bill for the entire show which included dinner, toys, movie films and a magic show. Many of the men from the Squadron particularly those from the Orderly Room Unit of the Squadron's Fire Section donated much of their off duty time to repair and paint old repairable toys which could be presented to the children.

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DEPARTMENT OF THE AIR FORCE AFCS
2676TH GROUND ELECTRONICS ENGINEERING-INSTALLATION AGENCY SQUADRON (USAF)
APO SAN FRANCISCO 96274

REPLY TO ATTN OF: GEPEB-A

16 April 1970

SUBJECT: Historical Report

TO: Pacific GEEIA Region (GEP-IO)
APO 96515

Attached is the Historical Report for this organization.

FOR THE COMMANDER

John P. Fracchia, Capt, USAF
Administration Officer

1 Atch
Historical Report

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ANNUAL HISTORICAL REPORT

1. NAME OF UNIT	2. LOCATION:	3. FROM: 1 July 69
2876 GEEIA Squadron	Clark AB, Republic of P.I.	THRU: 31 March 70

4. NAME AND LOCATION OF NEXT HIGHER HEADQUARTERS:

Pacific GEEIA Region
Wheeler AFB, Hawaii

5. PERSONNEL STRENGTH:

	Officers	Airmen	Civilians	Total
Authorized	7	240	24	271
Assigned	7	211	23	241
Attached	0	5	0	5

6. STATEMENT OF MISSION AND CHANGES:

The mission of the 2876th GEEIA Squadron is to install and maintain ground electronics equipment according to installation standards and specifications furnished by higher echelons, and to perform such other installations, removals or modifications as directed by higher headquarters. This work is accomplished in support of Pacific GEEIA Region.

7. ADMINISTRATION:

a. The 2876th GEEIA Squadron maintained an outstanding record during this period in the submission of performance reports. More then 85% of the personnel were deployed to job sites while reporting officials back at the home station were trying to render reports in a timely manner. A solution in resolving this problem and assuring timely submission of performance

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reports prior to promotion cycles and record reviews was the development of a schedule which provided a 60-day advance notification to reporting officials. The assistance given the reporting officials contributed to the squadron's achievement of an exceptionally outstanding record of performance report submissions.

b. During Fiscal Year 1970, the squadron's Zero Defects and Military Suggestion Programs progressed to a level that surpassed all other units within Pacific GEEIA Region. The CARE Form participation more than doubled the quantity submitted during the previous year. The Zero Defects Awards Program was elevated from a state of nonexistence in 1968, to the best in Pacific GEEIA Region in 1969. The Military Suggestion Program exceeded the Air Force goals by more than 6% and was the best in Pacific GEEIA Region. CARE Form participation accounted for more than 50% of the entire Pacific GEEIA Region participation which received inputs from six subordinate units. The ultimate achievement for the squadron in this area was the selection of the Squadron Commander as the Region's Zero Defects Outstanding Performer of the Year.

8. AWARDS AND RECOGNITIONS:

The following individual honors were won by personnel of this organization:

Air Force Commendation Medal:

Capt Mark Sheridan

CMSgt Raymond L. Smith

SMSgt Clayton E. Dilts

MSgt Chancie L. Phillips

Sgt Richard H. Concannon

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Sgt Daniel E. Grimes

Sgt Robert E. Geib

Sgt Emil Reynolds

A1C David E. Grimes

Team Chief of the Year CY-69, HQ GEEIA:

TSgt Gary E. Fredrickson

GEEIA Certificate of Merit:

Sgt Carroll G. Lairamore

Sgt George L. Trowbridge

Sgt John B. Dobyns, III

Airmen of the Quarter, Pacific GEEIA Region:

A1C Lawrence E. Finegold

Pacific GEEIA Region Zero Defects Performer of the Year:

Major F. J. Capell

The squadron received:

Pacific GEEIA Region Outstanding Safety Performance Award

HQ GEEIA Outstanding Operational Squadron Safety Award

Pacific GEEIA Region Zero Defects Awards for last six months of CY-69

9. PERSONNEL:

SMSgt Clayton B. Dilts (36390), departed for the 42nd Bomb Wg, Loring AFB, ME in July 1969.

1st Lt Ladd A. Prier (3044), departed for the 321st Strat Msl Wg, Grand Forks AFB, North Dakota in July 1969.

Major James W. Waddell (3016), departed for Hq AFLC, Wright-Patterson AFB, Ohio in July 1969.

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SMSgt Richard A. Rundblad (36390) arrived in July 1969 and assumed the duties of Operations Division Project NCO.

CMSgt Raymond L. Smith (36194), departed for the 2867th GEEIA Sq, McClellan AFB, Calif. in August 1969.

Capt William Fruean (3034), departed for Eastern GEEIA Rgn, Keesler Annex 3, Miss. in October 1969.

CMSgt Harry E. Kendrick (36194), arrived in October 1969 and assumed the duties of Superintendent, Wire Branch.

Capt Wilbur T. Zettler (3034), arrived in October 1969 and assumed the duties of Sq Chief, Wire Branch.

Major Harold M. Donath, Jr (3016), arrived in November 1969 and assumed the duties of Sq Operations Officer.

Capt Mark Sheridan (3034), departed in December 1969 for separation.

Capt John J. Keegan, Jr (3034) arrived in January 1970 and assumed the duties of Deputy Operations Officer.

10. PROMOTIONS:

2nd Lt Larry D. Pollock was promoted to the grade of 1st Lt on 28 Sep 69.

TSgt Dennis L. Miller was promoted to the grade of MSgt on 1 Jul 69.

1st Lt John F. Frasier was promoted to the grade of Capt on 30 Sep 69.

1st Lt Wilbur T. Zettler was promoted to the grade of Capt on 21 Oct 69.

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11. FINANCE:

Funds obligated for TDY travel during Fiscal Year 1970 totalled $144,212.00.

12. TRAVEL COORDINATING AGENCY:

The Squadron TCA published three hundred and five (305) special orders directing temporary duty. Two hundred and seventy-one (271) amendments were also published. Modes of transportation were entirely by government vehicle or government plans.

13. SAFETY:

Safety-mindedness through increased supervisory emphasis was stressed through an aggressive safety program during Fiscal Year 1970. By systematically educating assigned personnel, the squadron was able to reduce its accident cost factor of $41,519 in the previous two years to an extremely low amount of $120 on first aid injuries in 1969. This outstanding safety record can be attributed to individual's education and a positive attitude at all levels regarding ground safety. By conducting frequent inspections of the squadron's vehicle fleet, tools and equipment, facilities and work procedures, potentially unsafe acts or conditions were eliminated. By motivating personnel, the squadron was able to gain the support of every man assigned. In an effort to identify dangerous situations in advance,

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extensive pre-deployment safety briefings have been given to every individual departing the squadron. This briefing discusses all aspects of the proposed travel, tools and equipment to be used, local conditions and general safety topics.

After a study was made of previous accidents/incidents, the squadron's ground safety council noted that nearly 75% of the problems were occurring during two time periods; within 30 days after arrival and 30 days prior to departing PCS. As a result, special emphasis was placed on individual in this transitory category. Upon arrival at the squadron, unit personnel receive a comprehensive program of safety briefings from the Commander, First Sergeant and safety personnel. Programs such as the Headquarters GEEIA POV and GMV Safe Driver Awards have been advantageously used. The 2876th GEEIA Squadron's safety program never received less than a 100% efficiency rating in the Pacific GEEIA Region Management Performance System and was considered by many to be the most active in GEEIA. Mr. James T. Franklin, Chief of the Safety Office, Headquarters GEEIA, stated in GEF letter dated 19 November 1969 that the 2876th GEEIA Squadron has an energetic and active safety program which may serve as an example for goal for other units.

4. SUPPORT DIVISION:

A growing awareness has been evidenced by all personnel in Support Division for the necessity of exerting timely and positive support to GEEIA's mission accomplishments in the Pacific. A highly professional and capable attitude exists and close scrutiny to assure compliance with established regulations and directives is made by each individual. Each branch has

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assured improvements of government property security, improved material control, refinement of operational procedures, modernization and physical improvements of material storage facilities, vehicle corrosion control, and coordination of emergency deployments through special airlifts. Personnel have become supply-operations oriented and desire to provide maximum support for scheme installations currently in progress or programmed by this activity. The application of basic management techniques by assigned personnel and an interest to refine area which up to this time had remained dormant, yielded immeasurable improvements in the quality of support afforded operational personnel.

The Support Control Branch displayed a unique ability in analysis of material control procedures and modernization of material requisitioning file maintenance. A responsiveness to immediate mission material requirements was foremost in mind as branch members assured immediate dispatch of supply requisitions to base supply and lateral support requests to various command logistics facilities. Branch members quickly assimilated applicable procedures concerning the development and control of scheme projects as well as the use of the UNIVAC 1050-II USAF Standard Computer System. This branch displayed the capacity for extreme resourcefulness and keen attention to details.

The assurance of government property security, resource utilization reviews and an unequalled aggressive corrosion control program for all assets was a continuing project and goal of the squadron Tool Crib-Test Equipment Branch. Overall supply support from this branch has been maintained at a 100% level of effectiveness. Forethought and the pursuance of new innovations

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led to the rehabilitation of the Tool Crib-Test Equipment facility. This afforded a maximum of security and safe storage for squadron EAID tools, test equipment and non-EAID hi-value pilferable type items amounting to a $163,000 value. A persistent corrosion-control program assured a long life of serviceable assets and contributed to the overall outstanding appearance and compliance with supply discipline guidelines required. An improved system of locally established serical numbers was implemented which identified and assured proper control of the issue, use, transfer of accountability and return of EAID tools and hi-value test equipment assets. Through a utilization survey of on-hand equipment assets new, realistic authorizations were established with a substantial dollar savings to the government cost reduction and austere funding programs.

The Transportation Branch aggressively pursued a program of increased motor pool response to mission vehicle utilization and maintenance requirements of a $950,000 150-unit vehicle and construction equipment fleet. A program for complete vehicle fleet rehabilitation and painting was completed including corrosion control innovations. This branch conceived and developed the idea for a "Vehicle Operation Quickie Checklist" to aid personnel being deployed TDY. A special-level project for hard-to-obtain GEEIA construction trencher parts was established with the host base supply. This program assured the availability of fast consumption-type trencher parts and the resultant expeditious repair of these high-demand construction vehicles. Personnel of this branch contributed many additional duty hours in support of emergency special airlifts and the preparation and loading of materials and vehicles aboard aircraft. These airlifts were required in support of aid given typhoon-ravaged Taiwan and the Ching Chuan Kang AB meteorological

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scheme installations.

The outstanding contributions of the Dau Warehouse Branch were invaluable regarding improvements of government property security and discipline, and the proper receipt, storage and shipment of scheme materials. Complete reduction of property loss was accomplished. Dollar savings to the Air Force resulting from purge of old-age excesses and their subsequent redistribution into the supply system was accomplished. Personnel successfully and expeditiously implemented a new bench stock supply system. This program included purging excesses from a disaster control stock system and adding new requirements. The system was implemented in a thorough and orderly manner. Within three months, the bench stock was established with no deterioration in customer support during the implementation stage.

The outstanding contributions and mission-oriented awareness of Support Division personnel have been recognized through awards received in the Zero Defects Awards Program. Personnel have received 21 Bronze Awards, 12 Silver Awards and 3 Gold Awards for quality work exemplified by keen interest and dedication to error-free work. Support Division personnel have supported the Military Suggestion Awards Program and have provided a perpetual generation of new ideas and support concepts.

Where much has been accomplished, much more is now expected. During this 12-month period, an example of unequalled initiative, dedicatinn to professionalism, ability to comprehend and resolve complex logistic management and supply matters; and successful adaptation to assigned tasks by all personnel was demonstrated. A consistent display of superb management actions, cogent planning, attention to details and great capacity for hard

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work distinguished the efforts of Support Division and reflected credit upon itself, the distinguished accomplishments of the 2876th Ground Electronics Engineering-Installation Agency Squadron, and the United States Air Force. An elaboration of Support Division's accomplishments reflecting the high qualification of this squadron's nomination include the comments in attachment one.

15. OPERATIONS DIVISION:

During this period, the Operations Division performed a most vital role and made extraordinary contributions to the efforts of the United States Forces fighting and deterring Communist aggression in Southeast Asia and the Western Pacific. The geographical area of responsibility of the 2876th GEEIA Squadron includes the Republic of the Philippines, Taiwan, Guam, New Zealand and the Islands of the Western Pacific. In the last nine months 11A major communication-electronic-meteorological (CEM) installations were successfully completed for operating agencies of the United States Air Force, Joint Services and the Air Force of the Republic of China. Without exception, these complex and technical tasks were accomplished on or ahead of schedule and to that precision required by engineering and operations management.

CHING CHUAN KANG AIR BASE, TAIWAN - PROJECT PEACE BIRD

On 20 June 1968, higher headquarters tasked the 2876th GEEIA Squadron with an emergency pre-IRAN (Inspect and Repair as Necessary) and subsequent IRAN of the control tower Ground/Air/Ground (G/A/G) and navigational aid facilities at CCK.

Eight days later, a 2876th GEEIA team was on site beginning a survey

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of the equipment. As the pre-IRAN phase progressed, the team discovered the excessively deteriorated condition of, not only all the equipment, but of the control tower building itself. The tower, open to the element, revealed heavy corrosion and deterioration. Most of the equipment had been there for 18 years and was badly corroded. The cabling had been there for 10 years and was characterized by dirt, corrosion and loose or broken interconnecting cables. The cables running to the AN/FRC-19B console had actually been gnawed by rats, exposing bare wire in many locations. In the very high frequency (VHF) equipment and ultra-high frequency (UHF) equipment rooms, the team found that the transmitter readings, slightly below specifications, had been obtained by rigging the interval wiring configuration of the equipment, thereby sacrificing good maintenance as well as operational practices. Various components had just been shorted out of the internal circuitry.

After thoroughly inspecting the facility, the team strongly recommended that this IRAN be changed to a complete rehabilitation or modernization scheme. Through the remainder of 1968, the various concerned commands conferred and finally decided that a complete rehabilitation of, not only the Chinese Air Force control tower and navigation aid facilities at CCK, but also the same facilities at Tainan AB, Taiwan, would be accomplished. The facilities at CCK were to be completed prior to starting the modernization at Tainan.

On 28 February 1969, a 2876th GEEIA Squadron team chief was tasked specifically by higher headquarters to assist the GEEIA engineers in determining equipment condition and any additional material required to

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complete the project at CCK and Tainan.

Project PEACE BIRD at CCK was to include the restoration by GEEIA of six channels of single-channel UHF equipment and one set of multi-channel UHF equipment. Four channels of single-channel VHF equipment would be replaced by more up-to-date equipment and two sets of multi-channel UHF equipment would be newly installed. The AN/FRC-19B control console would be restored and rehabilitated. In addition, two recorders would be installed by the operating agency to provide recording capabilities for all air traffic communications and telephone position conversations. The control tower building itself was to undergo a complete rehabilitation. A mobile control tower was to provide the required capabilities during the modernization of the permanent facility. The job presented an astounding challenge to everyone concerned.

On 8 April 1969, a GEEIA seven-man team started the immense task of removing all of the old, deteriorated equipment from the control tower in order to start the restoration of the majority of the equipment and also to allow the contractor to begin his work on the control tower. Without even being tasked with the job, the GEEIA team, in the interests of advancing the project, removed the 302A Key System, providing an intercom between the MRAPCON and the control tower. Higher headquarters suggested that the team be provided with another AN/FRC-19B control console due to the extremely deteriorated condition of the one previously located in the control tower. The team chief, in the interests of saving time and money and preventing waste, assured all concerned that the team would completely restore the one on hand. This indeed was accomplished.

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On 11 April 1969, a BCE meeting was held which established the start date for the contractor as 20 April and the estimated completion date at 25 Jun (a period of 55 days--10 more than had originally been programmed). While the contractor began his rehabilitation of the control tower, the GEEIA team started the lengthy task of completely cleaning all of the equipment to be restored. All of the equipment was covered, both externally and internally, with dust, dirt and grease. Once the equipment was cleaned, it had to be completely renovated, both mechanically and electronically. The team, under the dynamic leadership of a competent team chief, approached these tasks in an outstandingly organized fashion. As a result, by 22 May, the majority of the equipment to be restored had been cleaned, reassembled and checked out. However, the contractor was still working in the tower, making it impossible for the team to work in the equipment rooms. It began to appear that the entire project would be delayed for a long time by the contractor.

On 13 June, the team received 6,000 pounds of new equipment including multi-channel and single-channel equipment and recorders. The team industriously unpacked and inventoried the equipment and began the assembly and bench check of the equipment. Although the equipment was new, severe problems were encountered in the multi-channel transmitters. Employing adept troubleshooting techniques, the team discovered that the mechanical alignment in the crystal selector switch was off one position. Every sub-assembly of this new equipment was out of electrical and mechanical alignment. Once this problem was discovered and resolved, tuning of the equipment advanced rapidly.

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By mid-June, the team was allowed partial access to the control tower equipment rooms. The team energetically capitalized on this situation. The fifth and sixth floor equipment rooms of the control tower were cleaned. Equipment racks were installed, ground and power cables were run, and wiring was begun. However, in early July, it again became necessary for the team to evacuate the tower due to the contractor's work. The team used this time to recheck the equipment. Due to the initial deterioration of much of the equipment and the delay due to contractor work, the team was beginning to experience constant maintenance problems with the equipment. Constant testing, troubleshooting and repairing of the equipment was necessary. Due to consistent, periodical equipment checks by the team and quick requisition of needed parts by the parent squadron, the equipment was kept in good operating condition throughout this elapsing time period.

On 24 July, the electricians and carpenters returned to the control tower equipment rooms to accomplish work which had originally been scheduled to be completed in November or December 1969. The accoustical tile was to be installed and the air conditioning duct was to be moved. The team had already installed the AN/FRC-19B control console and this new contractor work required that the console be moved. The team immediately provided cooperation, determined to aid in any way possible to complete the project.

On 30 July, primary power was finally made available to the control tower by the contractor. A BCE inspection was conducted of the control tower rehabilitation and partial acceptance was obtained. However, more delays were encountered in early August. The air conditioners were not totally functional until 11 August. The radio equipment installed was also

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detained by the operation agency's failure to install wiring necessary for the operations of the radio equipment. The team chief pressed the issue and the problem was resolved.

By 14 August, the team was conducting the preliminary "hot" check of the complete installation. The team chief queried the operating agency, whose responsibility it was to provide crystals for the equipment. He was assured that action was being taken. Also the recorders, which were to have been installed by the operating agency, had been installed by the GEEIA team.

In mid-August, the Chinese had still not totally reinstalled the 302A Key System, which was required before the radio equipment could be officially flight checked. The GEEIA team offered their assistance to the Chinese and, within a few days, the intercom system was working. By late August the operating agency had still not provided the crystals for the equipment, so the 2876th GEEIA Squadron, who had been kept abreast of the situation and had been working on the procurement of the crystals, supplied the crystals.

On 28 August, local flight check was conducted on the facility and problems were encountered with the multi-channel UHF sets. The team tenaciously began to troubleshoot the equipment. A determination of the problems was quickly reached and the needed repair parts were requested from the parent squadron. A courier was immediately dispatched from the squadron with the necessary items. As soon as the parts arrived at CCK AB, the team worked long hours to make the equipment operational. The work was completed by 3 September and, on 4 September, an official flight check was

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conducted. All equipment passed the flight check. The control tower facility at CCK AB had finally been completed. The updated, modernized facility was now capable of providing more sophisticated support to the aircraft mission at CCK AB, which includes the Strategic Air Command KC-135 tanker mission in direct support of the United States Armed Forces in Southeast Asia.

PLEIKU, REPUBLIC OF VIETNAM - CABLE PRESSURIZATION

In July of 1969, the squadron deployed an eight-man splicing team to Pleiku for a period of 120 days to pressurize the entire base cable system. Communications at Pleiku is a vital part of the Air Force mission in Southeast Asia. The base had been experiencing many maintenance problems and felt that with a pressurized system maintenance could be reduced to a minimum. Much of the cable to be pressurized ran into a nearby Army base. The team found that the pressurization of these cables would be the most difficult portion of the job. The Army did not allow markers of any type to be installed showing the exact cable run. After coordinating with the host organization and the Army base, the team received permission to stake 400 feet of cable at a time, dig up the splice cases and install check valves. The team went to a seven-day week in an effort to meet the completion date. Extreme caution had to be exercised at all times due to the high theft area rate and possibility of enemy infiltration into the area. The team's persistence, hard work and devotion to duty paid off; the scheme was completed in the alloted time frame.

SHU LIN KOU AIR STATION, TAIWAN/PHU CAT AIR BASE, VIETNAM - DSTE

On 28 August 1969, the first secure Digital Subscriber Terminal Equip-

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ment (DSTE) installation was begun by a 2876th GEEIA Squadron team at the USAF Security Service Criticom facility at Shu Lin Kou. Due to an extremely heavy installation workload in August, a radio relay team chief had to be assigned to this job. While on the installation, the team chief encountered many unique problems due to the fact that this equipment was new to the Air Force inventory. Through this direct confrontation with the actual equipment problems, the team chief acquired a vast amount of valuable knowledge concerning equipment deficiencies. The team produced a completely operational system by 10 November 1969. Later in November, the team chief who had installed the DSTE at Shu Lin Kou was tasked by Pacific GEEIA Region to install another DSTE for the Airlift Control Element (ACE) at Phu Cat. The team laboriously worked 10 to 12 hours a day, six days a week, occasionally working as many as 16 hours a day. Two separate rocket attacks were made on Phu Cat during this installation, exposing the team members to extremely hazardous situations. This installation, originally intended to be completed in 45 days, was finished and rendered completely operational in approximately 25 days. In addition, this team chief and his team heroically volunteered to remain in Vietnam to rectify a problem that existed in a DSTE facility. After completing this job, the team then zealously volunteered to install a complete DSTE facility for the ACE at Qui Nhon Army Air Field, Vietnam. At the time this report was written, the installation was approximately 80% completed and the team was shooting for an end of January 1970 completion, thus equaling the extraordinary speed with which the Phu Cat DSTE had been installed. The high speed, accurate transmission made possible by the DSTE systems will effectively enhance the

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ACE's operational mission involving the movement of supplies and personnel in Southeast Asia.

CLARK AIR BASE, PHILIPPINES - TELEPHONE CENTRAL OFFICE EXPANSION

The Operations Division was tasked to install an 800-line expansion to the Central Office at Clark. This was the squadron's largest Inside Plant scheme installation of the year. Due to many engineering changes incorporated in this gigantic project (three amendments to the basic scheme), requirements for material and base support being changed and the complexity of the scheme, the team chief was continually coordinating with the operating agency, BCE, Pacific GEEIA Region and the squadron. Prior to the scheduled start of this scheme, the operating agency was utilizing 99% of the existing telephone equipment capabilities. The completion of the 800-line expansion reduced the load on the Base Telephone Central Office equipment to 85%, which is within tolerable limitations. Two other schemes involving the conversion of the local Angeles City exchange from a manual to a dial system were completed concurrently with the 800-line expansion at Clark. Working closely with the host base and the local Filipino nationals, the conversion was accomplished without any interruption in telephone service. This gigantic project was completed in September 1969.

When the actual installation began, it was discovered that the equipment racks were incompatible to the equipment being mounted. Base Civil Engineers was tasked with altering the racks to facilitate the mounting of the equipment; however, due to a heavy workload, they could not program the work for three weeks. The team took it upon themselves to use hand tools in altering the equipment racks, even though none of the team members had

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been trained in the use of these tools. Within six short days the racks had been completely altered and securely mounted to the floor.

Through intense study of all technical data covering the operation of the regenerators, it was discovered that modification kits and 69A oscillators would be required to make the 207CW5's and 207CW6's function precisely the same as the 207C4's. The team chief immediately requested engineering assistance and received it. The engineer and the team chief finally concluded that the modification lists and oscillators would definitely be required. The needed items were ordered, received and installed.

In late August, all of the 90XB series test equipment had been received. The team worked side-by-side with the quality control personnel representing the operating agency. The long, tedious testing procedures, conducted in accordance with the stringent requirements of the Bell System practices, was paased with flying colors.

The team had effectively succeeded in making completely operational, all twenty regenerators, thereby providing the Dau AUTOVON Switch with AUTOVON-AUTODIN interfacing capabilities and contributing to the overall enhancement of the Southeast Asia communications network.

JAPAN AUTOVON CUT III

In August 1969 a team of three experienced Autovon installers were deployed to Japan to assist the 2875th GEEIA Squadron in the installation of AUTOVON Cut III schemes. In a period of forty-five days the team installed equipment which provided for 20 four-wire AUTOVON subscribers in the Japan area.

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The first scheme to be installed provided AUTOVON instruments for two main line and six extension subscribers plus trunking facilities from the administrative switchboard to the AUTOVON facility. The statement of work called for the equipment to be mounted in two, nine foot relay racks. Upon uncrating the equipment the team observed that the relay racks provided were only seven feet six inches in height, making it impossible to mount all the material necessary to complete the installation. A third cabinet, the same size as the two received with the Bill of Material, was locally procured and the necessary engineering changes were made to assure that all equipment was installed in a neat, orderly and professional manner. Many hours of overtime were willingly expended by the team to make the required wiring changes and to provide accurate updated plant-in-place records. The engineering ability, initiative and determination of this team to provide the customer with a quality installation were instrumental in the timely completion of this scheme.

The team was subsequently tasked to install four AUTOVON equipment cabinets at four Army Missile Sites in Okinawa. Each cabinet required the addition of test jacks before the installation could commence. Minor items of hardware were necessary to install these test jacks into the cabinets but none were provided. The team chief coordinated with the Army and asked their assistance in procuring these items. They readily supplied the items, thus preventing delays in the installation. The cabinets could not be installed as prescribed by the GEEIA prints due to modernization of the facilities. The team chief submitted an Engineering Change Request and received authorization to relocate the cabinets. The prompt action by the team chief to resolve these problems resulted in an expeditious completion of the four

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schemes.

Effective utilization of materials on hand and constant re-evaluation of daily tasks resulted in the timely completion of all schemes. The completion of these schemes within the prescribed time element permitted the AUTOVON Test Team to conduct operational and functional testing prior to Cut III and subsequently allowed these subscribers to be 100% operational upon the activation of AUTOVON Cut III.

Colonel Reilley, Pacific GEEIA Region Commander, acknowledged the team's outstanding efforts in his letter of commendation dated 4 November 1969, stating, "With the outstanding work performed by these individuals, Pac GEEIA Region has again provided the customer with a workable system within the required time frame. These three individuals accomplished a difficult task in the true Pac GEEIA Region fashion with dedication and professionalism. They proved that Pac GEEIA Region is the "Can Do" agency in the Pacific."

DSTE SHU LIN KOU/PHU CAT

On 28 August 1969, the first secure Digital Subscriber Terminal Equipment (DSTE) installation was begun by a 2876th GEEIA Squadron team at the USAF Security Service Criticom Facility at Shu Lin Kou AS, Taiwan. This equipment enables its user to transmit data at an extremely high speed while maintaining an exceptionally low error rate. Prior to the introduction of these DSTE systems in the Air Force, it had not been possible to achieve both of these features - speed and accuracy - simultaneously in teletype/cryptographic equipment.

Due to an extremely heavy teletype equipment installation workload

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in August, a radio relay team chief had to be assigned to this job. Before being deployed, he spent long hours religiously researching technical data covering the installation and operation of DSTE systems. While on the installation, the team chief encountered many unique problems due to the fact that this equipment was new to the Air Force inventory. By 15 September 1969, the team had completed the physical installation of all the equipment except the low speed tape punch (LSPTP) and the low speed paper tape reader (LSPTR), both of which had not yet arrived on site.

During the electrical checkout of the system, the system would not function properly. Through the utilization of meticulous troubleshooting techniques, the team swiftly isolated the problem areas. Defective circuit cards were discovered, a condition which was soon to be discovered on many of the subsequent DSTE installations. A bad circuit card was discovered in the common control unit (CCU), an item which required a one-for-one trade in order to be supplied, causing a delay in the installation. The team discovered other defective circuit cards in the page printer. Gears in the LSPTP had not been properly lubricated by the manufacturer. Through this direct confrontation with the actual equipment problems, the team chief acquired a vast amount of valuable knowledge concerning equipment deficiencies. As each deficiency arose, the team chief promptly disseminated the information to applicable agencies causing quick reaction to the problems. As the remainder of the required equipment and items being resupplied were received, the team immediately installed them, producing a completely operational system by 10 November 1969.

Later in November 1969, the team chief who had installed the DSTE at

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Shu Lin Kou was tasked by Pacific GEEIA Region to install another DSTE for the Airlift Control Element (ACE) at Phu Cat Air Base, Vietnam.

Initially, the team was confronted with the challenging problem of moving all of the equipment, including five pieces of equipment weighing 800-1,000 pounds each to the second floor of the building that was to contain the DSTE. The hand rail on the second floor overhanging walkway was cut to allow passage of the equipment. A forklift was obtained and 25 sheets of pieced steel planking were required to allow the forklift to operate in the extremely sandy area directly under the second floor walkway. The equipment was safely and effectively lifted to the second floor.

Defective circuit boards were again discovered in the Comm Control Unit during the alignment and checkout of the DSTE. The team quickly procured these circuit boards locally.

The team laboriously worked ten to twelve hours a day, six days a week, occasionally working as many as sixteen hours a day. Two separate rocket attacks were made on Phu Cat during this installation, exposing the team members to extremely hazardous situations.

Through the dedicated and accomplished technical approach to this job by a persevering and professional team, this installation, originally intended to be completed in forty-five days, was finished and rendered completely operationalin approximately twenty-five days.

In addition, this team chief and his team volunteered to remain in Vietnam to rectify a problem that existed in another DSTE facility. A DSTE had been installed by another organization at Pleiku AS, Vietnam, at an earlier date. The low speed card punch had been inoperable. A new one

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had been ordered. It arrived shortly after the team had finished the Phu Cat ACE DSTE. The team voluntarily installed, checked out and made operational the card punch within three days, thus rendering the complete facility operational.

After completing this job, the team zealously volunteered to install a complete DSTE facility for the Airlift Control Element at Qui Nhon Army Air Field, Vietnam.

The team chief had to travel to Pleiku to pick up the work statement and other related paperwork in order to start this scheme. Additionally, the equipment had been mistakenly shipped to Phu Cat. Therefore, the team obtained a 1½ ton truck and transported the equipment to Qui Nhon, some thirty miles south of Phu Cat. Also, no quarters were available at Qui Nhon for the first week. As a result, this thirty-mile hazardous stretch of road was traveled approximately twenty times by the team, who had been issued helmets, M-16 rifles, and other war-essential gear. During one of these trips, two Vietnamese who were riding on a motorcycle about 100 yards ahead of the team's two-truck convoy, were ambushed and killed. The team bravely and expeditiously continued onward and safely delivered the equipment to Qui Nhon.

Again on this installation, the equipment had to be moved to the second floor of the facility's building. The team utilized the same procedure which had been successful at Phu Cat. However, the twenty-five sheets of PSP had to be transported from Phu Cat to Qui Nhon and this was successfully accomplished by the team.

At the time this report was written, the installation was approximately

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80% completed and the team was aiming for an end of January 1970 completion, thus equaling the extraordinary speed with which the Phu Cat DSTE had been installed. Again the team has been working ten to twelve hours a day, six days a week, occasionally working sixteen hours a day.

During this installation period, the team chief was approached frequently by the 485th GEEIA Squadron and others for technical advice and assistance on DSTE installations on which they were working. The team chief willingly offered his assistance, utilizing the vast amount of knowledge acquired by him during previous DSTE installations.

The DSTE's installed for the Airlift Control Element will be operated by personnel from the 1883d Communications Squadron. The high speed, accurate transmissions made possible by the DSTE systems will effectively enhance the ACE's operational mission involving the movement of supplies and personnel in Southeast Asia. The dedication and perseverance of this team demonstrably epitomizes the highest degree of valor and mission effectiveness of the entire squadron.

CLARK AIR BASE TELEPHONE CENTRAL OFFICE EXPANSION

The Operations Division was tasked to install an 800-line expansion to the Central Office at Clark AB, Philippines. This was the squadron's largest Inside Plant scheme installation of the year. Due to many engineering changes incorporated in this gigantic project (three amendments to the basic scheme), requirements for material and base support being changed and the complexity of the scheme, the team chief was continually coordinating with the Base Civil Engineer, the operating agency, Pacific GEEIA Region and the squadron. Many long hours were spent on the job,

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sometimes twelve hours a day. Additional time was spent at night reviewing and programming the workload to be accomplished the following day.

Prior to the scheduled start of this scheme, the operating agency was utilizing 99% of the existing telephone equipment capabilities and was operating with basically all manual trunking. Thus the ability of the subscriber to complete local on-base calls was severely limited and the time required to place long-distance calls was excessive. The completion of the 800-line expansion reduced the load on the Base Telephone Central Office equipment to 85% which is within tolerable limitations. Subscribers are now assured of completing local calls and have been provided the facilities for direct distance dialing in many areas. This entire modern facility was installed by personnel who took the initiative in solving seemingly insurmountable problems and worked tirelessly and relentlessly toward the established completion date.

Although the scheme was generally referred to as an 800-line expansion, much more was actually involved in the installation. Twenty-six battery cells were replaced and a new 400 amp rectifier and an 800 amp power control and distribution panel were installed. The main distribution frame was extended and 400-connector access switches were removed from the switchboard. These were replaced with 40 selector access jacks, 20 common battery and 20 local battery circuits.

The scheme was engineered in 1967 and previous engineering proved to be inadequate when the installation commenced, due to changes made in the central office. The team performed a thorough and comprehensive pre-installation survey, noting discrepancies and inconsistencies in the

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engineering. Recommendations were forwarded to the Pac CEEIA Region stating what changes were required to be incorporated in the scheme package.

The team chief was furnished incomplete drawings, prints and installation instructions by the manufacturer of the equipment. Due to the high priority of this scheme and the command interest it had generated, updated information was requested immediately. The complete installation and operating instructions were received in adequate time to prevent a work stoppage.

Two other schemes involving the conversion of the local Angeles City Exchange from a manual to a dial system were completed concurrently with the 800-line expansion at Clark Air Base. A concurrent installation was necessary to prevent disruption of service from Angeles City to Clark Air Base. Working closely with the host base and the local Filipino nationals, the conversion was accomplished without any interruption to telephone service. This gigantic project was completed in September 1969.

Lt Colonel Edward L. Clark, Chief of Maintenance, 1961st Communications Group, in a letter of appreciation stated, "As a direct result of their efforts, this base can now be provided modern telephone service for the first time in many years, thereby allowing each of us to better perform our mission requirements. Many long standing discrepancies in the original telephone plant were cleared by your team, some dating as far back as 23 years. Each of the personnel associated with this extremely complex project produced outstandingly, which reflects favorably upon your squadron. It is always a pleasure to observe an expert in action and on this project our pleasure was doubled since the entire team did such an outstanding job."

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CHING CHUAN KANG AIR BASE, TAIWAN - CABLE ENGINEERING

The 2876th GEEIA Squadron was tasked with an expedited emergency scheme at Ching Chuan Kang AB, Taiwan, to provide telephone communications cable to the SAC hanger area. Due to the urgent requirement for these vital communications, Pacific GEEIA Region requested that the 2876th GEEIA Squadron engineer the scheme, requisition the bill of materials and install the cable.

Although the squadron has no engineers assigned by AFSC, a senior NCO was immediately deployed to CCK AB, Taiwan. A conference was held between the GEEIA representative, operating agency and Base Civil Engineers to determine what had to be accomplished and to obtain prints of the existing cable plant. Communications were being supplied to the hanger area via a cable laying along the runway. The "2876th GEEIA Engineer" determined the cable route that could best be utilized considering the already existing underground utilities. Cable size, cable pair assignments and count changes were also taken into consideration. A complete list of materials to install the scheme was compiled. The senior NCO returned to the squadron and proceeded to draft up the prints, write a statement of work and began supply action to requisition the needed materials. Through his outstanding job knowledge, initiative, ability to coordinate and keen insight into the problems of cable engineering the completed scheme package was available within one week.

The required materials were all available within the 2876th GEEIA Squadron's 9800 stock and the host base supply system. An Outside Plant Team was deployed and installation proceeded rapidly, without any problems.

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The complete period from notification until the completion documents were signed was less than thirty days.

The SAC hanger area was now provided with a much-needed permanent facility providing reliable communications. This outstanding accomplishment was made possible through the efforts of the 2876th GEEIA personnel working together to satisfy an urgent requirements.

LONG HAUL COMMUNICATIONS ANTENNA

In November 1969 the 2876th GEEIA Squadron was tasked with the installation of a high priority long haul communications facility in the hills of Taiwan. This would have been a routine installation except for the logistical problems involved in getting the material on site.

The material was orginally removed from a site in the United States and escorted by courier to Clark AB, Philippines. During the latter part of November 1969 the squadron received a start date for this urgently needed, command interest facility. Immediately a special airlift was called for and all material, vehicles and tools were transported to Tainan AB, Taiwan. There the airplane was met by the GEEIA team who took immediate action to begin transportation of material to the communications site.

The material was transported by truck from Tainan AB, Taiwan, to the installation site. The driver had to be extremely cautious as the roads through the mountains were extremely hazardous. There were many blind curves and room for only one vehicle to occupy the road at any one time. Even during light rains the road became almost impassable due to the constant deterioration and washing away of the road bed. After many long tedious trips from Taiwan AS to the installation site, without an accident, the team had delivered the material close to the installation site.

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Now, the team had to accomplish movement of the equipment up 150 feet the side of a mountain; having a slope of approximately 60 degrees, to the installation site for the tower and radio equipment.

The team of installers rigged a block and tackle system with pulleys that provided the means of transferring the majority of the iron-work for the tower and other minor items to the tower site. However, there were four pieces of equipment, that weighed 1200 pounds each, that could not be lifted by the block and tackle method. The steps going up to the site were at a 45 degree angle and formed a curving walkway approximately 250 ft long. Yet this seemed to be the only way to get the 1200 pound items to the site, without calling for a helicopter. Ropes were securely tied around the boxes and they were half carried, half lifted up the steps. At last, after much sweat and hard work, all materials were on site and ready to be installed.

During the pre-installation survey it was noted that the lines supplying power to the equipment buildings were going to pass extremely close to the antenna guying system. The team chief suggested that these power lines be buried or moved to facilitate guying of the antenna tower. Base Civil Engineers at Tainan AB were informed of this factor, and agreed to bury the power lines. The team once on site discovered that nothing had been accomplished to alleviate the power problem. Prompt action by the team chief in coordinating with BCE, resulted in the power problem being solved in a minimum of four days. The immediate action and conscientious efforts of the team chief in resolving this problem allowed the team to begin installation of the tower immediately.

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Erection of the 120-foot tower proved to be a test of the team's professional skill, ingenuity and devotion to duty. There was only 100 square of working area at the location where the tower was to be erected. The team would have to build the tower, piece by piece, rather than in sections. Caution had to be exercised at all times by the team members in this delicate operation to assure that no one was injured. In less than fifteen days the 120-foot steel tower and the associated antennas were completely installed.

The resourcefulness, hard work and ingenuity displayed by this team of professionals from the 2876th GEEIA Squadron is indication of their desire to do their best in providing the customer with a professional and quality installation.

INSTRUMENT LANDING SYSTEM (ILS), CHING CHUAN KANG AB, TAIWAN

In November 1969, a team successfully completed the installation of Phase I of an Instrument Landing System (ILS) at Ching Chuan Kang Air Base, Taiwan. Phase I included an AN/MRN-7 localizer, an AN/MRN-8 glide slope to be located 300 feet from the runway center line, a middle marker, an outer marker, and a power generator as the power source. Phase II was programmed to provide for the location of the glide slope to 500 feet from the runway center line and for the replacement of the power generators with commercial power.

The job, categorized as an emergency scheme, required the immediate deployment of a team, which precluded the normal GEEIA procedure of conducting a pre-installation survey, coordinating with various activities to solve any problems, and then beginning the installation.

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The team energetically completed the pre-installation survey, which disclosed several problems. The conduit for the course array pad had been erroneously installed on the south end of the pad instead of the north end. Also, the AN/GTW-2 control monitor set had not yet been supplied. The team chief instantly coordinated these matters with Base Civili Engineers and his parent organization. The conduit was installed correctly and the AN/GTW-2 was received within three days.

As the installation progressed, the equipment was found to be in poor electronic condition. Defective electronic components were found in the AN/MRN-7 and AN/MRN-8, some components were even missing. No operational spares or substitute parts had been provided. The team quickly and painstakingly began the tedious task of completely troubleshooting the equipment to determine and order all missing and defective component parts.

During this period, a week and a half after the installation had begun, the team chief was committed to the hospital with a collapsed lung. The second man in command aggressively assumed the position of team chief and industriously continued the effort to make the equipment operations. Six days later, on 3 March 1969, with all the primary and back-up equipment installed and operating, three local flight checks verified that the primary equipment was functioning properly. However, an official commissioning flight check was not requested at that time by the operating agency. The back-up equipment and the local monitors still required repair due to non-receipt of needed components. Therefore, the customer felt it was impractical to immediately commission the facility because the work on the back-up equipment and the monitors would require shutting off the primary equipment.

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In early March, two more problems challenged the team. Heavy rains turned the work area into a mud hole. The team chief instigated the laying of pierced steel planking from the main road to the work area and the cleaning up of the work area. The second problem concerned a growing suspicion that radio frequency interference (RFI) was present in the area surrounding CCK AB, which prevented aircraft from properly utilizing the ILS. After performing preliminary checks, a Pacific CEEIA Region RFI consultant and the team chief disclosed substantial verification of the existence of an RFI problem. The source of the RFI had been isolated to factories in the surrounding area which used a particular type of plastic welder which emmitted radio frequency propagations. The RFI emitted by these plastic welders could give an aircraft pilot an on-course indication even with the ILS temporarily off the air.

On 19 March 1969, a preliminary flight check revealed a correct glide slope of 2.5 degrees and a correct localizer course. The course and the glidepath width could not be determined due to RFI, precluding the commissioning of the facility. On 20 March, an RFI van was dispatched from Clark Air Base to aid the RFI team in traveling around the area surrounding CCK. Also on 20 March, higher headquarters instructed the 2876th CEEIA Squadron not to sign off the scheme until the RFI problem was resolved.

In April, a 2876th CEEIA Squadron member assisted the RFI consultant in locating all RFI sources and in seeking a solution to the problem. The consultant indicated to his headquarters that three solutions existed: 1. change the frequency of the welders; 2. ground the machines; 3. screening as a last resort.

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In mid-April, another flight check, conducted early in the morning before the factories were operating, revealed that the ILS was functioning properly. The GEEIA team members, temporarily discouraged by the turn of events, bounced back immediately. A few days later, a GEEIA team member who was assisting the RFI team volunteered a fourth possible solution after intensely studying the problem. He suggested that pilots use the Ground Controlled Approach (GCA) facility with remote video on the L-Band providing the pilot with GCA data directly for his use as desired. This method would have required special indicators to be mounted in all aircraft utilizing the facility and the cost of accomplishing this is what eventually determined that this man's military suggestion be refused. It was finally decided that machine grounding and screening would have to be accomplished. The team assisted the RFI team in the extensive task of locating the areas of strongest RFI. The Chinese government became involved and instructed factories to comply with the suggestions of the RFI team.

On 9 May, a Chinese fighter aircraft (F-104) overran the north end of the runway at CCK and crashed through the localizer antennas and monitors. Extensive damage was done to the ILS and the plane was destroyed. The total damage to the ILS amounted to $14,000. The team immediately responded by surveying the damage to identify and order the necessary parts for rebuilding the system. Once these parts were received, the system was back on the air in three days.

On 24 June, a flight check verified a properly functioning system but a large amount of RFI was still present. In July and August, the efforts of the RFI team were intensified. The number of welders found was

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approximately 600. The Chinese government increased its efforts to force compliance by the factories in the grounding and screening of all welding machines. On 23 August, another flight check indicated a properly functioning ILS but still too much RFI.

However, on 25 August, an aircraft's tow cable hooked onto the ILS antenna during take-off. The majority of the damage was done to the ninety cycle side of the antenna with the support braces and reflector wiring sustaining the majority of the damage. The GEEIA team again reacted instantly by identifying and ordering the thirty items required to make the installation fully operational again. In the meantime, a temporary fix was skillfully accomplished by the team. This time, an entire antenna was shipped to CCK from Naha, Okinawa. When the antenna was received, the team again painstakingly pierced together a new antenna and rendered the ILS completely operational. However, the RFI was still too strong to allow commissioning of this facility.

In late September and early October, a typhoon swept across Taiwan. Water was discovered in the power supply cabinets of both the AN/MRN-7 and AN/MRN-8. Minor corrosion was discovered on various pieces of equipment. The team again cleaned the equipment and applied corrosion control measures.

In late October, another flight check again verified a properly functioning ILS but still too much RFI was present, even though it had been decreased somewhat by this time. On 2-6 November, a thorough, stringent Southeast Asia Communications Region (SEACR)quality control check was conducted on the ILS. The inspection was passed. Finally on 13 November 1969, the RFI had been decreased to such an extent that it was determined

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that restricted use of the ILS could be effected. The ILS scheme was signed off on 13 November. A message was received from General Gideon, 13th Air Force Commander, lauding the extreme perseverance and dedication of the GEEIA team members.

GUAM ANTENNA REHABILITATION

Outstanding technical knowledge and professional skill was displayed during the comprehensive rehabilitation of the entire antenna farm at the H.F. transmitter site, Andersen AFB, Guam. The scheme involved a complete rebuilding of eight HF Rhombic antennas, two HF Discone antennas, 14 Delta-Match Doublet antennas and the installation of the associated open wire transmission lines. In addition six Rhombic and 11 Delta-Match antennas were removed. Two vertical towers were also removed, disassembled and turned over to the operating agency for disposal.

The complete rehabilitation was engineered by 2876th GEEIA Squadron personnel from the Outside Plant Section. Through conscientious efforts to restore and reconfigure the antenna farm in such a manner as to receive maximum efficiency at a savings to the Air Force, the team deleted four delta match and one rhombic antenna, by installing antenna relays. This in no way was detrimental to the host organization's mission or adversely affected their operating capabilities. The ever increasingly cost conscientious attitude of these dedicated professionals was instrumental in a tremendous savings of Air Force funds.

The team chief had to carefully evaluate the situation, meticulously plan and schedule the sequence of work, both on a daily basis and a long range basis in an effort to keep the communication circuits working with

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a minimum of outages. His foresight, careful planning and strict adherence to this schedule, was instrumental in Guam having vital communications available during the entire rehabilitation.

Removal of hardware from the existing towers proved to be a task that tested the ingenuity, dexterity and skill of the outside plant team members. Much of the hardware had corroded to a state where it had to be removed by cutting, and it not be destroyed due to the requirement of reusing it. Team members performed this delicate operation in the minimum of time. Once the hardware was removed, it had to be refurbished prior to use. The team obtained angle iron and other associated hardware from Base Civil Engineers and Redistribution and Marketing in an attempt to avoid work stoppage due to the lack of material. The resourcefulness, outstanding skill and dedication that these individuals displayed in fabricating their own materials and in overcoming existing obstacles was instrumental in the job progressing without delays.

The vehicles and machinery necessary for the team's utilization in performing the rehabilitation were frequently inoperative due to the rough terrain and the many long hours of utilization. The Motor Pool at Guam confronted with a shortage of parts and a back-log of vehicular maintenance was taking quite an extensive amount of time to perform even minor repair actions. The team chief coordinated with his supervisor at the 2876th GEEIA Squadron for a resolution of the problem. Prompt action by the Outside Plant Section, coordinating with the squadron Motor Pool and Clark AB Motor Pool, resulted in parts being shipped directly from Clark Air Base To Guam. The team members then performed their own minor vehicle maintenance.

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Without the deep sense of urgency and cooperative attitudes displayed by all concerned, undue hardships and work stoppages would have plagued the team.

While the rehabilitation scheme was in progress, an emergency occurred at Guam. A Trylon Log Periodic Antenna became inoperative and was beyond the capabilities of the operating agency to repair. The GEEIA team responded, lowered the antenna, and within one day determined the cause of malfunction. Parts were ordered and installed by the team. This was a typical example of the versatility and cooperative spirit displayed by this professional team of installers.

During the entire rehabilitation the weather was extremely miserable, including heavy rains and electrical storms. The team forged ahead, working many long hard hours. The diligence and persistence of the team paid off. The scheme although difficult, complex and hazardous was completed in a minimum period of four months. The outstanding skill, technical knowledge, ingenuity and resourcefulness displayed by the team in resolving the problems associated with lack of materials, deplorable weather conditions, equipment breakdown and scheduling of work were instrumental factors in a professionally completed rehabilitation of the HF antenna farm.

Lt Colonel Dunn, Commander, 1958th Communications Squadron, in a letter of appreciation stated, "These individuals worked many long hours overtime under trying conditions, at the 1958th Communications Squadron's Transmitter Site, Guam, the last two months. At times they lacked necessary parts, but to prevent a work slow down or stoppage, they were locally fabricated. I am sure that only through the knowledge and guidance of the supervisors

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and the complete dedication to duty of the team members, this job was completed so quickly. The site now locks entirely different and a real professional job was completed. We consider them Honorary Members of the Organization."

CHING CHUAN KANG AIR BASE, TAIWAN - METEOROLOGICAL FACILITY

At Ching Chuan Kang AB, Taiwan, in December 1969, a team of 30 personnel successfully completed the installation of a dual instrumentation meteorological system, providing both primary and back-up equipment designed to furnish complete weather information. Providing wind direction and speed information were AN/GMQ-11 wind measuring sets, which were connected to ID-373 wind speed and direction indicators and to a RO-362 wind speed and direction recorder. Cloud height data was furnished by AN/GMQ-13's. The AN/GMQ-10's were installed to provide electrical data to the AN/FMQ-1 computing set for the purpose of determining runway visual range.

The 2876th approached this gigantic task with a unique management tool. A senior master sergeant was utilized as Project NCO, directing the efforts of the team chief of the electronics crew and the team chief of the outside plant crew. Making the Project NCO the single point of contact for the two team chiefs significantly enhanced the productivity and cooperation of the two teams. It allowed them to work 10-12 hour days, seven days a week for an entire month and still maintain high morale and job effectiveness. In addition the Project NCO handled all coordination with the Base Comm Squadron, Base Weather Detachment, Base Civil Engineers, Chinese Military personnel, and parent GEEIA squadron. This permitted the team chiefs to stay closer to the actual work and provide closer guidance and supervision

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to their teams. As a result of this well-organized management approach and its subsequent ramification, the complete meteorological system installation was completed within the programmed time frame even though tremendous difficulties had to be overcome.

Approximately 40,000 feet of trenching and 140,000 feet of cabling were required for this installation. During a typhoon, scheme packages containing the base layout prints were completely destroyed. For six weeks the team pressed on without the prints. Replacement prints finally arrived but they were inadequate. Numerous buried cables and POL lines were not identified. Buried bunkers and drainage ditches were not indicated. It was impossible to establish a definite cabling route for the meteorological system by using the replacement prints. However, due to the high priority of the installation, work had to continue. The team industriously accepted the challenge and pressed on with the trenching changing the prints as they proceeded.

As the installation progressed, the team discovered that much of the allied support, which is normally accomplished prior to the arrival of the GEEIA team, had in fact not been completed. Over 1000 feet of underground conduit had not been installed. The GEEIA team immediately took the initiative in installing all of this conduit. Trenching through a hard road surface had to be accomplished for one 900-foot run. The majority of one mile of manhole systems had to be cleaned out. In some cases the GEEIA team utilized fire truck hoses for cleaning out the manhole systems and ducts. Roads had to be constructed to the various field set sites.

The cable trenchers frequently broke down because of the extremely

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rought terrain. At one point the team had to cut through an old Japanese constructed tunnel system. Boulders as large as desks had to be dynamited and removed from the trenching path. The team dug by hand in areas where other cables existed and in exceptionally rough terrain areas where machine trenching was impossible.

As each problem was encountered, the entire team merely dug in harder and occasionally worked 12-14 hour days in overlapping shifts. Working conditions in general were harsh. High winds and 40° - 60° temperatures made outside work extremely difficult. Several team members were hospitalized as a result of colds and influenza.

In mid-December the cabling was completed and within one week the team was meticulously performing the operational check on the equipment. All of the equipment required extremely precision alignment and adjustment. A problem was encountered in the AN/GMQ-13's which involved a slight deviation in the indicator display. The 2876th GEEIA Squadron had no 302X0 AFSC (weather equipment) personnel assigned to it. In spite of this, the team chief isolated and resolved the problem within a few days.

All field set indicators and the FMN-1 computing set were installed in the Representative Weather Observation Station (RWOS). As a result, the amount of wiring in the RWOS was more similar to a telephone exchange than the system connections of a weather facility.

When the quality control personnel representing the operating agency arrived from Tachikawa, Japan, all portions of the entire system were operating within required specifications. The extraordinary success of this mammoth installation could only be attributed to the high caliber of the

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GEEIA installers, who displayed remarkable ingenuity, aggressiveness, painstaking perseverance, and extraordinary productivity.

HOUSING UNITS AT CLARK AB, PHILIPPINES

The 2876th GEEIA Squadron was levied with the responsibility of providing telephone communications to the three hundred new family housing units being built at Clark AB, Philippines. Due to the progress of the housing contractor and the physical location of the three hundred units, this project was programmed for three phases of completion. Phase I consisted of fifty-four housing units. The work necessary for the completion of this phase consisted of over 4,650 feet of buried cable, eight above ground splices and fourteen terminals. Phase II consisted of 94 family units and provides for the placement of 8,015 feet of buried cable, 9 above ground splices and 18 terminals. Phase III, the largest and most complex phase, consisting of 152 family units, provided for the placement of 11,175 feet of buried cable, 21 above ground splices and 30 terminals. This gigantic. complex and formidable task was begun in July 1969 by a dedicated team of professionals from the 2876th GEEIA Squadron.

These housing units were urgently needed by dependent families who were living off base. Due to the extreme urgency, the team chief had to effect a great deal of coordination with the other agencies involved in the project; the contractor and the Base Communications Group. The installation of house cable, telephone instruments and terminal connections were performed by the Communications Group personnel, but only after the GEEIA team had provided outside cable to the housing units. Through effective coordination, industrious efforts, and professional skill of the team the installation

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progressed smoothly and efficiently, providing the Communications Group with the required cabling.

The already heavily populated area and the great amount of new construction required coordination with Base Civil Engineering because of the possibility of rupturing a newly installed sewer system or cutting cables. The entire area had been completely graded, prior to the housing contract being left, and many of the cables, sewers and other underground obstacles were not clearly marked. Prints were available of the area, but only to the degree of accuracy that they gave a general location of existing buried facilities. The team spent many hours hand digging in areas where suspected utilities were buried. Often the trenching equipment would become inoperative due to hitting an underground obstacle, which inevitably turned out to be a large rock that had to be dug out with the backhoe, Other areas, due to the backfill material used for grading, had to be broken into smaller pieces with a jackhammer, then the debris removed by hand. The extra manhours expended in the efforts to overcome these unforeseen difficulties was a credit to the diligent, persevering and positive attitude displayed by the team.

Bad weather, always a factor to be considered in the Clark Air Base area, caused a considerable amount of delay and hardship on the team. Extra manhours were expended, shift work was employed and weekends were spent working in an effort to make up time lost due to inclement weather. This the team members did willingly and tirelessly without regards for personal sacrifice in an effort to provide a timely installation.

Special care had to be exercised to assure that trenches were not left

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open at night, and that the open trenches were well marked. The area abounded with dependent children who were found of playing in or near the trenches. When, on occasion these trenches had to be left open, flashing amber lights or smut pots were placed at strategic positions along the open trench.

The team, through their efforts, ingenuity, professional ability and cooperative attitude involving various personnel associated with the installation, aided Clark AB immensely in providing telephone communications in the new housing area. The completion of this project allowed military personnel, once living off base, to move into new units, complete with reliable communications facilities.

DA NANG - PACIFIC INTEGRATED AUTOMATED COMMAND CONTROL SYSTEM (PIACCS) RELOCATION

In December 1969, a 2876th GEEIA Squadron team chief supervised five personnel from other squadrons during the relocation of a Pacific Integrated Automated Command Control System (PIACCS) terminal at Da Nang, Vietnam. When the team arrived at Da Nang, the building was not ready to accept a communications facility. The ceiling had not been completed and no unistrut had been run. The commercial AC and black power panels were not available. No permanent air conditioning system had been installed, so an emergency unit had to be obtained.

The GEEIA team desiring to assure timely completion of the system, willingly assisted in the completion of this base support although not their stated workload. The team voluntarily ran duct and conduit which was to have been installed under a prior scheme. A vast amount of coordination and pre-installation planning was required as a result of the deficiencies in allied support.

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The job was originally contracted to a civilian contractor for $87,000 with an installation time frame of forty-five days with fourteen days of actual equipment down-time. Under the talented supervision of the 2876 team chief, the installation was completed in seven days with only 105½ hours of down-time. These commendable accomplishments resulted in minimal interruption of operation and a substantial cost savings to the Air Force.

Letters of appreciation were sent to the team chief and his team from the Chief of Communications-Electronics, 366th Combat Support Group; the Commander of Pacific GEEIA Region; and the Commander of the 485th GEEIA Squadron.

TYPHOON AND LAOAG CITY

During the height of typhoon Elang in late July, an electronics team from the 2876th GEEIA Squadron was stranded in Laoag City, Republic of the Philippines. The team had been attempting to reach Paredes Air Station, located near Laoag City, RP, to perform an IRAN (Inspect and Repair As Necessary) on the TACAN equipment.

The severe weather, which prevented the team's reaching this Philippine Air Force (PAF) site, had severed and damaged commercial communication lines in the area surrounding Laoag City. The team, demonstrating the "Can Do" spirit, repaired the damaged lines. Among the lines repaired was a local radio station's audio line, which had been cut in three different places. As a result of the repair, local residents were not deprived of the services of the radio station, which provided vital weather information as typhoon Elang continued to unleash her fury.

Following the typhoon the team was invited to a Filipino Congressman's

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house for a dinner party. The team members were also Guests of Honor at the Celebration Dance for the anniversary of the Philippine Constabulary. The team was scheduled to be honored at the next meeting of the Laoag City Lion's Club. However, the team had successfully completed the IRAN and returned to Clark Air Base prior to this meeting.

This is an excellent example of the "People to People" Program in action at the 2876th GEEIA Squadron. It is through efforts like this that the prospect of bringing the people of the world closer together becomes more realistic, as demonstrated by comments in the 4 August 1969 issue of the "Ilocos Times." "Particularly grateful to them is Radio Station DZVR, a 5KW local commercial broadcast station. The audio line of this station had been cut in three different places between the transmitter site about two kilometers from the studios. With the usual spirit of cooperation and ready assistance, the team offered to help and put the station back on the air. These are the type of Americans that should abound in this country."

CHING CHUAN KANG AIR BASE, TAIWAN - CABLE INSTALLATION

In late January 1970 the 2876 GEEIA Squadron was tasked with a high interest project at Ching Chuan Kang AB, Taiwan. The project called for the installation of over 24,000 feet of cable from the Ammo Storage Area to the Low Frequency Beacon. Originally the scheme was engineered to install cable to both the low frequency beacon and the middle marker of an ILS. However, due to problems incurred in obtaining easement rights the portion for the middle marker was placed under a separate scheme. A team of construction and splicing personnel began work immediately. The 24,000 feet of cable was to be an aerial run on existing Chinese poles which had

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power lines installed. This route ran through farms, rice paddies and even a vineyard. The team had to expend as many hours each day as they possibly could, for soon the rice paddies would be flooded, making work almost impossible. One such area, approximately three thousand feet in length, seemed almost impossible to work in, for it became flooded before the team was finished. The team chief through his own initiative and ingenuity hired a carabao from one of the local Chinese farmers for 15NT (approximately $.35 US). The carabao was able to pull the cable through the rice paddies with ease, thus saving many manhours and a great deal of hard work. Once the cable was lashed and spliced it was found that a certain amount of voltage was induced on the cable, even though the standards for separation between power and telephone cables had been adhered too. The team chief requested that the 2876 GEEIA Squadron provide him with ground rods, which were immediately sent to the installation site. Placement of these ground rods at intervals of every tenth pole resulted in a voltage reaching of nil. The scheme was completed in the middle of March in a highly satisfactory manner. The customer now had additional and vital communications lines. This project was completed, only through the team's outstanding technical ability, ingenuity, aggressiveness and desire to do their best.

TAINAN AIR BASE, TAIWAN - PROJECT PEACE BIRD

In March 1970 a 2876th GEEIA Squadron Electronics team successfully completed Phase II of the Ground/Air/Ground radio portion of Project Peace Bird at Tainan AB, Taiwan. The project included the complete rehabilitation/ modernization of the Tainan AB control tower facilities. In September 1969 the GEEIA team removed the existing equipment from the control tower. The

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control console and equipment, providing six single channels and two multi-channels of UHF capability, were then moved to a GEEIA work area at Tainan AB for the purpose of complete rehabilitation. The equipment, providing three single channels of VHF capability, were programmed to be replaced with new equipment. Due to past substandard maintenance procedures, the equipment was extremely dirty and deteriorated. Even though the GEEIA team chief, upon conducting a Pre-IRAN survey, had recommended that either all equipment be replaced or that this immense maintenance task be handled by an organization with in-house maintenance capability, the 2876th GEEIA Squadron was nevertheless tasked with the project.

In early February 1970 the contractor completed the modernization of one equipment room in the control tower. The GEEIA team promptly installed the rehabilitated single channel and multi-channel UHF equipment, one new multi-channel UHF group, two new TR-1510 recorders, and three new groups of single channel VHF equipment, consisting of AN/URT-7D radio transmitters and R-1250/GR radio receivers.

In early March 1970 the contractor completed the entire modernization of the control tower building. At that time the GEEIA team industriously completed the installation of the AN/FRC-19B control console and the radio equipment antennas. On 20 March 1970 all of the radio equipment successfully passed an official flight check, thereby culminating the Ground/Air/Ground portion of Project Peace Bird in Taiwan.

CLARK AIR BASE, PHILIPPINES AND SHU LIN KOU AIR STATION, TAIWAN - PROJECT COMMANDO MERCURY

In early 1970, a 2876th GEEIA Squadron Electronics team installed several "Commando Mercury" Project schemes at Clark AB, Philippines and

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at Shu Lin Kou AS, Taiwan. The installation phase at Clark AB, completed 24 February 1970, provided remote-controlled, low-level modified, secure, full duplex teletype capability. The Clark AB schemes, receiving command high interest, were programmed for a 45 day installation period; however, as a result of the outstanding efforts of the GEEIA team, these schemes were completed in only 30 days. The team's indomitable determination and resourceful installation finesse were apparent during the installation of these schemes. The original scheme engineering, accomplished several years before the actual installation start, proved to be inadequate. The originally engineered plans for running the immense amount of duct and conduit were unsatisfactory since other duct and conduit networks had been installed subsequent to original planning. The team adroitly re-engineered all duct and conduit runs. Additional items and parts needed as a result of this re-engineering were locally fabricated by the team, which resulted in a substantial time-savings. Furthermore, the team voluntarily accomplished the following tasks which were not even part of the GEEIA installation. Eight pieces of teletype equipment were rehabilitated. The urgent traffic detectors were installed. Conduit for the secure voice system was re-routed. Even though this extra work was accomplished, the installation schemes were successfully culminated 15 days prior to the originally programmed completion date.

In March 1970 at Shu Lin Kou AS, Taiwan, a team successfully installed a "Commando Mercury" project scheme which provided four full duplex, low-level modified teletype positions in support of the CRITICOM mission. A 2876th GEEIA Squadron team chief, utilizing two of the operating agency's

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personnel as installers, successfully completed the installation in only six days, thereby cutting eight days off the originally programmed installation time frame. The team chief and team demonstrated exceptional expediency and installation skill by rerouting several duct runs, fabricating several radio frequency tight junction boxes, and cleaning out and making usable again duct which had been previously installed. The GEEIA team chief's propensity for providing incisive leadership and deft inventiveness was the predominant factor in the successful completion of these schemes ahead of schedule.

16. WORKLOAD CONTROL BRANCH:

This branch supported the mission accomplishments of the 2876th GEEIA Squadron in an outstanding manner by focusing all efforts on the details of the daily in-progress and programmed workload. This attention to detail permitted management to make immediate changes in workload priority and detailed improvements in employed management techniques.

Through intensified management action, the branch emphasized the start of all fully-supplied schemes in an effort to assure the squadron workload is current. With this goal in mind, 20% of the present workload of the squadron is now being accomplished more than one full quarter ahead of schedule.

With keen foresight to future workload requirements, the branch controlled and coordinated 114 installation schemesor maintennance work orders to their successful completion and satisfaction of every using activity.

As a result of the high interest and emphasis placed by the Operations

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Division in making things happen rather than waiting for them to happen, it is most evident that this policy application has cleared up all old schemes and permitted the squadron to work on schemes scheduled for the next quarter, as well as generate active customer interest.

The Operations Officer and Chief of the Workload Control Branch have been designated as voting members of the 13th Air Force Communications-Electronic Meteorological Board which meets monthly to discuss and make staff decisions on the disposition of programmed schemes in the 13th Air Force geographic area of responsibility.

The aggressive and pointed management techniques of the Branch and Division have produced such consistent and positive effects that the 2876th CEEIA Squadron demonstrably 15% more effective in accomplishing its mission requirements during this reporting period.

17. TRAINING:

The Training Section has continued to show improvement during this period. The number of people on excessive training has continuously been held to a minimum, with a monthly average of less than one. The CDC library organized to assist new trainees was expanded so as to offer better service to the trainee. It is now possible for all trainees to study their CDC material prior to the receipt of their personal copy. This alone has cut the OJT training period by one month.

In an effort to educate all team chiefs and potential team chiefs in general military subjects, as well as in areas unique to CEEIA, the training section continued the Squadron Team Chief's School. Items covered ranged from CEEIA publications and forms, to the Zero Defects Program and ground

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safety.

To maintain tighter controls over the OJT program, training charts were improved and now show the current progression of all trainees. This system has helped a great deal in identifying training problems quickly.

This section received an outstanding rating from the 6200th Air Base Wing.

By far the high-light of this period was the squadron orientation of four ROCAF Officers under the WCNO373 MAP Training Program. Previously these gentlemen had spent 2½ months at Hq Pacific CEEIA Region for group level indoctrination. The 2876th was tasked to provide a training schedule to show these men the management functions at the squadron level. After three weeks of intensive training, they returned to the Republic of China, a new assignments within Hq CEEIA, Chinese Air Force.

18. QUALITY ASSURANCE:

The Quality Assurance function was an integral factor in the outstanding level of achievement maintained by the squadron. Much of the squadron's success and its high degree of efficiency may be attributed to the efforts expended by Quality Assurance. Quality Assurance continually identified potential and actual problem areas and recommended corrective actions. Frequent inspections of the vehicle fleet resulted in its vastly improved appearance and positve corrosion prevention and control actions. The outstanding appearance of Dau Warehouse, cable yard and tool crib can be traced to the periodic inspections of these facilities. Quality Assurance assumed complete responsibility for all materiel deficiency reports submitted by the squadron. Quality Assurance instituted an

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intensive educational and motivational program. Letters were written as well as articles for the squadron newsletter; classroom discussions were held; a Squadron Regulation was written to supplement higher headquarters directives on Quality Assurance and a more aggressive program. As a result of these efforts, 49 deficiency reports were submitted with 18 still pending. Many of these reports identified serious problems in packaging and handling as well as manufacturing and quality control deficiencies. Replies from the recipients of these reports indicated an increased awareness of their responsibilities and that positive corrective action was taken. Inspections of C-E-M installations and maintenance were primarily directed toward two areas; engineering and installation. Documenting and reporting these problems to higher headquarters resulted in noted improvements in the scheme packages furnished to the installation teams. Quality Assurance received many favorable comments and communications from individuals at all levels and from many diverse organizations. Among the most valued was a report rendered by Headquarters Pacific GEEIA Region in August. It described our quality assurance program as being fully implemented and "operating in an outstanding manner in every respect." The report goes on to state that, "the program receives full support from the Commander and his branch chiefs."

19. MANAGEMENT ANALYSIS:

As a true indication of the dedication of the personnel of this squadron, analysis of manhour reports reveals that during this time a total of 29,151 manhours were expended in overtime in order to accomplish the mission on or ahead of scheduled workload requirements. Inversely, the

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squadron expended only 5,526 towards compensatory time off or, only a meager 19.8%. Through the intensified efforts of all work centers and through personal guidance from Management Analysis, the overall utilization of direct labor increased from an average 35% to a high 87%. Lagtime of the in-progress workload was decreased from an average of 25% to 0.2%. The indirect production manhour expenditures were reduced considerably from an average of 40% ex[illegible]nded in early 1969 to an outstanding low of 12%. This improvement did not require an increase in expenditure of supervisory manhours which dropped from an average of 20% to a low of 10%. In addition, the squadron assumed daily responsibility for review of all manhour accounting submissions prior to entry into the system to identify errors to provide immediate corrective actions prior to electrical submission. This positive management action reduced the monthly error rate from a high 45% to an outstanding monthly low of 0.6% by the end of this period.

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S E C R E T [illegible] SECTION I OF III

SUBJECT: PUBLIC AFFAIRS GUIDANCE ON BASE REALIGNMENT AND RIF ANNOUNCEMENTS (U). REFERENCE: (A) SECRET CSAF 202328Z FEB 72; (B) SECRET CSAF 042223Z MAR 72; (C) SECRET CSAF [illegible]2205Z MAR 72. THIS MESSAGE IN FOUR PARTS. PART ONE. NO PUBLIC COMMENT BY ADDRESSEES ON DETAILS OF ACTIONS OUTLINED IN THIS MESSAGE IS AUTHORIZED BEFORE 1600 EST 6 MARCH. AFTER THAT TIME ADDRESSEES WITHIN THE U.S., REPEAT WITHIN THE U.S., ARE AUTHORIZED TO ISSUE RELEASES LOCALLY ON ACTIONS AFFECTING THEIR ORGANIZATIONS, INCLUDING INFORMATION ON LOCAL IMPACT OF SPECIFIC ACTIONS. HOWEVER, QUERIES NATIONAL OR INTERNATIONAL IN SCOPE THAT CANNOT BE ANSWERED WITHIN THE FRAMEWORK OF INFORMATION CONTAINED IN PART THREE OF THIS MESSAGE-- SUCH AS OVERALL EFFECT ON MILITARY DEPARTMENTS OR THE CAPABILITY OF COMMANDS TO PERFORM ASSIGNED MISSIONS-- WILL BE REFERRED TO OASD (PA). PART TWO. FOLLOWING IS A SUMMARY OF SALIENT ACTIONS ASSOCI-

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ATED WITH THE AIR FORCE COMMUNICATIONS SERVICE AND MAY BE USED IN LOCAL RELEASES OR IN ANSWER TO QUERY IN ACCORDANCE WITH INSTRUCTIONS IN PART ONE ABOVE AND AFTER 1600 EST 6 MARCH. PART THREE. THE FOLLOWING ARE EXTRACTS FROM CSAF MESSAGE [illegible]22[illegible]Z MAR 72:

CONSOLIDATION OF AFCS AND GEEIA-- WE PLAN TO CONSOLIDATE THE GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (GEEIA) INTO THE AIR FORCE COMMUNICATIONS SERVICE (AFCS) BEGINNING IN APRIL 1972 AND SUBSTANTIALLY COMPLETE THE PROGRAM BY SEPTEMBER 1972. THIS CONSOLIDATION IS DESIGNED TO ACHIEVE MAXIMUM RESOURCE SAVINGS COMBINED WITH MISSION EFFECTIVENESS. WE CAN REALIZE THIS BECAUSE OF THE SIMILARITY OF SKILLS AVAILABLE [illegible] THE TWO ORGANIZATIONS. PRESENTLY, HEADQUARTERS AFCS AND GEEIA EACH OCCUPY SEPARATE HEADQUARTERS AND EACH HAVE [illegible] EASTERN, CENTRAL AND WESTERN REGIONS. THESE WILL BE CONSOLIDATED INTO ONE MAJOR HEADQUARTERS AT RICHARDS-GEBAUR AFB, MISSOURI, AND TWO AFCS AREAS, NORTHERN AND SOUTHERN, TO BE LOCATED AT GRIFFISS AFB, NEW YORK, AND OKLAHOMA CITY AFS, OKLAHOMA. ALL OF THE PREVIOUS AFCS AND GEEIA REGIONS WILL BE INACTIVATED. THIS WILL RESULT IN A SAVINGS

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OF APPROXIMATELY 2,2[illegible] MANPOWER SPACES AT AN ULTIMATE ANNUAL SAVINGS OF APPROXIMATELY $17 MILLION. OF THAT TOTAL SAVINGS [illegible] SPACES AND $1.[illegible] MILLION [illegible]
[illegible] 1973 DEPARTMENT OF DEFENSE REDUCTION [illegible]
[illegible] THE CONSOLIDATION ACTIONS INVOLVE UNITS [illegible]

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[illegible] INSTALLATION, [illegible] WILL [illegible] LOCATION OF CONSOLIDATED ORGANIZA- [illegible] OF [illegible] ORGANIZATIONAL CONCEPT. THIS MATTER IS BEING REVIEWED AND AFFECTED PERSONS WILL BE ADVISED OF THEIR STATUS AT THE EARLIEST POSSIBLE DATE. FOLLOWING ARE DETAILED BASE ACTIONS LISTED ALPHABETICALLY BY STATE:

STATE/ INSTALLATION	ACTION	TARGET DATE	MANPOWER CHANGES
ALASKA	AFCS/GEEIA	BY 3[illegible]	-173 MIL

STATE/ INSTALLATION	ACTION	TARGET DATE	MANPOWER CHANGES
ELMENDORF AFB	MERGER ACTIONS. PARTIAL TRANSFER OF FUNCTIONS TO MCCHORD AFB, WASHINGTON	SEP 7[illegible]	-4 CIV
CALIFORNIA	AFCS/GEEIA	BY 3[illegible]	-1[illegible] MIL
MCCLELLAN AFB	MERGER ACTIONS. INACTIVATE THE WESTERN GEEIA REGION.	SEP 7[illegible]	-[illegible] CIV
NORTON AFB	AFCS/GEEIA	BY 30	5[illegible] MIL
	MERGER ACTIONS. RELOCATION OF FUNCTIONS FROM EDWARDS AND VANDENBERG AFBS, CALIF. AND HILL AFB, UTAH.	SEP 7[illegible]	17 CIV
VANDENBERG AFB	AFCS/GEEIA	BY 3[illegible]	-11 MIL

STATE/ INSTALLATION	ACTION	TARGET DATE	MANPOWER CHANGES
	MERGER ACTIONS TRANSFER FUNCTIONS TO NORTON AFB, CALIF.	SEP 7[illegible]	-1[illegible] CIV
FLORIDA	AFCS/GEEIA	BY 3[illegible]	-2[illegible] MIL
PATRICK AFB	MERGER ACTIONS. TRANSFER FUNCTION TO KEESLER AFB, MISSISSIPPI.	JUN 7[illegible]	- 5 CIV
GEORGIA	INCREASE SIZE OF 5TH	BY 3[illegible]	44 MIL
ROBINS AFB	MOBILE COMMUNICA- TIONS GROUP.	[illegible]N 71	
	AFCS/GEEIA	BY 3[illegible]	-194 MIL
	MERGER ACTIONS. TRANSFER FUNCTIONS TO KEESLER AFB, [illegible]SSIPPI.	JUN 7[illegible]	- 16 CIV
[illegible]AII	AFCS/GEEIA	BY 3[illegible]	-29 MIL

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HICKAM AFB	MERGER ACTIONS. CONSOLIDATION OF SIMILAR FUNCTIONS.	JUN 72	-10 CIV
HEELER AFB	AFCS/GEEIA MERGER ACTIONS. CONSOLIDATION OF SIMILAR FUNCTIONS.	BY 30 JUN 72	-48 MIL -47 CIV
ILLINOIS SCOTT AFB	AFCS/GEEIA MERGER ACTIONS. HEADQUARTERS AFCS MERGES WITH HEADQUARTERS GEEIA AND MOVES TO RICHARDS-GEBAUR AFB, MISSOURI.	BY 30 , SEP 72	-1085 MIL -393 CIV
MASSACHUSETTS WESTOVER AFB	AFCS/GEEIA MERGER ACTIONS. INACTIVATE THE	BY 30 SEP 72	-333 MIL -81 CIV

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S E C R E T CSNOI SECTION II OF III
EASTERN COMMU-
NICATIONS REGION.

MISSISSIPPI KEESLER AFB	AFCS/GEEIA MERGER ACTIONS. INACTIVATE THE EASTERN GEEIA REGION. ACTIVATE A CONSOLIATED SQUADRON.	BY 30 SEP 70	363 MIL -366 CIV
MISSOURI RICHDS-GEBAUR AFB	AFCS/GEEIA MERGER ACTIONS. MERGE HEADQUARTERS AFCS, SCOTT AFB,	BY 30 SEP 70	1,169 MIL 882 CIV

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ILL, AND HEADQUARTERS GEEIA, GRIFFISS AFB, N.Y., AND RELOCATE TO RICHARDS-GEBAUR. AFCS ASSUMES BASE COMMAND JURISDICTION FROM AIR DEFENSE COMMAND.

NEW YORK GRIFFISS AFB	AFCS,GEEIA MERGER ACTIONS. INACTIVATE HEADQUARTERS GEEIA.	BY 30 SEP 70	193 MIL -127 CIV
CALIFORNIA EDWARDS AFB	AFCS/GEEIA MERGER ACTIONS. TRANSFER OF FUNCTIONS TO NORTON AFB, CALIFORNIA.	BY 30 SEP 70	-26 CIV
HAMILTON AFB	AFCS/GEEIA MERGER ACTIONS. INACTIVATE THE WESTERN COMMU-	BY 30 SEP 70	-189 MIL -54 CIV

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NICATIONS REGION.

OKLAHOMA OKLAHOMA CITY	AFCS/GEEIA MERGER ACTIONS. ACTIVATE HEADQUARTERS SOUTHERN AFCS AREA. RELOCATE FUNCTIONS FROM TINKER AFB.	BY 30 SEP 70	153 MIL PLUS 301 CIV

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[illegible] AFB	AFCS/GEEIA MERGER ACTIONS. INACTIVATE CENTRAL GEEIA REGION AND CENTRAL COMMUNICATION REGION AND TRANSFER FUNCTIONS TO OKLAHOMA CITY AFS.	BY 30 SEP 70	-112 MIL -229 CIV
TEXAS KELLY AFB	AFCS/GEEIA	BY 30	-5 MIL

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	MERGER ACTIONS. INCREASE WORKLOAD.	SEP 70	38 CIV
UTAH HILL AFB	AFCS/GEEIA MERGER ACTIONS. FUNCTIONS TRANSFERRED TO NORTON AFB, CALIF.	BY 30 SEP 70	-117 MIL -11 CIV
WASHINGTON FAIRCHILD AFB	AFCS/GEEIA MERGER ACTIONS. FUNCTIONS TRANSFERRED TO MCCHORD AFB, WASHINGTON.	BY 30 SEP 70	-23 MIL
MCCHORD AFB	AFCS/GEEIA MERGER ACTIONS. ACTIVATE.	BY 30 SEP 70	132 MIL 25 CIV

PAGE FOUR. THE FOLLOWING NEWS RELEASE IS BEING ISSUED IN A PRESS CONFERENCE AT THIS HEADQUARTERS AT 1530 CST TODAY, 6 MARCH. COMMANDERS WITHIN THE U. S. (INCLUDES ALASKA AND HAWAII)

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ARE AUTHORIZED TO MAKE SIMILAR RELEASES OR RESPOND TO QUERY BASED ON THIS RELEASE AFTER 1600 EST. QUOTE.

1. HQ AFCS, SCOTT AFB, ILL. -- MAJOR CHANGES IN THE STRUCTURE OF THE AIR FORCE COMMUNICATIONS SERVICE AND RELOCATION OF THE COMMAND HEADQUARTERS FROM SCOTT AFB TO RICHARDS-GEBAUR AIR FORCE BASE, MO., WERE ANNOUNCED TODAY.

2. MAJOR GENERAL PAUL R. STONEY, COMMANDER OF THE WORLDWIDE ORGANIZATION, MADE THE ANNOUNCEMENT AT A PRESS CONFERENCE HERE. IT COINCIDED WITH A MUCH BROADER ANNOUNCEMENT BY SECRETARY OF DEFENSE MELVIN LAIRD IN WASHINGTON, D.C., WHICH OUTLINED REDUCTIONS IN MILITARY STRENGTH AND OPERATIONS AROUND THE WORLD.

3. CHANGES IN THE AFCS STRUCTURE RESULT FROM A CONSOLIDATION OF THE COMMAND AND THE AIR FORCE'S GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (GEEIA), WHICH HAS ITS HEADQUARTERS AT GRIFFISS AFB, ROME, N.Y. HEADQUARTERS FOR THE CONSOLIDATED ORGANIZATION WILL BE AT THE MISSOURI AIR BASE.

4. THE POSSIBLE UNION OF THE TWO USAF ORGANIZATIONS AND THE SELECTION OF A SITE FOR THE COMBINED HEADQUARTERS HAVE BEEN UNDER STUDY BY THE AIR FORCE FOR SEVERAL MONTHS. THE JOINING IS SEEN AS AN OPPORTUNITY TO FURTHER STREAMLINE THE MANAGEMENT OF THE

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AIR FORCE'S ENTIRE COMMUNICATIONS-ELECTRONICS EFFORT TO PROVIDE MORE EFFECTIVE SERVICE FOR THE 1970S AND THE FUTURE," GENERAL STONEY SAID.

5. "THIS CONSOLIDATION, "AN AIR FORCE SPOKESMAN SAID, "IS DESIGNED TO ACHIEVE MAXIMUM RESOURCE SAVINGS COMBINED WITH MISSION EFFECTIVENESS. WE CAN REALIZE THIS DECAUSE OF THE SIMILARITY OF SKILLS AVAILABLE BETWEEN THE TWO ORGANIZATIONS."

6. CONSOLIDATION OF THE ORGAINZATIONS WILL PRODUCE A MANPOWER SAVINGS OF NEARLY 2,100 PERSONS, WHICH INCLUDES A REDUCTION OF BASE SUPPORT ELEMENTS AT LOCATIONS AFFECTED BY THE ACTION. DOLLAR SAVINGS ESTIMATED TO RESULT FROM THE CONSOLIDATION EXCEED $[illegible] MILLION ANNUALLY. THE ESTIMATED ON-TIME COST OF THE MERGER AND RELOCATION OF THE COMBINED HEADQUARTERS WILL BE LESS THAN $4-1/2 MILLION.

7. THE TOTAL STRENGTH OF THE COMBINED HEADQUARTERS AT RICHARDS-GEBAUR AFB IS EXPECTED TO REACH ABOUT 1,500 WITH THE FULL MERGER OF THE TWO ORGANIZATIONS. INCLUDED IN THIS TOTAL ARE THE NEARLY 1,300 MANPOWER AUTHORIZATIONS WITHIN THE EXISTING AFCS HEADQUARTERS AT SCOTT AND ABOUT 600 AUTHORIZATIONS FROM GEEIA'S HEADQUARTERS.

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S E C R E T OSNOI FINAL SECTION OF 3 SECTIONS
8. NOT ALL OF THE MANPOWER SAVINGS RESULT SOLELY FROM THE MARRIAGE OF THE TWO MAJOR HEADQUARTERS. A NUMBER OF OTHER ACTIONS ARE INCLUDED IN THE OVERALL PROJECT, INCLUDING A REORGANIZATION OF THE INTERMEDIATE HEADQUARTERS AND THE COLLOCATION AND UNION OF AFDS AND SEEIA UNITS THROUGHOUT THE WORLD.
9. THE CONSOLIDATION DOES AWAY WITH THE SEPARATION OF THE CONTINENTAL U.S. INTO THREE GEOGRAPHICAL SIGNOI AREA REGIONS FOR BOTH AFDS AND SEEIA AND ESTABLISHES TWO AREAS--THE NORTHERN AREA, WITH HEADQUARTERS AT GRIFFISS AFB, N.Y., CURRENTLY THE HEADQUARTERS LOCATION OF SEEIA; AND THE SOUTHERN AREA, WITH HEADQUARTERS AT OKLAHOMA CITY AIR FORCE STATION, NEAR TINKER AFB, OKLA. A COMMUNICATION AREA IS CONSIDERED TO BE COMPARABLE IN SIZE AND MISSION TO A NUMBERED AIR FORCE.
10. THE AFDS NORTHERN AREA ENCOMPASSES PART OF CALIFORNIA, FROM SACRAMENTO AREA NORTHWARD. IT THEN TAKES IN ALL

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STATES NORTH OF (BUT EXCLUDING) NEVADA, ARIZONA, NEW MEXICO, TEXAS, OKLAHOMA, ARKANSAS, TENNESSEE, KENTUCKY, AND VIRGINIA. THE SOUTHERN AREA TAKES IN THE REMAINDER OF THE CONTINENTAL U.S.
11. EXISTING AFDS AND SEEIA FUNCTIONS AND PERSONNEL WILL BE CONSOLIDATED AT THE TWO NEW AREA HEADQUARTERS LOCATIONS. THE NORTHERN AREA HEADQUARTERS WILL INCORPORATE RESPONSIBILITIES FORMALLY EXERCISED IN THE NORTHERN TIER STATES BY AFDS' EASTERN COMMUNICATIONS REGION, WESTOVER AFB, MASS.; CENTRAL COMMUNICATIONS REGION, TINKER AFB, OKLA., AND WESTERN COMMUNICATIONS REGION, HAMILTON AFB, CALIF.; AS WELL AS THOSE RESPONSIBILITIES FORMERLY EXERCISED IN THESE SAME STATES BY SEEIA'S EASTERN REGION, GULFPORT, MISS.; CENTRAL REGION, TINKER AFB, OKLA., AND WESTERN REGION, MCCLELLAN AFB, CALIF.
12. LIKEWISE, SOUTHERN AREA WILL INCORPORATE RESPONSIBILITIES FORMERLY EXERCISED BY AFDS AND SEEIA THROUGH THE SAME SUBORDINATE REGIONS BUT IN THE SOUTHERN STATES.
13. ONE OF THE EXISTING AFDS COMMUNICATION AREAS WILL ALSO BE AFFECTED BY THE CONSOLIDATION. THE COMMAND'S PACIFIC COMMUNICATIONS AREA AND SEEIA'S PACIFIC REGION WILL BE CONSOLIDATED WITH

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[illegible] LOCATED HEADQUARTERS TO REMAIN AT WHEELER AFB, HAWAII.
14. MANY OF THE CONSOLIDATION ACTIONS INVOLVE UNITS ALREADY IN PLACE AT [illegible] INSTALLATIONS, BUT SOME WILL REQUIRE RELOCATION OF CERTAIN FACILITIES. BASES SELECTED FOR LOCATION OF CONSOLIDATED ORGANIZATIONS [illegible] OF ACCEPTING THE MISSIONS IT [illegible]

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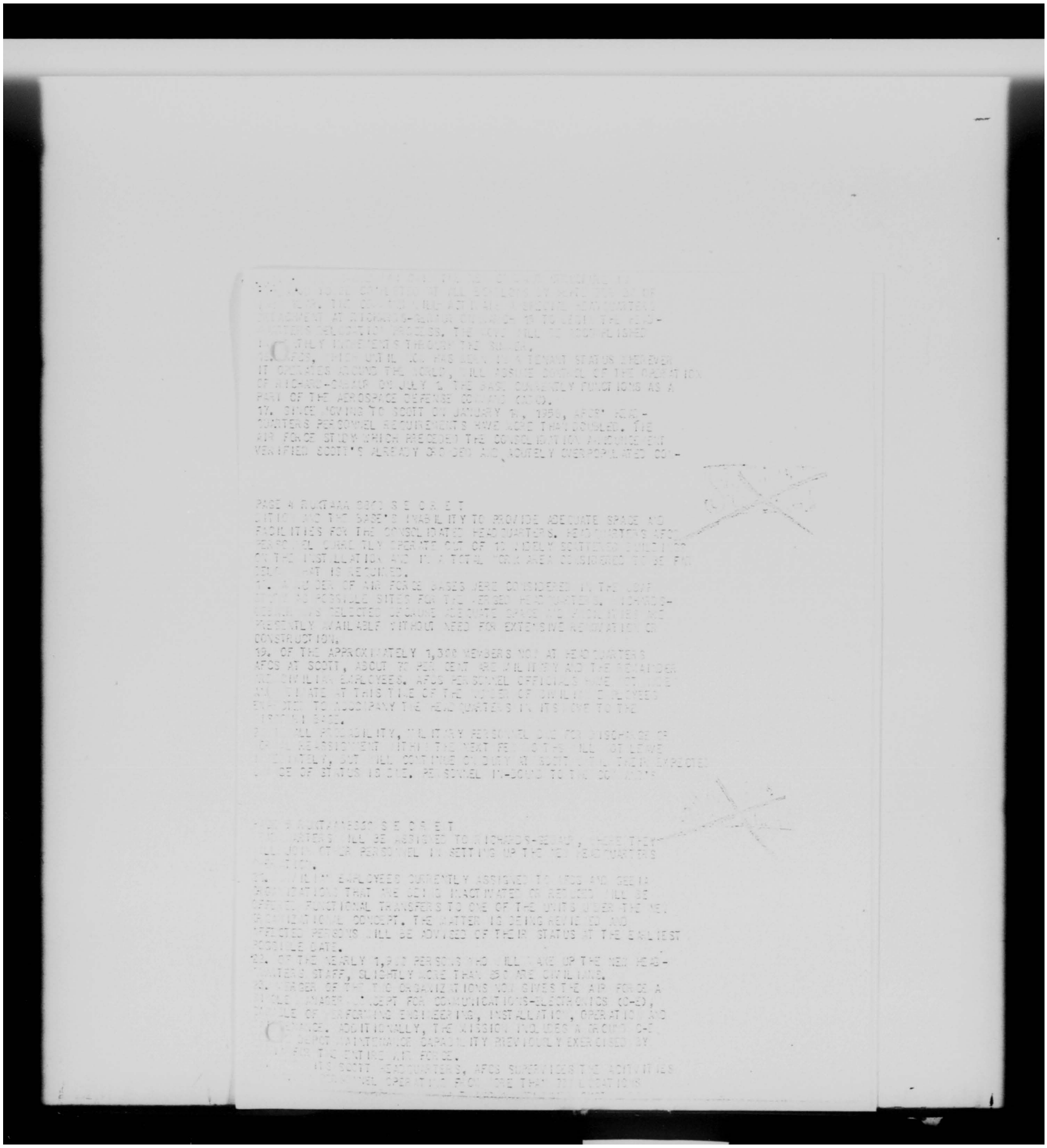

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GEEIA FOR THE ENTIRE AIR FORCE.
24. FROM ITS SCOTT HEADQUARTERS, AFCS SUPERVISES THE ACITVITIES OF 51,000 PERSONNEL OPERATING FROM MORE THAN 720 LOCATIONS WORLDWIDE. IT OPERATES AND MAINTAINS A WORLDWIDE SYSTEM OF

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BASE AND LONG-HAUL COMMUNICATIONS, AIR TRAFFIC CONTROL AND NAVIGATIONAL AID AND SERVICES FOR THE AIR FORCE AND OTHER GOVERNMENT AND CIVILIAN AGENCIES.
25. ADDED THROUGH THE CONSOLIDATION IS THE GEEIA ELECTRONIC ENGINEERING CAPABILITY AND INSTALLATION RESPONSIBILITY FOR THE COMPLEX SYSTEMS OPERATED BY AFCS AND OTHER COMMANDS--SUCH AS THE EARLY WARNING DEFENSE RADAR OPERATED BY THE AEROSPACE DEFENSE COMMAND. GEEIA IS AN ORGANIZATION OF ABOUT 8,000 PERSONS COMMANDED BY MAJOR GENERAL FRANKLIN A. NICHOLS.
END QUOTE. MESSAGE COMPLETE. THIS MESSAGE IS AUTOMATICALLY DOWNGRADED AT 1600 EST, 6 MARCH 1970.
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Ground Electronics Engineering-Installation Agency (GEEIA)

By Maj Ray D Hadwick

Gen Curtis LeMay, then Vice Chief of Staff, directed the consolidation of all Air Force engineering and installation resources engaged in the implementation of the ground environment of the USAF communications electronics program. This decision was made 6 March 1958 after careful evaluation of many proposals and staff studies prepared not only in the Air Staff but in the Major Air Commands as well.

The identified resources - men, money and equipment were to be consolidated into a single agency under Commander Air Materiel Command. To assist the Commander AMC in establishing this unique agency, a working group was established at Air Force Headquarters under the guidance of Maj Gen A. G. Hewitt. The product of this group was a series of broad guidelines relating to organizational structure, manpower, personnel, phases transfer of resources to AMC from the Major Air Commands and general mission requirements. These broad guidelines were further refined and definitized into Air Force Regulation 20-17 dated 9 July 1958 which became the mission directive for the new Ground Electronics Engineering Installation Agency (GEEIA).

This mission directive AFR 20-17 placed the following responsibilities upon GEEIA:

Manage the implementation of USAF Communications Electronics Support Program (POSP), incident to installation, as approved by Headquarters USAF.

Perform or direct systems engineering-installation to insure technical and schedule compatibility between related ground electronics systems.

Perform field engineering and installation of facilities through field offices to insure timely completion of approved ground electronics program.

GEEIA is now the Air Force's single manager for the installation-engineering and installation phase of the multitude of systems and facilities that comprise the Air Force ground C-E program. In general categories, these systems can be identified as Air Defense, Air Force Communications, Meteorological, Air Traffic Control and Navigational Aids.

Specifically, GEEIA is primary engineering-installation agent for projects such as Dew System Improvement Program, ACW Control System. SAGE, NORAD Control Centers, Seaward Extension, Inward-Outward Dialing, Fequency Diversity Radar Program, FAA/Air Force Joint Site Use, Philippine Tropo System, Mediterranean European Tropo System. Canadian Air Defense Integration ([illegible]), Trans Atlantic Tropo System, Strategic Communications System, Ballistic Missiles Intersite Communications, plus many others.

To successfully perform the mission assigned in AFR 20-17, GEEIA has developed the organization shown in the chart. Since this mission is worldwide in scope, this illustration indicates the geographical boundaries of the GEEIA Regions.

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The foregoing is to clarify what CEEIA is, and what it must do for the Air Force. There remains another question area that may not be fully appreciated and that is "Why do we have CEEIA in the first place?" To understand this we must turn back to World War II.

Prior to and during the war, the communications-electronics program was a responsibility of the Army Signal Corps in support of the Army Air Corps. Their concepts of operation were based primarily upon tactical mobile facilities The field units performed relatively simple installation and heavy construction work. The Plant Engineering Agency of the Signal Corps provided engineering "knowhow" for the field.

Unfortunately, at the end of the war, most of the engineering and competent installation personnel were demobilized. Communications and electronics support of the Air Corps was more or less set adrift. Air Corps requirements were no longer satisfied with simple tactical facilities yet they had not achieved the recognition necessary to keep in step with the weapon system development. When the Air Force became a reality in September 1947, hopes were high for drastic changes and improvements. However, we were woefully short of competent personnel - industry had beckoned to qualified personnel in the communications electronics field and many had left the services. Additionally, old ideas tend to have considerable inertia, and drastic changes became less and less drastic as time passed. The residue of the Signal Corps units transferred to the Air Force were farmed out to the Major Air Commands and each command became essentially autonomous engineering and installation agency.

The effect of this decentralized effort was reflected in immediate improvements of Air Force facilities because of the interest and support received from the commanders and operational personnel. The cumulative effects of this decentralization did not become apparent until 1950 when the inability of the communication and electronics facilities to support adequately the increasingly complex weapons systems and global defense concepts became obvious. To improve the situation, the support systems concept began to be emphasized with correspondingly desirable results.

During the period 1950 to 1957, the Air Force expenditures in the ground communications-electronics area increased four-fold. The demand for global systems was immediate. Unfortunately, the 24 separate Air Force engineering and installation agencies had developed individual engineering standards and installation criteria with the consequence that technical compatibility was either impossible or required extensive re-engineering between existing systems.

During this same period there was duplication of effort and resources without necessarily profitable distribution based upon workload. The shortage of skilled personnel was relatively greater in 1957 than 1947 simply because of the increased requirements and poor distribution. To accomplish its mission, the Air Force was obliged to resort to contracting with commercial concerns for many of its major systems. While this is desirable for certain specific jobs, it was potentially dangerous since in some instances the Air Force was without sufficient residual knowledge to operate the system contracted.

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To further complicate the situation, the 24 engineering agencies referred their problems to the Air Staff for resolution. This forced the detailed management responsibility into the hands of those men charged with the responsibility for planning at the expense of future planning activity.

The only solution to the problem was centralized management outside the Air Staff, centralized standard engineering and an organization to enforce the standards in the field. These problems were some of the major reasons why GEEIA was formed and their resolution is GEEIA's prime mission.

Brig Gen Haskell D. Neal, the present Commander of GEEIA, has the following basic resources to perform this complex mission:

5,400 military and civilian personnel.
$60,000,000 operating funds (FY-60).
$20,000,000 plant equipment.
A world wide military organization.

These resources must be applied to the current workload which can be summarized as follows: "116 Communications Electronic Implementation Plans (CEIPS) resolved into 15,000 individual installation jobs spread over a three year period plus the 5 year telephone and base wire and development schedules at approximately 300 Major Air Force Bases and 3,000 sites worldwide."

The process of applying its resources to this workload becomes GEEIA's management effort. To properly manage the Air Force Ground Communications-Electronics Implementation Program for the next three to five years, GEEIA must carefully evaluate the Air Force ground C-E requirements to determine if they are technically feasible and can be installed on the desired schedule. To eliminate the problems of technical incompatibility, GEEIA must equate proposed additions, modifications and removals of system components against GEEIA standards established for that particular system in order that limited improvements or possible degradation may be brought to the attention of the command involved or Headquarters USAF.

The management of today's workload requires the same basic evaluations and teamwork that the future programs demand. However, since the movement of men, materials, funds and completion of construction support is scheduled on an almost daily basis, the matching of these many facets of a job at an isolated inaccessible site becomes a nightmare of management and coordination. The burden of this effort is carried by GEEIA regions and squadrons since the basic policy of the Commander GEEIA is to delegate responsibility and authority to the lowest echelon or individual capable of doing the job.

Both today's and tomorrow's workload are geared to the PCDP as the document that directs GEEIA to engineer and install a facility by a certain required operating date. This document then becomes a basic reference for the engineering installation effort of GEEIA. As will happen, of course, many Air Force requirements cannot wait upon the normal programming cycle that the PCDP presumes and GEEIA must assume responsibility for implementing facilities that are essentially unprogrammed in terms of the present fiscal year accounting methods in use with the armed services.

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The scope of this unprogrammed workload is quite substantial amounting to twenty-five to forty percent of the programmed workload by region. The variations are usually due to political and operational situations in the regional area. As might be expected, the overseas regions have a considerably higher rate than the regions at home. Thus the application of resources against workload becomes CEEIA's managerial effort. At the present time, the total workload exceeds CEEIA's current financial and organic resources by a substantial margin.

To achieve the most profitable results in terms of engineering and installed facilities within his assigned resources, the Commander CEEIA has established five goals which are not only an end but also the means to that end. They are prefaced by the word "maximum" which is perhaps the real goal, and they are simply - responsiveness, flexibility, decentralization, organic capabilit; and mechanized data assistance.

Maximum responsiveness may best be exemplified by CEEIA's ability to respond to both Headquarters USAF and Major Air Command emergency requirements. This may either take the form of an engineering and program evaluation for the Air Staff or it may be support for a typhoon blasted antenna farm. To provide immediate relief in the areas typified by these problems, the Commander CEEIA has established a requirement for CEEIA field offices at the Major Air Commands to provide a ready channel between the operating communications-electronics personnel and the engineering staff of CEEIA. The pre-positioning of material stockpiles with CEEIA squadrons permits immediate reaction in case of emergency. Solutions to these typical problems emphasize CEEIA's eagerness to succed and willingness to meet the demands of its customers.

Maximum flexibility depends upon CEEIA's freedom of action. The normal rules and regulations apply to CEEIA as well as all Air Force units and every effort is made to operate within their framework. However, to achieve the desired degree of responsiveness, CEEIA must be in a position to strategically place funds, materiel and manpower throughout the world. The constant realignment of individual skills and resulting transfer or temporary duty of personnel is a natural outgrowth of this action. This type of operation places many strains upon the conforming individual who is completely enmeshed in the "letter" of regulations. Flexibility may well be a state of mind which is carefully nurtured in CEEIA environment.

Maximum decentralization is simply the delegation of responsibility to the lowest echelon or individual capable of doing the job. Capability in this sense also includes the tools to do the job. Since the organizational structure is relatively firm, decentralization does not include creation of more field units but is the decentralization of functions or jobs to existing units.

Maximum organic capability is predicated upon the concept that CEEIA will always conduct part of its work by means of commercial contracts. It is also predicated upon the concept that CEEIA will not continuously contract for the same type of job without developing some measure of organic capability to do similar jobs. Simply stated CEEIA must be able to do a little of everything and a great deal of many things.

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Maximum mechanized data assistance become an obvious requirement when the quantities - 12,000 jobs, $60,000,000, 5,400 people, etc., are considered in terms of the possible variables - production dates, shipping time, and construction dates. To relate these factors and conduct analysis in the broadest sense of programs and system at Hq CEEIA requires the service of an 1107 computer, mechanized card equipment and many personnel. The money spent and personnel involved are inconsequential compared to the cost not only in money but in errors if the job were done manually.

CEEIA regions have a similar requirement with limitations in the quantity factors but with a considerable increase in the number of variable factors. At the present time CEEIA is in a transition period of partial mechanical and partial manual operation. The manual portion is primarily in the analysis phase. This goal is certainly one of the most important in reaching the management level CEEIA requires to properly perform its mission and constantly inform its customers of the status of their communications-electronics programs.

These are the five goals CEEIA will reach in the immediate future. What the distant future holds for CEEIA is, of course, an unknown quantity. However, CEEIA must be reckoned with as the only world-wide organization with a unity of purpose in installation-engineering and installation of communications-electronics systems and facilities in the federal service today. It owes its very existence to the perseverance and far sighted thinking of such men as Maj Gen Clyde H. Mitchell, Maj Gen Daniel C. Doubleday, Col George G. Gatz, Col Dean W. Voight, Mr. Richard Gilbert, and many other well known personnel in the business.

To those of us either in CEEIA or outside [illegible] sure that the CEEIA concept of operation is the only acceptable and practical solution to the job of managing today's communications-electronics implementation program, the [illegible] is confirmation of our confidence.

CEEIA is a young and vigorous organization unhampered by preconceived concepts and with a mission mind and "Can Do" spirit. CEEIA is the long-awaited culmination of the dreams and ideals of Air Force Communications-Electronics personnel everywhere.

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Background and Mission of Pacific Region,
Ground Electronics Engineering Installation Agency

The Pacific Region, Headquarters Ground Electronics Engineering Installation Agency (GEEIA), was established at Yamato Air Station, Japan, on 1 January 1959, with statutory wing status, by AMC General Order 115, dated 29 October 1958. With the establishment of the unit, personnel began to flow into it from various units physically located in the Far East. The 1885th AACS Squadron was absorbed in its entirety. Personnel from NAMAP, SHAPE and the 16th Communications Squadron were also assigned to the new region. The GEEIA Cadre selected the geographical location of Pacific Region and its two subordinate squadrons and established Host-Tennant Agreements. Lt Col Wayne O. Brewer assumed command 16 January 1959 and Lt Col Grant became his deputy. Lt Col Grant later assumed command of and served in that capacity until 26 March 1960.

Our mission as defined in GEEIA Regulation 23-1 states: "Pacific Region, GEEIA is responsible for implementing the Engineering Installation portions of the Ground Communications Electronics Program within the area of responsibility." Our area is the whole Pacific from Hawaii west into Asia and from Alaska south including specified jobs in Australia. These tasks can be translated into terms of providing aid to the theater commander in his overall task of reaching and maintaining a posture which will enable his forces to be most effective in time of emergency. To do the task of reaching a suitable posture that we in GEEIA find ourselves in a key role. We are the force which has been provided to build the ground electronics environment developed by the planning staff of the Commander of the Air Arm in the theater. Since our area is so large in size, the region has quite a task in effectively accomplishing its mission.

Headquarters Pacific Region, GEEIA is commanded by Col Thomas S. Bond Jr., a veteran of 20 years in the communications electronics business. It is located at [redacted]. The Pacific Region's personnel strength numbers approximately 800 personnel. Except for about 50 persons who provide administrative support, the remainder are the managers, engineers, technicians and installers. A detachment of the headquarters was established at [redacted] AB, Hawaii in July 1958. Its mission is to assure timely provision of and coordinate planning, programming, engineering and installation of ground C-E facilities, for which the Pacific Region is responsible within the Hawaiian area.

JAPAN

The actual installations capability is vested in our two squadrons, the 2876th GEEIA Squadron located Clark AP in the Philippines. Each squadron has an approximate strength of 250 personnel. The 2875th also maintains an Operating location at Osan AP, Korea which provides control of C-E equipment and material prior to installation. The area covered by the 2875th is Korea, Iwo Jima, Midway and Hawaii as well as the smaller islands in that area. The 2876th maintains a Detachment 1 at Okinawa and an Operating Location in Guam. The mission of these two squadrons is to install new facilities, modernize, relocate, remove and rehabilitate C-E facilities associated with fixed Radio and Wire Communications Systems, Ground Radar Systems, Navigational Aids, Systems and other special systems of related nature. The Detachment and

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Operating Locations were established to maintain a "Quick Reaction Capability" and to provide positive control of C-E Scheme material. Our tasks include the engineering and installation of equipment and systems such as NAVAIDS (RAPCON, ILS, GCA, DF), Radar, Telephone, Teletype and Teletype Security equipment. Radio and relay equipment and weather measuring equipment (Facsimile Equipment, Cloud Height Measuring Equipment, Horizontal Visibility Measuring Equipment and Wind Direction and Speed Measuring Equipment).

The Pacific Region, GEEIA is basically a service organization and as such the Commander, Col Pond, has established excellent customer relations and constantly encourages his staff to further these relations in providing assistance and certain engineering actions in planning C-E facilities.

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ZNR UUUUU
R 011048Z MAY 68
FM 483GEEIAGQ CAM RAHN BAY AB RVN
TO PACOLEIARGN/GEPOI/WHEELER AFB HAWAII
BT
UNCLAS GEPOOA
SUBJ HIGHLIGHTS. THE 483TH GEEIA SQUADRON AT CAM RAHN BAY, RVN, IS OBSERVING GEEIA'S TENTH ANNIVERSARY BY DISPLAYING IT'S OUTSTANDING ACHIEVEMENTS OVER THE SQUADRON'S PAST TWO YEAR HISTORY. THE SQUADRON, ACTIVATED 10 APRIL 1966, ACTUALLY BEGAN TO GROW WITH THE ARRIVAL OF THE COMMANDER AND AN ADVANCED CADRE OF EIGHT AGEIA - SUPPLY PERSONNEL. CLOSING PAINS FOLLOWED AS THE UNIT TRANSITIONED FROM TEMPORARY QUARTERS AND OFFICE BUILDINGS TO THE COMPLEX NOW CONSISTING OF 31 HOOTCHES, 2,000 SQUARE FEET OF ADMINISTRATIVE-OPERATIONS FLOOR SPACE, AND 800,312 SQUARE FEET OF INSIDE AND OUTSIDE STORAGE AREA. THE LATTER IS THE SPACE SET ASIDE AS A STAGING AREA FOR ALL GEN SCALE MATERIAL ENTERING RVN. IN THIS RESPECT, THE 483TH HAS BECOME A SUPPLY DEPOT AND IS BURDENED WITH THE TREMENDOUS TASK OF ARRANGING IN COUNTRY AIRLIFT TO PUT THE SOARING MATERIAL ON
PAGE 2 RUHNHBA5836 UNCLAS
GEPO.
THE MANPOWER HAS GROWN FROM THE ORIGINAL CADRE OF EIGHT TO AN AUTHORIZED COMPLEMENT OF 14 OFFICERS AND 850 AIRMEN. THE INSTALLATION WORKLOAD AT THE 483TH HAS SHOWN A STEADY INCREASE SINCE THE EARLY DAYS OF 1966. FOR EXAMPLE, IN 1966 ONLY 40,594 MANHOURS WERE EXPENDED FROM AN AVAILABLE TOTAL OF 103,984 FOR AN EFFICIENCY OF [illegible] PCT. IN 1967, APPROXIMATELY 140,000 MAN-HOURS WERE EXPENDED OF 173,000 AVAILABLE, FOR AN EFFICIENCY ALMOST DOUBLE THAT OF 1966. DURING THESE TWO YEARS, THE 483TH COMPLETED 871 SORTIES. THIS YEAR THIS FIGURE INCREASED TREMENDOUSLY WITH OVER 100 SORTIES ALREADY COMPLETED AS OF 15 APRIL 1968. AN OUTSTANDING ACCOMPLISHMENT BY THE UNIT FROM IN FY 66 WAS THE INSTALLATION OF 3000 LINES OF SEAL GEEIA FIELD EQUIPMENT AT SIX AIR BASES WHICH INVOLVED APPROXIMATELY 40,000 MAN-HOURS. EVEN WHILE BUSILY ENGAGED IN THE ABOVE TIME PERIOD THE INSTALLATION OF 1,794,000 FEET OF BURIED AND AERIAL CABLE ALSO REQUIRED 200,914 MAN-HOURS. THE OUTSIDE PLANT SECTION COMPLETED 17 ANTENNA SCHEMES WHICH TOTALED 3,805 MAN-HOURS. THE WIDE RANGE AND SCOPE OF THE OVERWHELMING CHALLENGE OF MAINTAINING ITS FLEET OF 139 SPECIAL AND GENERAL PURPOSE VEHICLES WHICH HAD TO BE CONTROLLED AND DISTRIBUTED VIA AIRLIFT TO THE 10 TO 12 OPERATING LOCATIONS WHERE
PAGE 3 RUHNHBA5836 UNCLAS
THE 483 MISSION EXISTED. THE ELECTRONICS BRANCH, BUT TO BE OUTDONE BY THEIR SISTER BRANCH, SUPPLIED 105 TELETYPE/KEYPIC, 9 RADAR, AND 68 METEOROLOGICAL-NAVAIDS-RADIO SCHEDS WHICH INVOLVED A GRAND AND 68 METEOROLOGICAL-NAVAIDS-RADIO SCHEDS WHICH INVOLVED A GRAND TOTAL OF APPROXIMATELY 104,000 MAN-HOURS. BOTH BRANCHES RESPONDED QUICKLY AND EFFICIENTLY TO 22 EMERGENCIES WHICH REQUIRED 7,187 MAN-HOURS. EMERGENCIES WERE THE RESULT OF BATTLE DAMAGE TO ERECTED CABLES AND ANTENNAS, AND DAMAGE CAUSED DURING CONSTRUCTION ACTIVITY-CONVOLUTION OPERATIONS. THE ABOVE WORK WAS ACCOMPLISHED DESPITE THE MAJOR OBSTACLES OF FREQUENT MORTAR AND ROCKET ATTACKS, POOR ROAD AND TERRAIN CONDITIONS, HEAVY MONSOON RAINS, AND THE HIGH TURN-OVER RATE OF BOTH PCS AND AUGMENTEE PERSONNEL. OTHER MINOR PROBLEMS WHICH WERE OVERCOME TIME AFTER TIME WERE DELIVERY LAGS DURING LONG IN SUPPLY PIPELINE TIME FROM CONUS TO END LOCATION, AND [illegible] ITS ENGINEERING CHANGES WHICH REQUIRED LATE MOD CHANGES AND/OR CHANGES IN BASE SUPPORT REQUIREMENTS. THE 483TH LOOKS PROUDLY BACK ON A TWO YEAR OUTSTANDING RECORD OF ACCOMPLISHMENT AND GROWTH BUT KNOWS FULL WELL THAT IT CANNOT REST ON ITS LAURELS. ON THIS, THE TENTH ANNIVERSARY OF GEEIA, THE 483TH CONFIDENTLY FACES THE INCREDIBLE FUTURE CHALLENGES OF IT IN THE DYNAMIC ENVIRONMENT OF THE REPUBLIC OF VIETNAM.
BT

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On occasion, 423d people are called upon to augment their "sister" unit, the 483th Sq. located at Cam Ranh Bay, Republic of Vietnam.

Our services are provided by 167 U.S. Air Force personnel, and the organization consists of four distinct divisions -- Command, Operations, Administration, and Support.

Operations is an entity in itself with Electronics and Wire Branches making up the "mission" people. In October '67, Lt Col Phil H. Meyer, arrived to be the new commander, and in December, Maj James D. Holloway II, took over the position of Operations Officer. During these months, the squadron underwent some reorganization. Workload Control NCOIC was given the more prestigious job of NCOIC of Squadron Operations.

In the realm of relative importance of things -- that is along with Command, Ops, Admin and Support -- Quality Control and [illegible] were subsequently reorganized directly under the commander to afford "quality assurance" the highest possible emphasis within the organizational structure. And training, formerly an administrative duty, also gained the status of an "operations" function.

Operations administration was previously located in the Workload Control office and it likewise, moved "across the hall." The squadron was fortunate in having an expert in Air Force Technical Orders reveal himself from its ranks. The T.O. Reference Library is now always "up to date" as well as Team Chief Handbooks and Admin Kits -- the Team Chief's management tools that are so necessary to successful and safe scheme completions.

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If bills of material had been "food," Support Division ships enough to feed 20,000 people a month! Set up into four sections, the 11 man team of supply technicians are responsible for approximately $3 million worth of material. The assets for calendar year 1967 alone exceeded $1,175,000 which did not include over $2 million of scheme materials and disaster stock. Tools and equipment accounted for $170,000 of the total cost of material on hand, while the unit's 115 government vehicles are now valued at one million dollars. Since inception of the unit less than two years ago, supply men have received, stored, and shipped over 8,000 tons of C-L-M scheme materials.

As for "in-house" activities, support personnel built their own on-off loading ramp of huge logs, sand, and gravel. It's just right for loading heavy equipment such as the J-36 Wheel Trencher.

Records within the supply area have continued to be improved, while a major step was a disposition survey organized to evaluate quantities of excess materials and ship them out for replacement items, or items were turned into base supply for use by other organizations.

In addition, a dust free, secure, test equipment storage room was completed. Forty percent more shelf and bin space was added to the existing warehouse to accomodate disaster stock previously stored outside.

The administrative division is made up of nine people who provide

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clerical service, an office of record, correspondence and message distribution, personnel to man the organization, in-out processing, forms and operating directives, and, -- sigh -- information....

In the "hardware" category, the unit made many notable achievements in its short two years. Starting with the radar site at Green Hill in the west central part of the country, GEEIA people have installed a total of 261 C-E-M schemes throughout Thailand.

One major operation was known as project SEEK DAWN. The 4[illegible]d put in the Thailand half of this project by installing semiautomatic tactical control and aerospace management systems. The other half of the SEEK DAWN program involved facilities installed at Da Nang, RVN.

Maj Gen John B. Bestic, Commander of AFSC's Electronic Systems Division, in a letter, recognized "the outstanding contributions and the teamwork demonstrated by GEEIA in the SEEK DAWN program." He went on to add that "the implementation of SEEK DAWN has resulted in a significant upgrading of the operational capability of our forces in Southeast Asia. The notable achievements of GEEIA in this regard have been vital and most commendable especially in view of the amount of work accomplished, the critical scheduling, and the difficulties encountered," his letter concluded.

Some major achievements of the 4[illegible]d GEEIA Sq. include installation of eight complete telephone dial central offices. These range from

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150-lines at Farahaub along the southern peninsula to the 3,000-line offices at U-Tapao RTAFB on the "pool green" Gulf of Siam, and Korat RTAFB, in the central plateau region. Others are located at Takhli, Udorn, Ubon, Nakhon Phanom, and Don Muang Royal Thai Air Force Bases.

To complete the eight dial central offices, outside plant technicians have installed 2,400,000 feet of supporting telephone cable plants. This is roughly 450 miles of cable -- enough to reach from Bangkok to the beautiful resort of Chiang Mai in the north.

An installation of major importance to the 403d was recently completed at Nakhon Phanom RTAFB in the Mekong River Valley near Laos. It was also a "first" for the outside plant construction teams of the 403d's wire branch. No one assigned had ever worked before on the types of towers that they installed to support a GPS-9 weather radar installation; not even the MOOIC.

Working from sun up to sun down, seven days a week, in 90 to 100 degree temperatures, two teams erected a 25 foot tower atop a 75 foot extension tower in merely "five" days. Starting with the partial completion of the support construction -- the [illegible] abutments -- erection of the heavy steel framework began on Monday morning. On Tuesday, three "25 foot sections" were completed, and needless [illegible] we believe five days is record time for building the 100 foot tower.

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More impressive was the fact that the bill of materials was received on site, uncrated, inventoried, the huge steel beams assembled, and the tower completely erected in only 23 days. According to authoritative sources, an installation of this type [illegible] requires a like number of people a month and a half to two months to complete.

The organization has installed one TACAN unit in Thailand and has started work on another. It's an air-to-ground and ground-to-air transmitter and receiver that gives aircraft pilots instantaneous bearing, distance, and identification data. One TACAN unit serves up to [illegible] airplanes at the same time, and it's pulses extend [illegible] miles from the ground location.

The inventory of other electronics gear "sold" to [illegible] customers is also an impressive list. Navigational-aids and meteorological equipment include temperature-humidity measuring sets, wind-speed and direction gear, cloud-height finding equipment, and a variety of radios and cryptological voice and teletype voice and teletypewriters are installed at all major Thailand bases.

"Interface" equipment for contract-installed "Autodin" -- high speed digital cryptological teletype -- has been put in at seven Royal Thai bases. This brings the Thais closer into the realm of fast free-world defense communications, specifically the worldwide Automatic Digital Network operated under the auspices of the U.S. Defense Communications Agency. SEA is a joint-service organization serving in an advisory capacity to the

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Army, Navy, Air Force, and the Joint Chiefs of Staff.

Besides Autodin and TACAL, five TVOR schemes have been placed in the kingdom. Terminal VHF Omni-Range sends a very high frequency wave length pulse to an aircraft receiver and tells the pilot in international morse code his [illegible] in relation to the ground transmitter.

At six different Royal Thai Air Force bases, the 4331 CFSSA Sq. installed crash reporting radio systems, and secure voice systems. Emergency radios between pilots and base operations emergency rescue directors are essential functions of an air base when the possibility of the loss of life and valuable aircraft may be involved.

Secure voice systems are installed in tactical air control operations centers and operate on a ground-to-ground basis throughout Thailand and Vietnam.

Further in the "hardware" category, four ultra-high frequency ground-to-air radio systems have been installed in Thailand serving the tactical fighter bases providing pilots with weather and approach information for their landings from Vietnam.

No less than five air traffic control tower installations have taken place in Thailand, and four UHF ground-to-air radio systems.

C-E-M scheme installations, naturally, are the "bread winning" fabric

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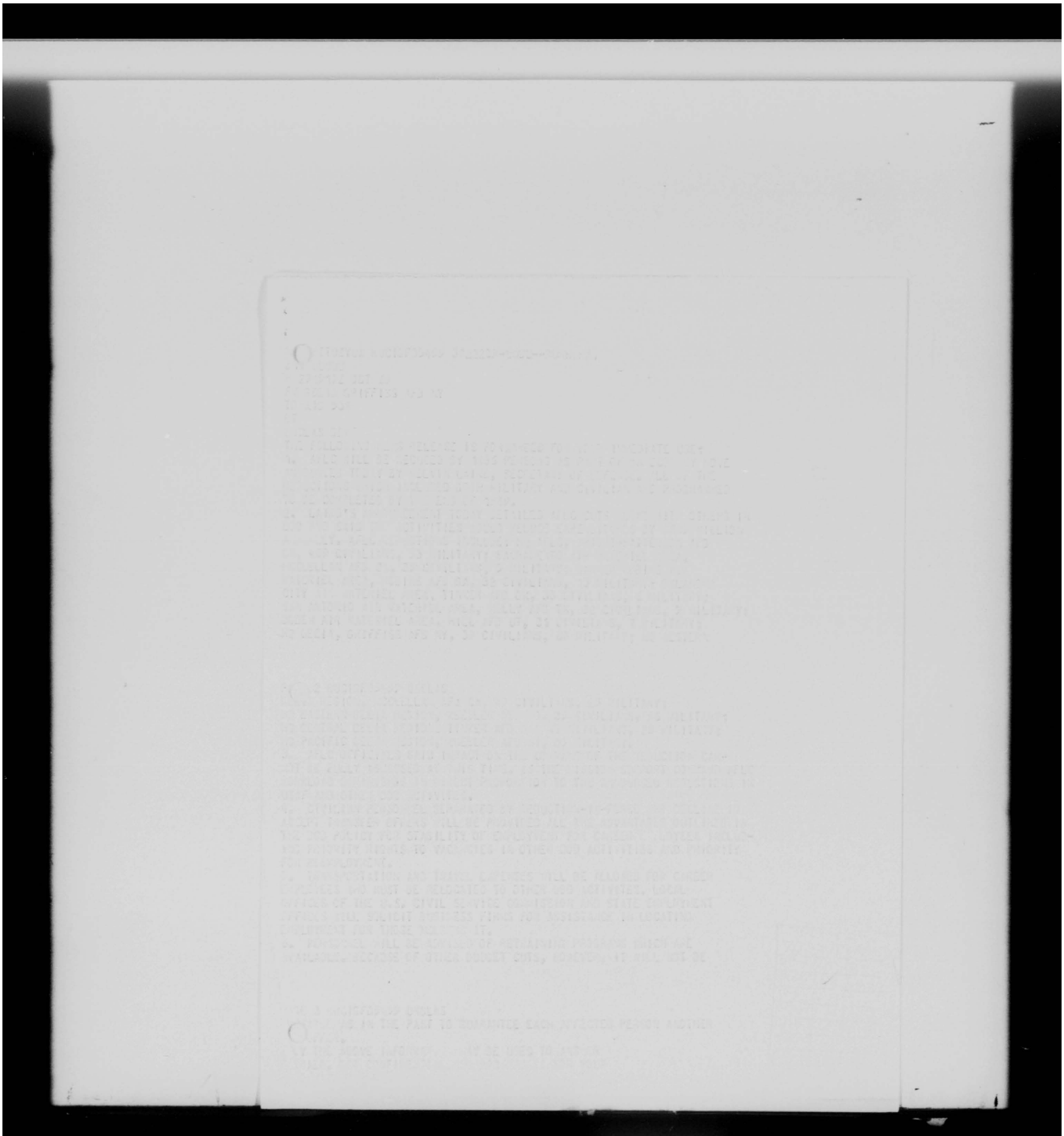

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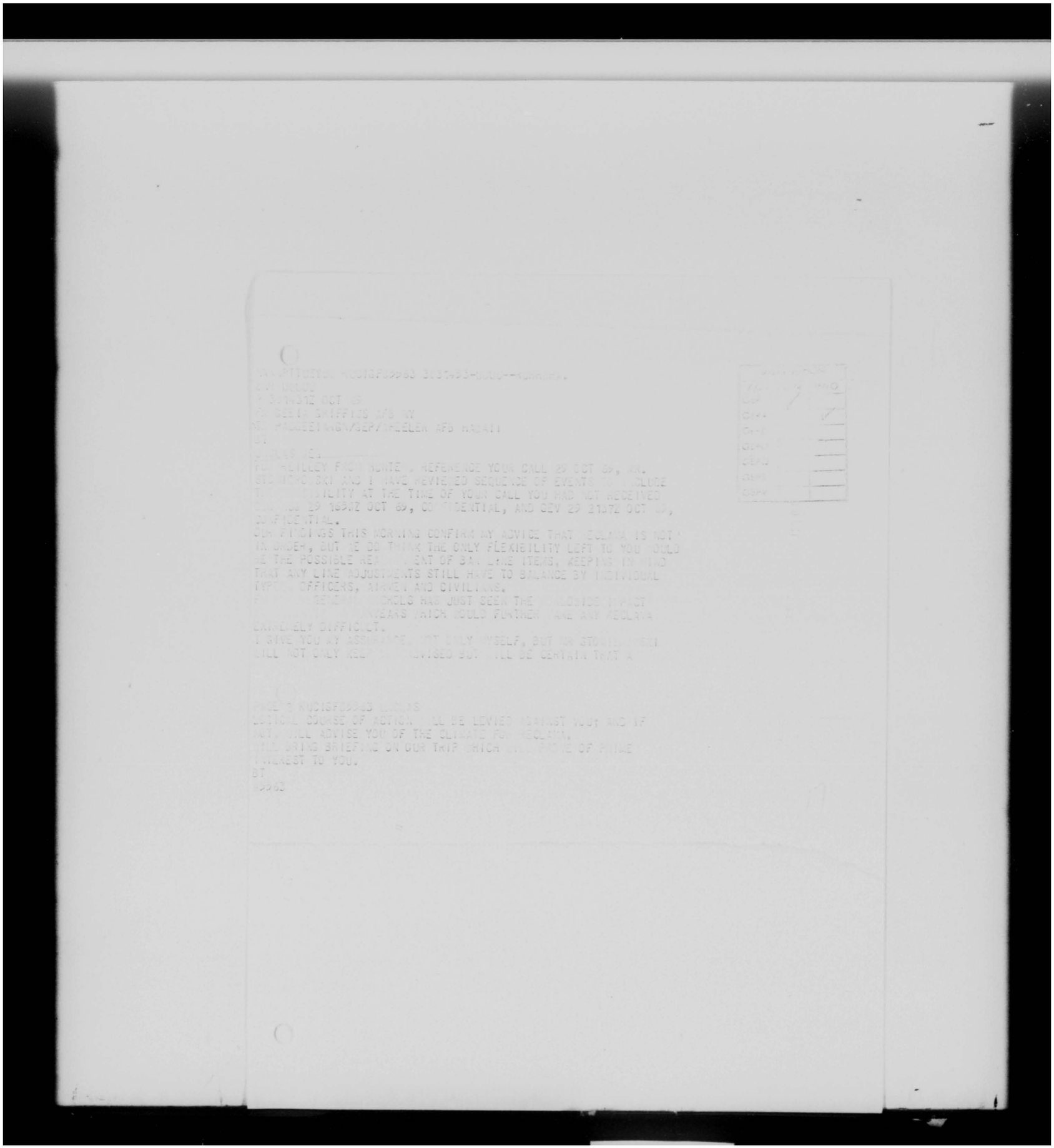

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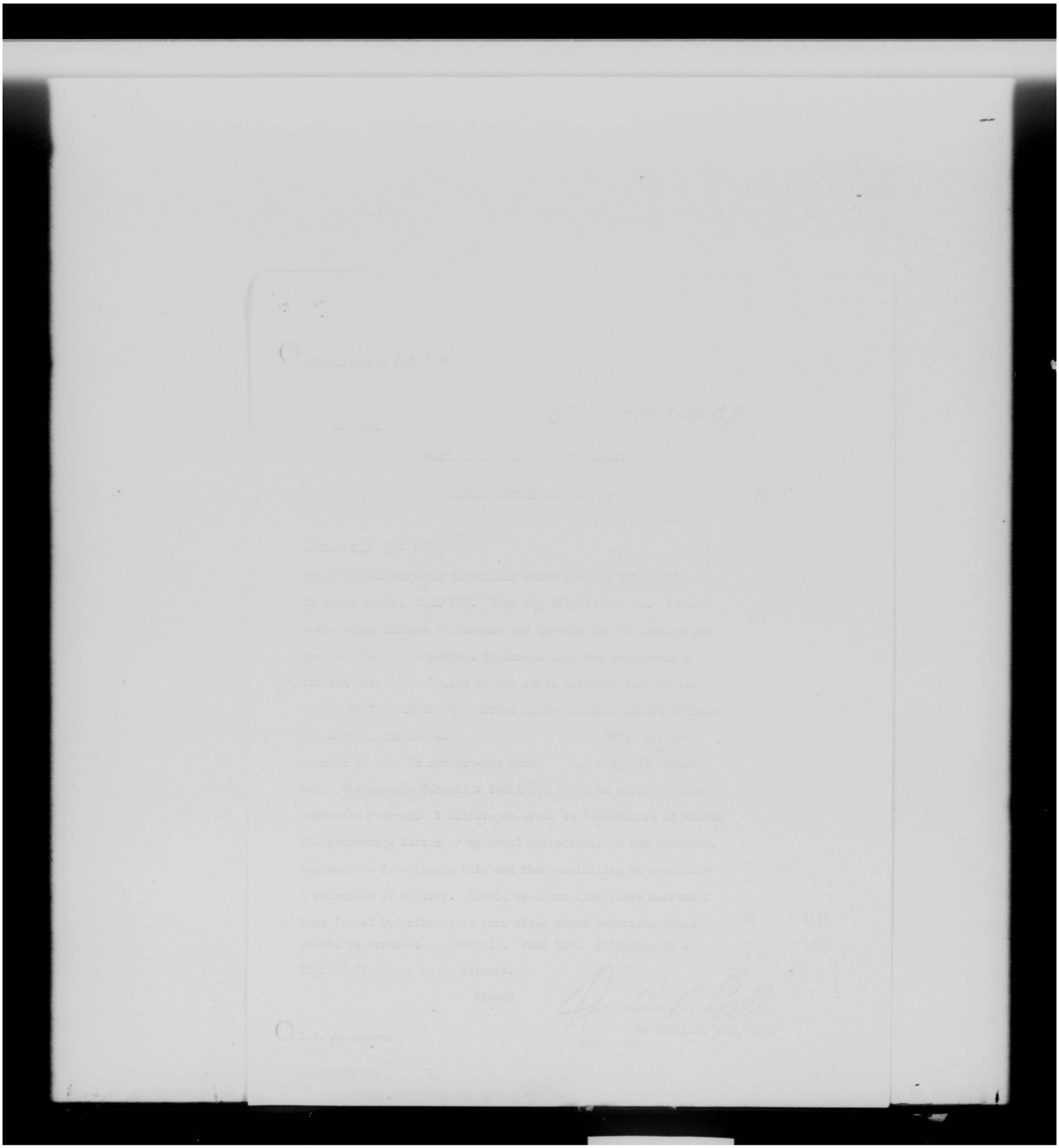

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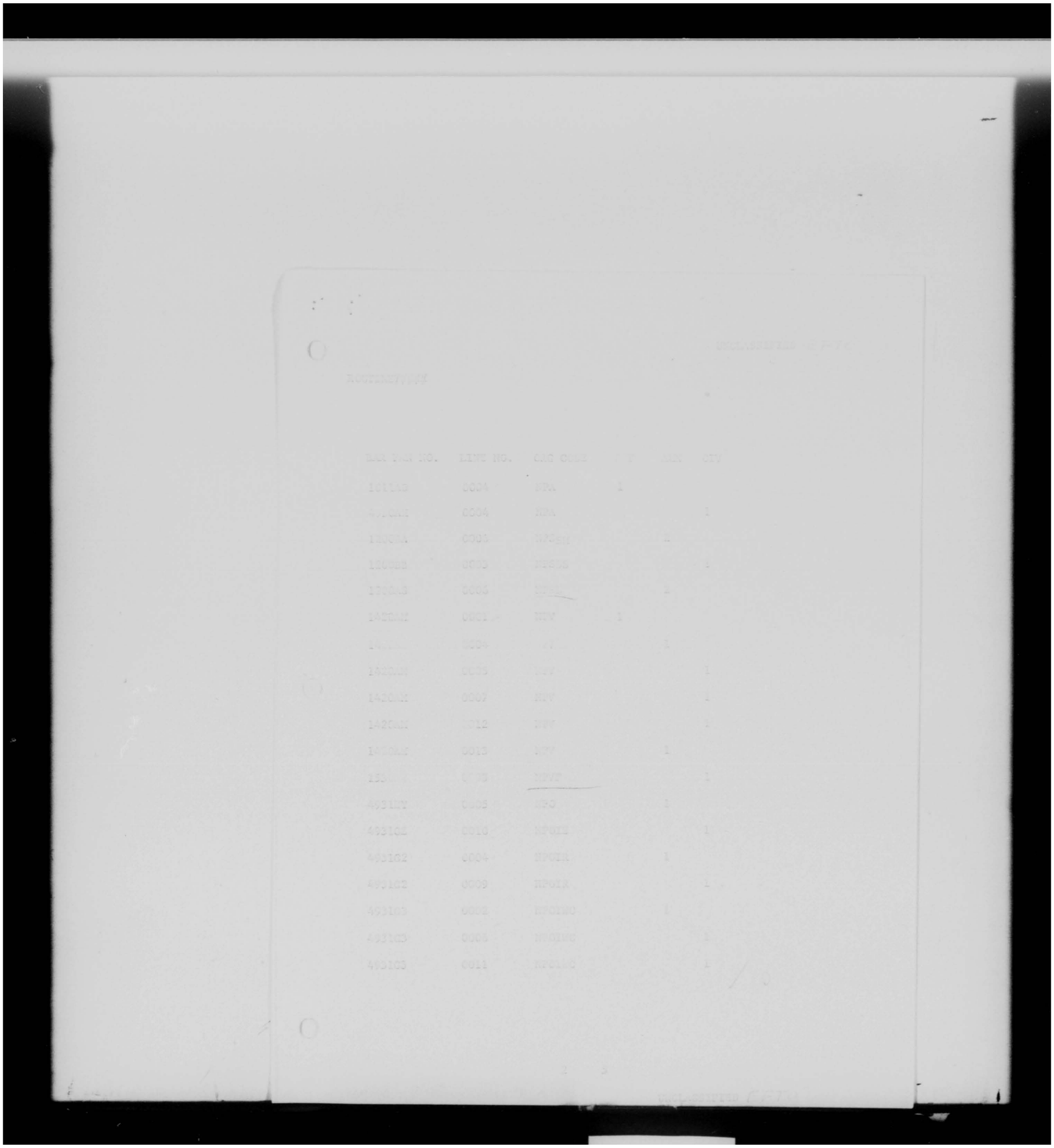

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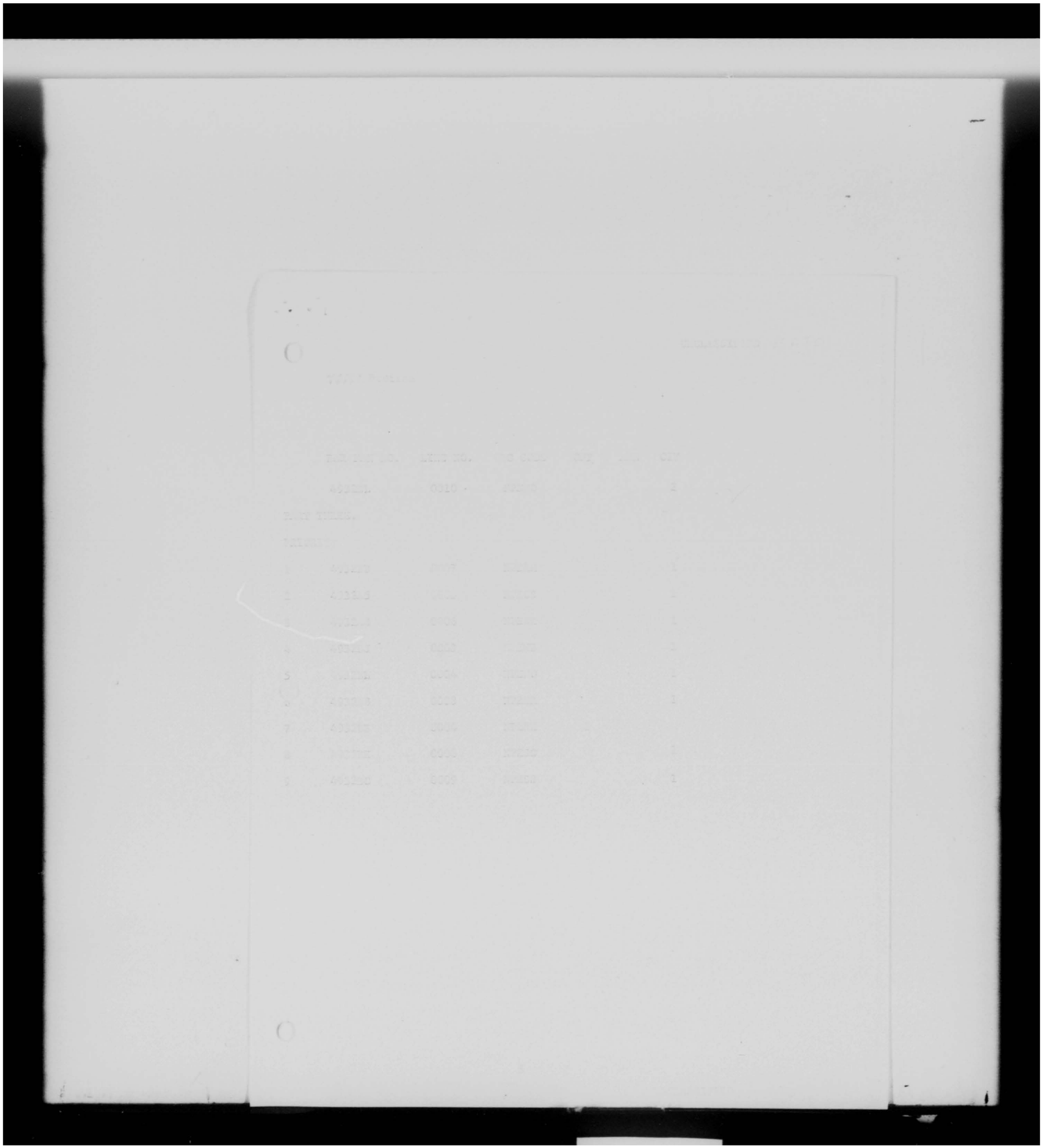

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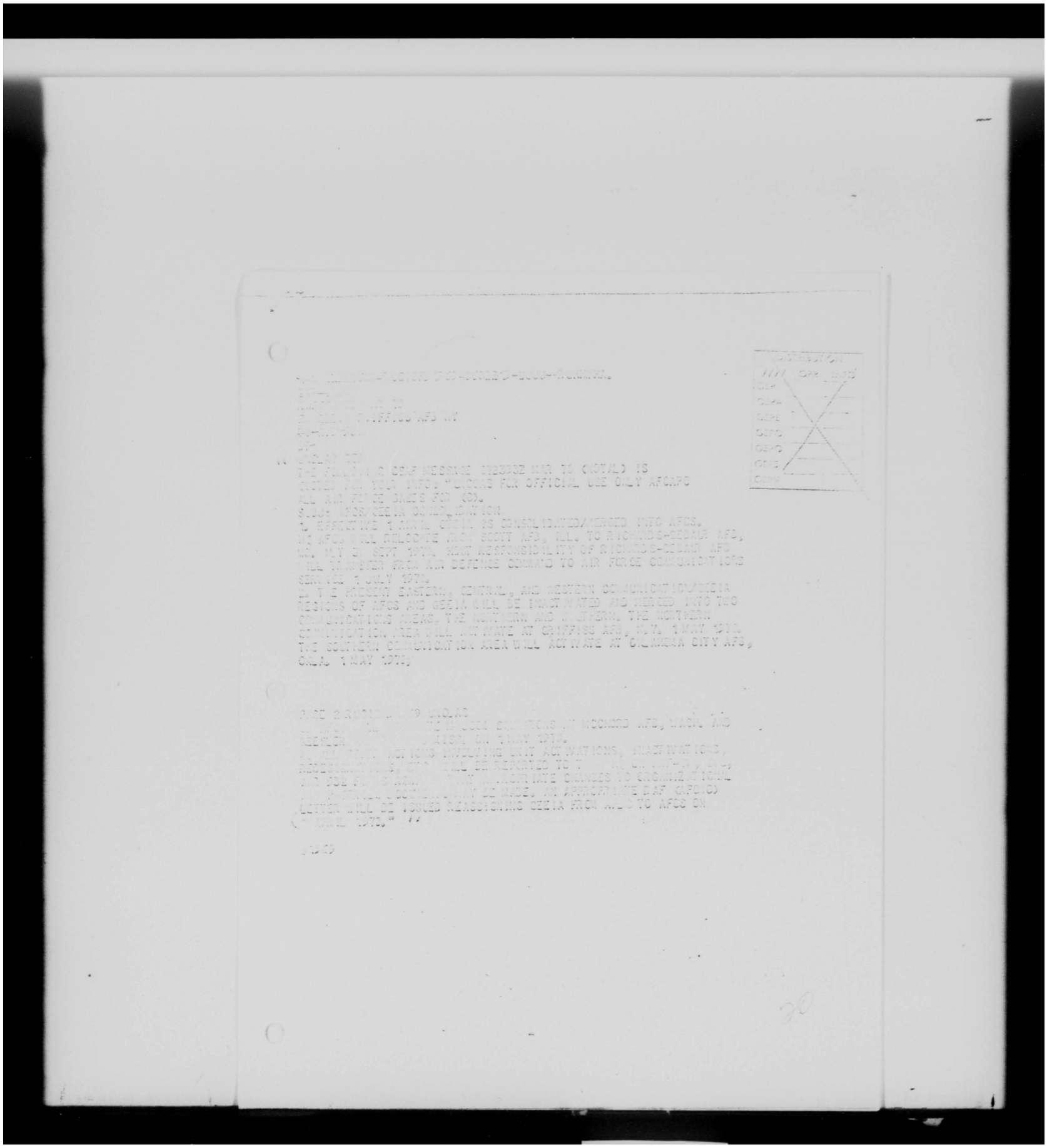

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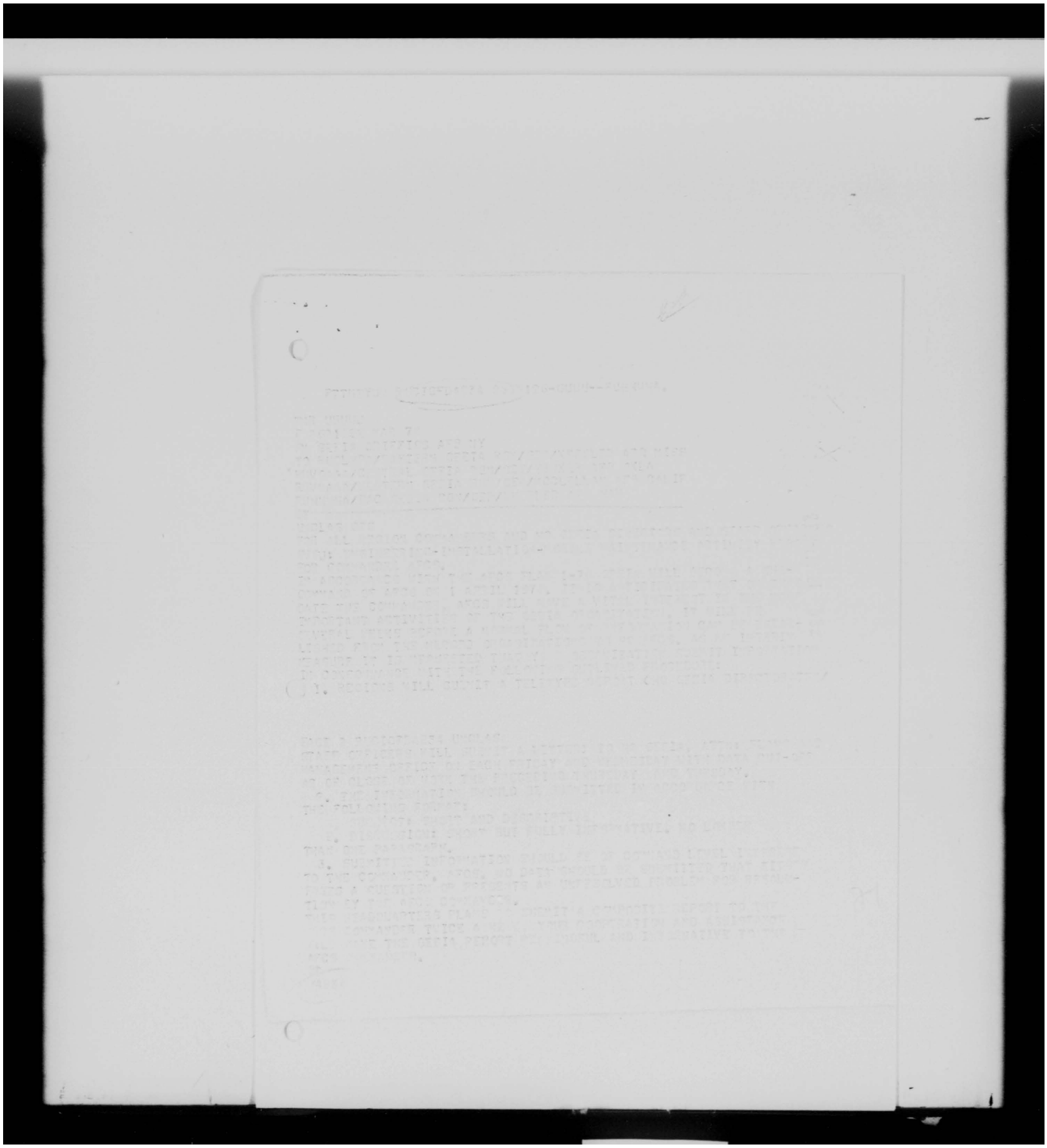

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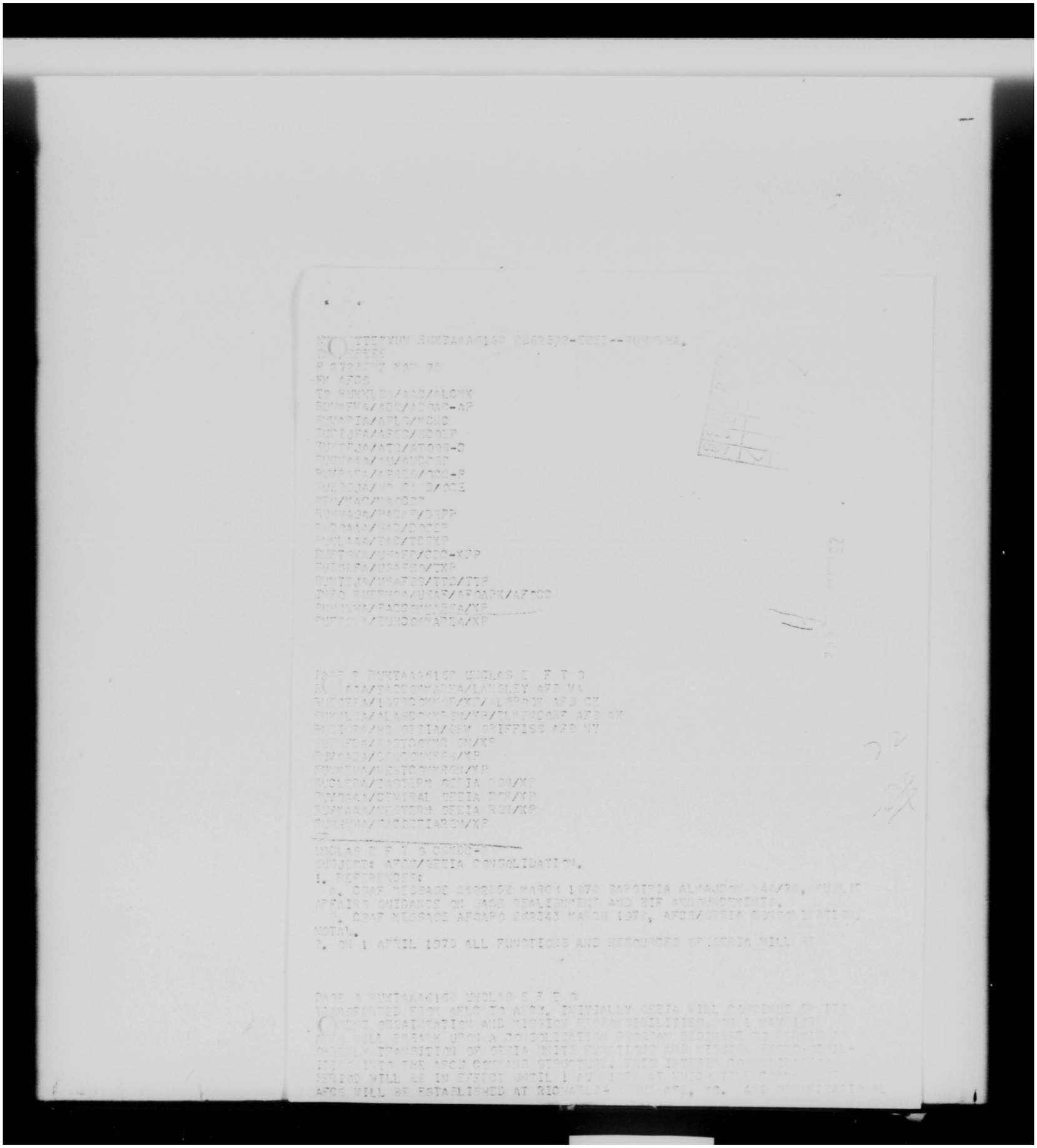

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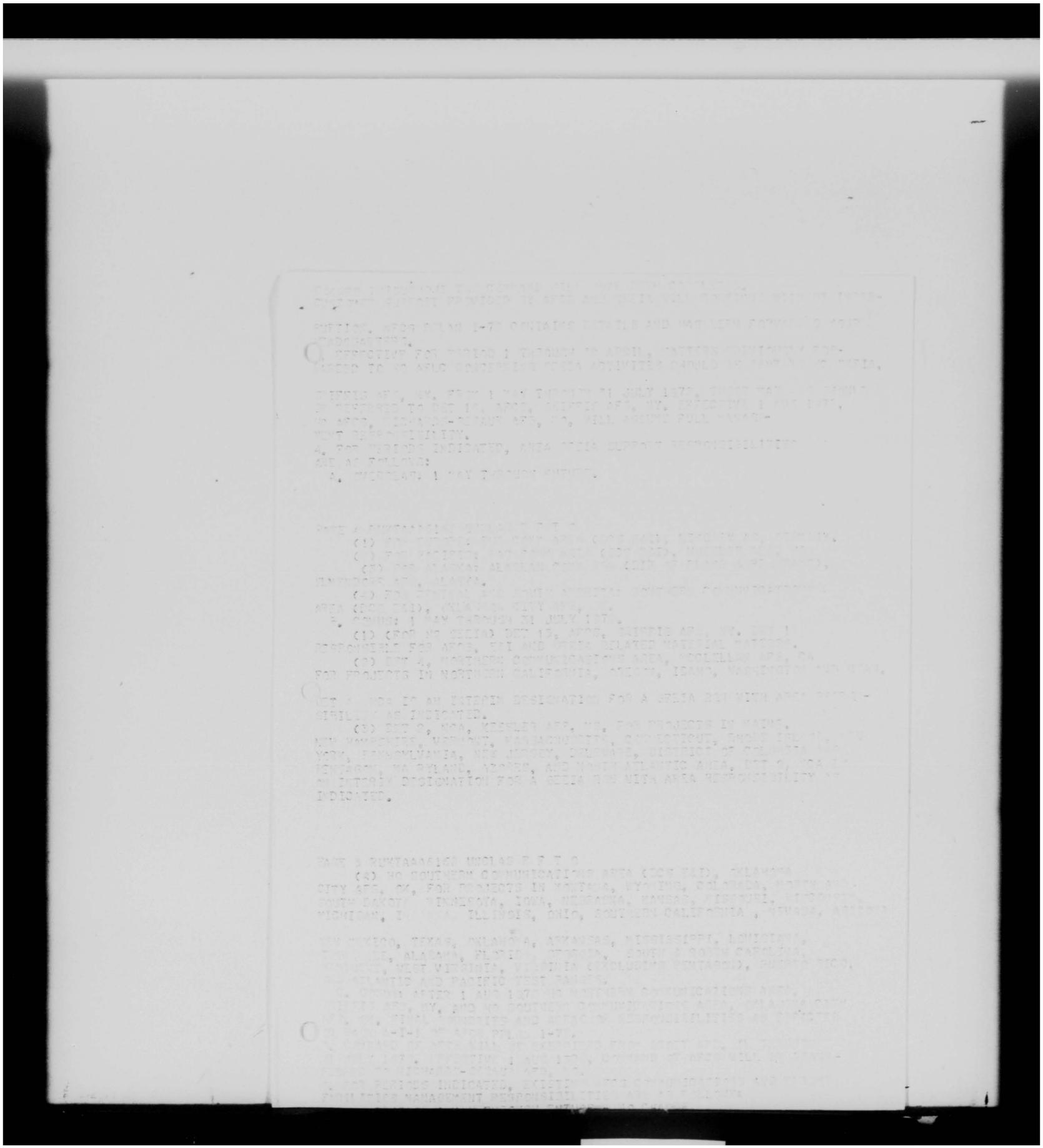

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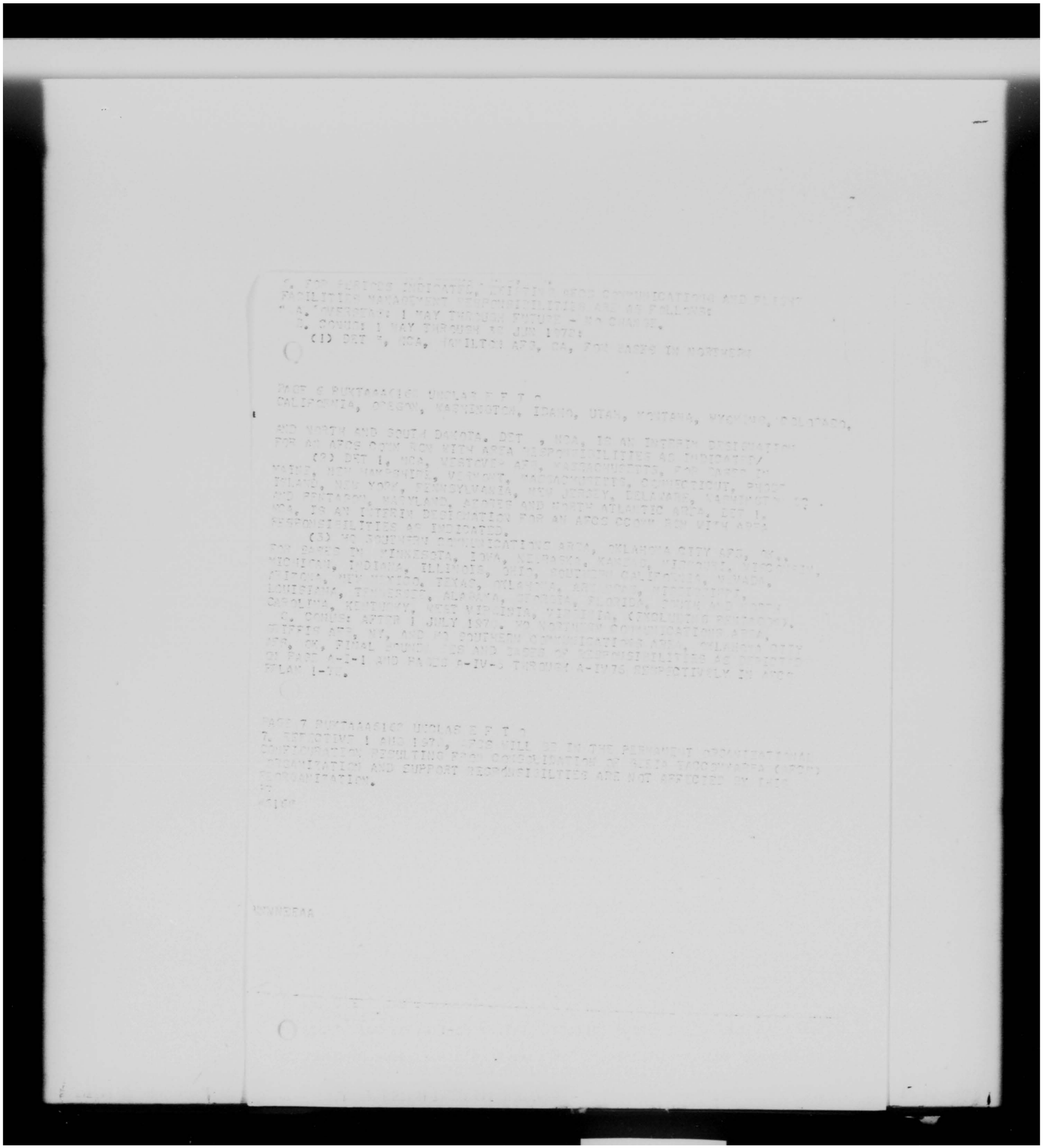

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, NEW YORK 13440

REPLY TO ATTN OF: GEG

10 March 1970

SUBJECT: GEEIA/AFCS Consolidation

TO: All GEEIA Region Commanders

1. By now you and your staff have received information on the GEEIA/AFCS consolidation from various sources. I have additional information and guidance to pass on to you that should be used in aligning your efforts in getting on with the important job of consolidating the GEEIA mission with AFCS.

2. Based on the data available to me, during the next 45 days I expect we will identify the people for functional transfer and complete preparatory plans for the movement of people and things at some later date. I must stress the importance of sustaining in all of our people the "Can-Do" attitude and the continued support we have and must continue to give the Air Force mission.

3. I talked to the people here at Headquarters GEEIA yesterday and I desire that you do the same with all your military and civilian personnel. Basically, I covered the following information:

a. Effective on 1 April 1970 GEEIA is consolidated/merged with AFCS.

b. The new AFCS headquarters will be in place and operating at Richards-Gebaur, Missouri by no later than 30 September 1970. AFCS will assume command of the base from ADC on 1 July 1970.

c. The present Eastern, Central and Western Communications and GEEIA Regions of AFCS and GEEIA will be inactivated and merged into two communications areas.

d. The Northern Communications Area will activate at Griffiss Air Force Base on 1 May 1970. SAC will assume control of the base on 1 July 1970. The Southern Communications Area will activate at Oklahoma City Air Force Station on 1 May 1970.

e. Consolidation of the three ZI Regions will result in establishment of two Communications Areas, with a boundary line that starts in

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California - at about Sacramento. The geography included in the Northern Area takes in all states north of Nevada, Arizona, New Mexico, Oklahoma, Arkansas, Tennessee, Kentucky and Virginia. The Southern Area takes in other states south of the line.

f. The consolidated organization will result in the establishment of three new major headquarters. The new AFCS Headquarters will be at Richards-Gebaur AFB with a total population of 1895 people - 1030 military and 865 civilian. (Military is 54% and civilian is 46%) The Northern Communications Area will have a total of 765 people - 365 military and 400 civilian. (48% military and 52% civilian) The Southern Communications Area will have a total of 745 people - 308 military and 437 civilian. (41% military and 59% civilian) The overall total for the three headquarters is 3405 - - 1703 military and 1702 civilian - - just about 50% civilian-military mix.

g. AFCS's Pacific Communications Area and GEEIA's Pacific Region will be consolidated with the combined headquarters to remain at Wheeler AFB, Hawaii.

h. At the Squadron level, AFCS will activate two new GEEIA-type Squadrons - one at McChord AFB, Washington and the other at Keesler Annex. No. 3. Both will be activated on 1 May 1970. In addition, the following actions will take place at the Squadron level:

(1) Our Elmendorf Squadron will be reduced in size.

(2) Our Norton Squadron will be increased in size.

(3) The Patrick and Robins Squadrons will move to Keesler Annex No. 3 and be consolidated into one squadron.

(4) Our Chanute Squadron will be deactivated.

(5) Our Kelly Squadron will be beefed up.

(6) Our Hill Squadron will be deactivated and moved to Norton.

i. At the Detachment level, we will deactivate the Detachments at Vandenberg, Fairchild, Edwards and Hickam.

j. No releases have been made as yet on reorganization of units in Europe.

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4. Today, Tuesday, I am sending Mr. Ed Stomierowski and Mr. Bob Clark to Scott AFB, at the request of Headquarters AFCS. The purpose of the trip is to assist the AFCS Plans personnel in the formulation of some of the detailed manning authorization problems. Upon their return, I will pass along to you whatever information is available.

Franklin A. Nichols

FRANKLIN A. NICHOLS
Major General, USAF
Commander

45 days before you tenure

20 Mar Col B to Mr A to AFCS

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DISTR BY GEIA

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE COMMUNICATIONS SERVICE
SCOTT AIR FORCE BASE, ILLINOIS 62225

ATTN OF: CSDAS 9 Apr 1970

SUBJECT: Addressing Communications to New AFCS and Former GEEIA Units

TO: HQ USAF (AFOCC and AFDASAA) All Major Commands
AFCS Units (Sq) HQ AFCS Staff (Br)

1. For All Addressees:

a. Addresses of new AFCS and former GEEIA units, down to squadrons, are contained in Attachment 1, hereto, together with their electrical message routing indicators

b. Mission management and organizational structure changes resulting from the merging of GEEIA with AFCS will continue for several months. Listed below are organizations which will be deactivated 30 April and new organizations that will inherit their former management responsibility 1 May 1970. Some units exercising management responsibility on 1 May are serving in an interim capacity; therefore (where this is the case) the last column shows the unit assuming permanent responsibility and date of same. Correspondence should be addressed accordingly, using addresses contained in Atch 1.

DEACTIVATES 30 APR 1970	MANAGEMENT EXERCISED 1 MAY 1970 BY	MANAGEMENT EXERCISED ON DATE SHOWN BY
HQ GEEIA	Det 15, HQ AFCS	HQ AFCS, 1 Aug 70
Eastern GEEIA Rgn	Det 2, North Comm Area	North Comm Area, 1 Aug 70
Western GEEIA Rgn	Det 4, North Comm Area	North Comm Area, 1 Aug 70
Central GEEIA Rgn	South Comm Area	
Pacific GEEIA Rgn	Pac Comm Area	
Central Comm Rgn	South Comm Area	
Eastern Comm Rgn	Det 1, North Comm Area	North Comm Area, 1 Jul 70
Western Comm Rgn	Det 3, North Comm Area	North Comm Area, 1 Jul 70

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c. Alaskan Comm Rgn exercises Engineering and Installation functions in its area of responsibility, beginning 1 May 1976.

d. Eur Comm Area exercises Engineering and Installation functions in its area of responsibility 1 May 1976.

2. For AFCS Staff and Units:

a. AFCS Supplements to AFMs 10-1, 10-2, and 11-4 are presently being revised to update individual unit addresses, AIGs and categorical addresses to conform with organizational changes. Distribution of the revised publications is planned for early May.

b. New standard office address symbols under AFR 10-6 presently undergoing final formulation and review at HQ USAF. We will furnish further guidance as to specific office address symbols to be used as soon as possible.

FOR THE COMMANDER

STANTON R. JENSEN, Lt Col, USAF
Director of Administration

1 Atch
Addresses of New AFCS Units

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ADDRESSES OF FORMER GEEIA UNITS AND NEW AFCS UNITS EFFECTIVE 1 MAY 1970

NOTE: Comm Centers should consult ACP 117/CAN US Sup 1( ) and ACP 117/ US Sup 2( ).

MAIL:	MESSAGE:
Det 16, AFCS Richards-Gebaur AFB MO 64030 *NOTE: Was established 10 Mar 1970* Routing indicators: RUWTFLA (data) and RUWTFLA (narrative)	DET 16 AFCS RICHARDS-GEBAUR AFB MO
Det 15, AFCS Griffiss AFB NY 13440 *NOTE: Formerly HQ GEEIA* Routing indicators: RUCIGFD (data) and RUCIGFD (narrative)	DET 15 AFCS GRIFFISS AFB NY
Northern Comm Area Griffiss AFB NY 13440 Routing indicators: RUCIGFD (data) and RUCIGED (narrative)	NORTHCOMMAREA GRIFFISS AFB NY
Det 1, Northern Comm Area Westover AFB MA 01022 *NOTE: Formerly Eastern Comm Rgn* Routing indicators: RUEBFDA (data) and RUEBFDA (narrative)	DET 1 NORTHCOMMAREA WESTOVER AFB MASS
Det 2, Northern Comm Area Keesler AFB MS 39534 *NOTE: Formerly Eastern GEEIA Rgn* Routing indicators: RUCLERA (data) and RUCLERA (narrative)	DET 2 NORTHCOMMAREA KEESLER AFB MISS
Det 3, Northern Comm Area Hamilton AFB CA 94934 *NOTE: Formerly Western Comm Rgn* Routing indicators: RUWMEWA (data) and RUWMEWA (narrative)	DET 3 NORTHCOMMAREA HAMILTON AFB CALIF
Det 4, Northern Comm Area McClellan AFB CA 95652 *NOTE: Formerly Western GEEIA Rgn* Routing indicators: RUVMAAA (data) and RUVMAAA (narrative)	DET 4 NORTHCOMMAREA MCCLELLAN AFB CALIF
Southern Comm Area Oklahoma City AFS OK 73145 Routing indicators: RUVOADA (data) and RUVOADA (narrative) *NOTE: Formerly Central Comm Rgn and Central GEEIA Rgn*	SOUTHCOMMAREA OKLAHOMA CITY AFS OKLA

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483 Elect Instl Sq 483 ELECTINSTLSQ KORAT AB THAILAND
APO San Francisco 97288
Routing indicators: RHMKORA (data) and RHMKORA (narrative)
NOTE: Formerly the 483 CEEIA Sq

485 Elect Instl Sq 485 ELECTINSTLSQ CAM RANH BAY AB
APO San Francisco 96326 VIETNAM
Routing indicators: RUMLJAA (data) and RUMLJAA (narrative)
NOTE: Formerly the 485 CEEIA Sq

1825 Elect Instl Sq 1825 ELECTINSTLSQ ELMENDORF AFB ALASKA
APO Seattle 98742
Routing indicators: RUKKLAA (data) and RUKKLBA (narrative)
NOTE: Formerly the 2808 CEEIA Sq

1826 Elect Instl Sq 1826 ELECTINSTLSQ CHANUTE AFB ILL
Chanute AFB IL 61866
Routing indicators: RUCISBA (data) and RUCISBA (narrative)
NOTE: Formerly the 2805 CEEIA Sq

1827 Elect Instl Sq 1827 ELECTINSTLSQ KELLY AFB TEX
Kelly AFB TX 78241
Routing indicators: RUVHAAA (data) and RUVHAAA (narrative)
NOTE: Formerly the 2800 CEEIA Sq

1828 Elect Instl Sq 1828 ELECTINSTLSQ WPAFB OHIO
Wright-Patterson AFB OH 45433
Routing indicators: RUVAAA (data) and RUVAAAA (narrative)
NOTE: Formerly the 2803 CEEIA Sq

1829 Elect Instl Sq 1829 ELECTINSTLSQ GRIFFISS AFB NY
Griffiss AFB NY 13440
Routing indicators: RUCIGFD (data) and RUCIGFD (narrative)
NOTE: Formerly the 2801 CEEIA Sq

1830 Elect Instl Sq 1830 ELECTINSTLSQ PATRICK AFB FLA
Patrick AFB FL 32925
Routing indicators: RUEDBHA (data) and RUEDBHA (narrative)
NOTE: Formerly the 2802 CEEIA Sq

1831 Elect Instl Sq 1831 ELECTINSTLSQ ROBINS AFB GA
Robins AFB GA 31093
Routing indicators: RUVRAAA (data) and RUVRAAA (narrative)
NOTE: Formerly the 2810 CEEIA Sq

1832 Elect Instl Sq 1832 ELECTINSTLSQ HILL AFB UTAH
Hill AFB UT 84401
Routing indicators: RUBHAAA (data) and RUBHAAA (narrative)
NOTE: Formerly the 2870 CEEIA Sq

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1833 Elect Instl Sq 1833 ELECTINSTLSQ MCCLELLAN AFB CALIF
McClellan AFB CA 95652
Routing Indicators: RUVMAAA (data) and RUVNAAA (narrative)
NOTE: Formerly the 2807 CEEIA Sq

1834 Elect Instl Sq 1834 ELECTINSTLSQ MCCHORD AFB WASH
McChord AFB WA 98438
Routing Indicators: RUMJBKA (data) and RUMJBKA (narrative)

1835 Elect Instl Sq 1835 ELECTINSTLSQ NORTON AFB CALIF
Norton AFB CA 92409
Routing Indicators: RUMJABA (data) and RUMJADA (narrative)
NOTE: Formerly the 2809 CEEIA Sq

1836 Elect Instl Sq 1836 ELECTINSTLSQ RAMSTEIN AB GERMANY
APO New York 09012
Routing Indicators: RUFTONA (data) and RUFTONA (narrative)
NOTE: Formerly the 2874 CEEIA Sq

1837 Elect Instl Sq 1837 ELECTINSTLSQ YACHIKAWA AB JAPAN
APO San Francisco 96328
Routing Indicators: RUADJFA (data) and RUADJFA (narrative)
NOTE: Formerly the 2876 CEEIA Sq

1838 Elect Instl Sq 1838 ELECTINSTLSQ CLARK AB PHIL
APO San Francisco 96274
Routing Indicators: RUMJMKA (data) and RUMJMKA (narrative)
NOTE: Formerly the 2870 CEEIA Sq

1839 Elect Instl Sq 1839 ELECTINSTLSQ KEESLER AFB MISS
Keesler AFB MS 39534
Routing Indicators: RUCLHPA (data) and RUCLHPA (narrative)

1843 Elect Engrg Sq 1843 ELECTENGRSQ WHEELER AFB HAWAII
APO San Francisco 96515
Routing Indicators: RUHMMHA (data) and RUHMMH[illegible] (narrative)

1844 Elect Engrg Sq 1844 ELECTENGRSQ GRIFFISS AFB NY
Griffiss AFB NY 13440
Routing Indicators: RUCIGFD (data) and RUCIGFD (narrative)

1845 Elect Engrg Sq 1845 ELECTENGRSQ OKLAHOMA CITY AFS OKLA
Oklahoma City AFS OK 73[illegible]
Routing Indicators: RUVOADA (data) and RUVOADA (narrative)

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NNNN PTTUZYUW RUCIGFD5504 0901840-UUUU--RUHHWHA.

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P [illegible]1CZ MAR 70
FM GEEIA GRIFFISS AFB NY
TO AIG 534
INFO RUKTAAA/AFCS/CSXPDP
BT
UNCLAS GEV-4
SUBJ HQ GEEIA (AFCS) INTERIM ADMINISTRATIVE INSTRUCTIONS FOR PERIOD 1 APRIL THRU 30 APR 70 GUIDANCE DIRECTIVE NO 1
1. STRIKE OUT AFLC AND INSERT AFCS ON LETTER HEAD STATIONERY.
2. SIGNATURE BLOCKS, OFFICE SYMBOLS, FUND CITATIONS AND MAILING ADDRESSES WILL REMAIN THE SAME
3. AFLC DIRECTIVES WILL CONTINUE PENDING OFFICIAL GUIDANCE FROM AFCS/GEEIA MERGER STEERING COMMITTEE
BT
#5504

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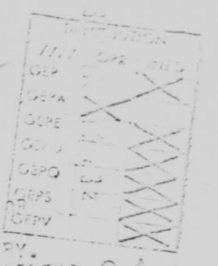

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS PACIFIC GEEIA REGION (AFLC)
APO SAN FRANCISCO 96519

GEPV

6 APR 1970

SUBJECT: AFCS/GEEIA Consolidation Brochure

TO: All PGR Activities
Pac GEEIA Rgn O/L (GEPE-1)

1. The attached brochure is forwarded for your information and dissemination to personnel of your activity. It is, for all practical purpose, a summary of AFCS Programming Plan 1-70 which was not sent to the field organizations due to insufficient copies.

2. There is one area contained in the attachment that has not truly been resolved; namely, maintenance responsibilities. This area of our joint endeavor is presently being discussed at Hq GEEIA and Hq AFCS. We anticipate a decision prior to 1 May 1970. Until receipt of such clarification, particularly what is meant by "on-site maintenance", you will operate as usual in the maintenance area.

FOR THE COMMANDER

PAUL E. GROGGER
Plans & Management Office

1 Atch
Hq AFCS (CSXDC) Ltr,
1 Apr 1970, w/Brochure

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INFORMATION NEWS LETTER

HEADQUARTERS
PACIFIC GEEIA REGION
WHEELER AIR FORCE BASE,
HAWAII

Editor: TSgt Don Francis

OFFICE OF INFORMATION PHONE 656527

FOR THE COMMANDER

Pacific GEEIA Region Makes History

For the first time in the history of the Ground Electronics Engineering Installation Agency, a Region has entered a new fiscal quarter with no delinquent GCD's (GEEIA Completion date). Pacific GEEIA Region personnel accomplished the feat when the last job for the second quarter of fiscal year 1970, the relocation of an instrument landing system, was signed off by the customer for the 2876th GEEIA Squadron at Clark AB, Dec. 31. Furthermore, Col. C. K. Reilley, Region Commander, announced that the Region has a head start on next year and that he does not foresee any problems in meeting the schedule for the remainder of this fiscal year. He emphasized the fact that to maintain this status, all personnel must continue aggressive and positive action.

A meteorlogical installation project which had a completion date in fiscal year 1-71, was signed off Dec. 31 at a Pacific area site and further represents the extra effort Pacific Region "Can Doers" have been putting in recently. As an example, it was noted that personnel of the 2876th had attempted to get the GCD for seven other meteorlogical jobs changed by Air Weather Service. As Air Weather Service could not permit more time, the 2876th personnel work-

(Continued on page 5)

AECP Candidate in Engineering

SSgt Arthur L. Maxwell Jr., makes a habit of using his initiative both on and off the job. A draftsman supervisor with the Engineering Division, he recently undertook to rearrange and provide better organization in the Division's files room.

Partially, it involved cataloging thousands of drawings, placing dividers in drawers containing smaller size documents and providing a new labeling system for the drawers.

Off duty? The ambitious NCO has been nominated as a candidate to the Airman Education and Commissioning Program.

GEEIAITES TAX ADVISORS

Three members of Pac GEEIA Region attended a special course at Fort Shafter recently to enable them to advise Region personnel in the preparation of their 1969 Income Tax Returns.

They are Capts. Michael Muggli and Edward Ehs and SMSgt Mel Newcomb.

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Helpful Hints For Better Writing

Last issue we had a little fun after pointing out that the Dash is used without spacing. This time we give you the Hyphen.

The hyphen is one of the least correctly used, and most abused punctuations. It is used properly to form compound words, to separate figures, to separate abbreviations and figures, to separate double vowels in some cases, and to divide a word at the end of a line.

The general rule for hyphens is that "like" characters take the hyphen; "unlike" characters do NOT. Examples: Secretary-Treasurer (compound word); 20-20 vision (figures); USS John F. Kennedy (CVA-67) (abbreviations and figures); re-elect, but not reinstate (double vowels in some cases); and the easiest way to create a misunderstanding when typing (the composition end of a line).

Adjectival use must be clear in using hyphens. The 6-foot man eating shark was killed (the man way). The 6-foot man-eating shark was killed (the shark was).

Suspensive hyphenation: The A- and H-bombs were tested. The 5- and 6-year-olds attended.

Do NOT use the hyphen with adverbs ending in "ly" such as badly damaged, fully informed, newly elected. (Your editor does this regularly).

The hyphen also serves to distinguish meaning of similarly spelled words: recover (illness), re-cover (the couch), overall (garment), over-all (entire).

Do NOT use a hyphen between "vice" and president or commander or other such title. The omission is obvious.

PQR Makes History (From page 1)

ed double shifts and had the schemes all signed off by Dec. 31.

In reaching this historic status, Lt Col Kenneth Dressler, Pac GEEIA Region Director of Operations, reported that 1,531 schemes and work orders were completed during calendar year 1969. The last delinquent scheme, which had had a completion date of FY 1-70, was accepted by the customer on Nov. 10.

Going into the new fiscal quarter Pac Region had 119 schemes in progress. That figure was expected to increase before mid-January to well above the average of 127.7 completions the region experienced during each month of 1969.

Those special license plates

The state of Texas has a special going on their auto license plates. A GEEIA man, Lt. Col. Bernard M. Mullen, Kelly AFB, Tex., uses the deal to show the pride he has in his outfit. His plates? GEEIA or course.

Separate Rations Up for Enlisted Men

Wash (AFPS)--The Defense Department recently announced a hike in the separate ration rate for enlisted members to $1.39 a day effective Jan. 1.

The hike is the first increase in rations since 1967 when it rose from $1.30 to $1.32.

Belated, But Nevertheless Merry

The following note was left on someone's cookie can and they thought it would be a good idea to put it in our paper.

"Thanks for the cookie. Put this 15¢ towards some more."

Wishing a Merry Christmas, the note was signed: Your Minute Particles Surveillance Technicians (Janitors).

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No Delinquencies To Start 70's

'Can Do' Agency Does The Impossible

GRIFFISS AFB, N.Y. -- GEEIA Commander Maj. Gen. Franklin A. Nichols is a happy man as this New Year begins. He saw 1970 arrive with not one delinquent scheme on the boards in the GEEIA Command Control Room here.

The elimination of all delinquent schemes was a goal that he set two years ago when he assumed command of GEEIA. At that time a total of 2,150 delinquent schemes existed.

"This dilemma was compounded as some of us were told that the elimination of these delinquent schemes was impossible," General Nichols said in a letter this week to all GEEIA regions, directorates and staff offices.

"Faced with this task and initially not too much faith, we began to believe that we could improve not only in our work, but in our attitude. We became the "Can Do" agency."

He wrote that in two years GEEIA personnel have accomplished the unobtainable. "You have eliminated all delinquent GEEIA schemes. You have just accomplished what was previously described as an impossible task.

"GEEIA personnel throughout the world whether in remote or hostile locations under all weather conditions and without regard to personal privation or hardships have in the finest tradition of the United States Air Force accomplished a mission that will inspire pride and espirit for those that follow."

It was a furious finish as GEEIA personnel in every region strove to end the calender year and the second quarter of FY 70 with no delinquencies. As of November 15, there were 111, but by the end of December, just six were left.

The last six included four contract jobs in Western Region, all of them at Vandenberg AFB, Calif. Three were CCTV schemes, and one was a microwave job. The remaining two delinquencies that were finished just under the wire were at Eastern. One was a FCC-32 multiplex system at Balikeshir, Turkey, and the other was a cable job at Eglin AFB, Fla. Both of these were in-house jobs.

Maj. Gen. Nichols

A good example of the flurry of activity as the quarter drew to a close is the fact that a total of 301 jobs were completed by GEEIA during the last two weeks of FY 2/70, many of them not scheduled for completion until sometime in calendar year 1970.

Eastern completed 121 during the period, Pacific finished up 89, Central completed 51, and Western completed work on 39 schemes.

Hard work and extra hours on the job were the rule as personnel raced the calendar to get the jobs completed by New Year's Eve. John B. Gonzales and his team from the 2866th GEEIA Squadron at Kelly AFB, Tex., worked every weekend in December to complete repairs on an ILS at Laughlin AFB, Tex., and 80 per cent of the work had to be done at night because of pilot training requirements. The ILS passed the flight check on

(Continued on page 3)

Delinquencies...

(Continued From Page 1)

December 31.

Cutting the delinquencies down to zero has been a long, hard battle, and one of the boards in the Command Control Room graphically charts its course. The figures chart jobs in progress and delinquencies for the first week of each quarter since FY 4/68. At that time of the 745 jobs in progress, 313 were delinquent.

The trend has been steadily downward as the following figures show: 1/69 - 563 jobs in progress, 208 delinquencies; 2/69 - 532, 102; 3/69 - 572, 78; 4/69 - 570, 64; 1/70 - 483, 41; 2/70 - 526, 32; and 3/70 - 342, 0.

GEEIA News
15 Jan 70

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Western First Again -- Management Performance Trophy Retired

GRIFFISS AFB, N.Y. – Western Region, with an impressive 95.9 per cent total, has won the first place slot in the GEEIA Management Performance System for the fourth quarter of FY69 and retired the trophy it has held for the last three quarters.

A total of 17 subjects, worth 565 points, were included in the quarter's judging. Western attained 541.8 for its near-perfect performance. Eastern Region followed closely with 539.4 for 95.5 per cent, and Europe was third with 524.3 for 92.8 per cent.

Central Region followed with 505.3 points for 89.4 per cent, and Pacific came in fifth with 80.1 per cent and 452.6 points. The region standings were identical to the previous quarter, although every region received a higher percentage of the total available points.

The four main categories for the fourth quarter were Phase Completions (worth 325 points), Manhour Accounting (150), Safety (30), and Other (60), which includes first term airmen retention, information, and the regular surprise topic. The surprise this time was the military and civilian suggestion program participation rate for FY69, rated against a goal of 30 per cent participation.

Western nailed down a first place in the all-important Phase Completions category. However, it was the only category that the region won. Europe took first place in Manhour Accounting, Central and Pacific tied for first in Safety, and Eastern got the top spot in the Other category.

Western, with a participation rate of 84.6 per cent in the military suggestion program for FY69, took first place in that part of the surprise topic, while European, with a whopping 106.9 per cent participation rate in the civilian area, took the top spot for that area.

Every region but Central reached the minimum participation rate for full credit in the civilian program, and only Pacific and Central failed to reach it in the military suggestion program.

Spokesmen in the Management Analysis Group of the Plans and Management Officer here released figures showing the overall trend during the first two years of the quarterly Management Performance System. The period ended with the fourth

(Continued on page 3)

GEEIA news
the CAN DO agency
Vol. VIII No. 15 HEADQUARTERS GEEIA, GRIFFISS AIR FORCE BASE, NEW YORK August 15, 1969

Western Retires

(Cont'd. From Pg. 1)

quarter of FY69.

They show that overall performance rates of the five regions for each quarter are definitely on the upswing. In the first quarter of FY68, when quarterly ratings began, the five regions obtained 75.1 per cent of the points available, but for the current quarter, 4/69, the regions combined for a total of 90.7 per cent.

The first place region's performance has fluctuated from a low of 86.9 per cent for 2/69 to a high of 97.7 per cent for 1/68.

However, officials said that the most important trend has been established by the last place region's performance over the eight quarters. As of the first quarter of FY68, the last place region earned just over 60 per cent of the total. In the third quarter of that year, the last place performance hit a low of 55 per cent.

Since that time, the fifth place region has risen gradually to the point where it earned a high of 80.1 per cent of the total points available in 4/69.

"The point here," noted officials, "is that while improvement has been noted in this relatively stable rating system, it has been particularly noted where it is called for most -- not from the top, but from the bottom."

Western Region Commander Col. Gilbert H. Bertie, who told the NEWS that the Management Performance Trophy now will occupy a permanent position in the region's trophy case, added, "We've been doing the best we can, and we were hoping to win it for the fourth time in a row."

In a letter to the region's squadrons, detachments, and operating location, he noted that "placing first in the GEEIA Management Performance System is a result of hard work, energetic action, positive 'Can Do' attitude, dedication to duty, and outstanding professional performance of the personnel in all our units as well as the personnel on the headquarters staff."

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Wins MPS Trophy For First Time

Central's Fenlon Says, 'Get Crackin'

GRIFFISS AFB, N.Y. -- Central GEEIA Region, after a close second place finish the previous quarter, has captured the first place slot in the GEEIA Management Performance System for the second quarter of FY 70. The results ended a five-quarter winning streak by Western GEEIA Region.

Central captured 635.9 of a possible 670 points to win for 94.9 per cent of the total. Western followed with 626.7 for 93.5 per cent. Pacific, moving up from its last place finish the previous quarter, got 600.5 points for 89.6 per cent, and Eastern finished fourth with 588.3 points for 87.8 per cent.

The all-important Mission Subjects category, worth 425 points, was the only one of the four that Central finished first in. The region took 423.8 points, up 8.8 points from last quarter when the category was also worth 425. Western finished this time with 421.3, up one point. The big surprise was Pacific, which finished with 378.2, up a whopping 38.3 points from the first quarter of FY 70.

Pacific, in fact, either tied for first or finished there in the other three categories of the Management Performance System. In Manhour Accounting Subjects, worth 150 points, they tied with Western for first with 147.5. The region won the Safety Subjects category, taking all of the 30 possible points, and the "Other" Subjects, taking 44.8 out of a possible 65 points. Central finished second in all three categories.

Spokesmen in the Management Analysis Division of the GEEIA Comptroller's Office here said that Pacific could shortly be in contention for a first place finish should the region improve its Engineering Completions projects.

The surprise topic in the system this quarter was the Non Standard Item Rate, non standard items on the bills of materiel as a per cent of total items on the bills of materiel.

(Continued On Page 7)

Central Wins...

(Continued From Page 1)

The goal was set at two per cent, and Pacific came closest with 4.3 per cent for 12.5 points out of the 25 possible. This topic will now become a regular item in the System.

Personnel in the Management Analysis Division also noted the overall improvement in the System from just a year ago. The average performance has risen from about 80 per cent in the first quarter of FY 69 to more than 90 per cent this quarter. The last place performance has risen from 68 to 88 per cent in a year. Eastern's 87.8 per cent performance this quarter would have won the System last year.

The average performance for all four regions in FY 2/70 was 91.5 per cent or 2,451.4 of the 2,680 points possible. Without the surprise topic, the average performance would have been about 94 per cent.

GEEIA Commander Maj. Gen. Franklin A. Nichols presented Central Region Commander Col. Peter C. Fenlon the Management Performance System Trophy in ceremonies at Tinker AFB, Okla., last week. Also on hand were Lt. Col. Bernard N. Muller, commander of the 2866th GEEIA Squadron at Kelly AFB, Tex.; Maj. David B. Cowan, commander of the 2865th at Chanute AFB, Ill.; Capt. Finley P. Ledford III, commander of the 2863rd at Wright-Patterson AFB, Ohio; and John N. Mathis, in charge of Central Det. 1 at Minneapolis-St. Paul Airport.

"I want to make it clear that everyone in Central GEEIA Region played a part in winning this," Colonel Fenlon told the NEWS. "We have had excellent cooperation from every unit in the region." He added that personnel representing the region's officer, airmen, and civilian strength were present at the awards ceremony, the first time this has been done. Having the subordinate commanders in attendance was also a first.

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GEEIA news
the CAN DO agency

VOL. IX NO. 6 HEADQUARTERS GEEIA, GRIFFISS AIR FORCE BASE, NEW YORK APRIL 1, 1970

Sneaks Past Eastern By .8 Per Cent

PacGEEIA Wins MPS For Grand Finale

GRIFFISS AFB. N. Y. -- It seems only appropriate that the last GEEIA Management Performance System Trophy was won by Pacific GEEIA Region. With never say die thinking, Pacific Region continued with their "Can Do" attitude and climbed from last place to capture the first place slot in GEEIA's Management Performance System. This was the first time Pacific Region has ever won this trophy.

In very close competition, Pacific Region nudged Eastern Region by .8 per cent to take the Trophy by capturing 91.9 per cent or 570 of a possible 620 points. Finishing a very close second was Eastern Region with 564.7 points or 91.1 per cent. Third place went to Central Region with 545.5 total points or 88 per cent, and Western finished fourth with 504.1 points or 81.3 per cent.

The all important Mission Subjects category, worth 450 points saw all Regions receive above 94 per cent of the total points. In the Safety Subjects category, Western received all 30 of the total points to finish first. Taking second was Pacific Region with 26 points of the possible 30. Tieing for third was Eastern Region and Central Region with 25 points.

The surprise topic in the system this quarter was Engineering Completion Improvement and Installation Completion Improvement. The topic had a point quota of 100 points or 50 points per sub topic, Pacific Region finished nearly perfect with 94.7 points to take first place honors in this category.

Four manhour accounting subjects worth 150 points were dropped from the Performance System, this quarter due to processing problems encountered both at the region level and at Hq. GEEIA.

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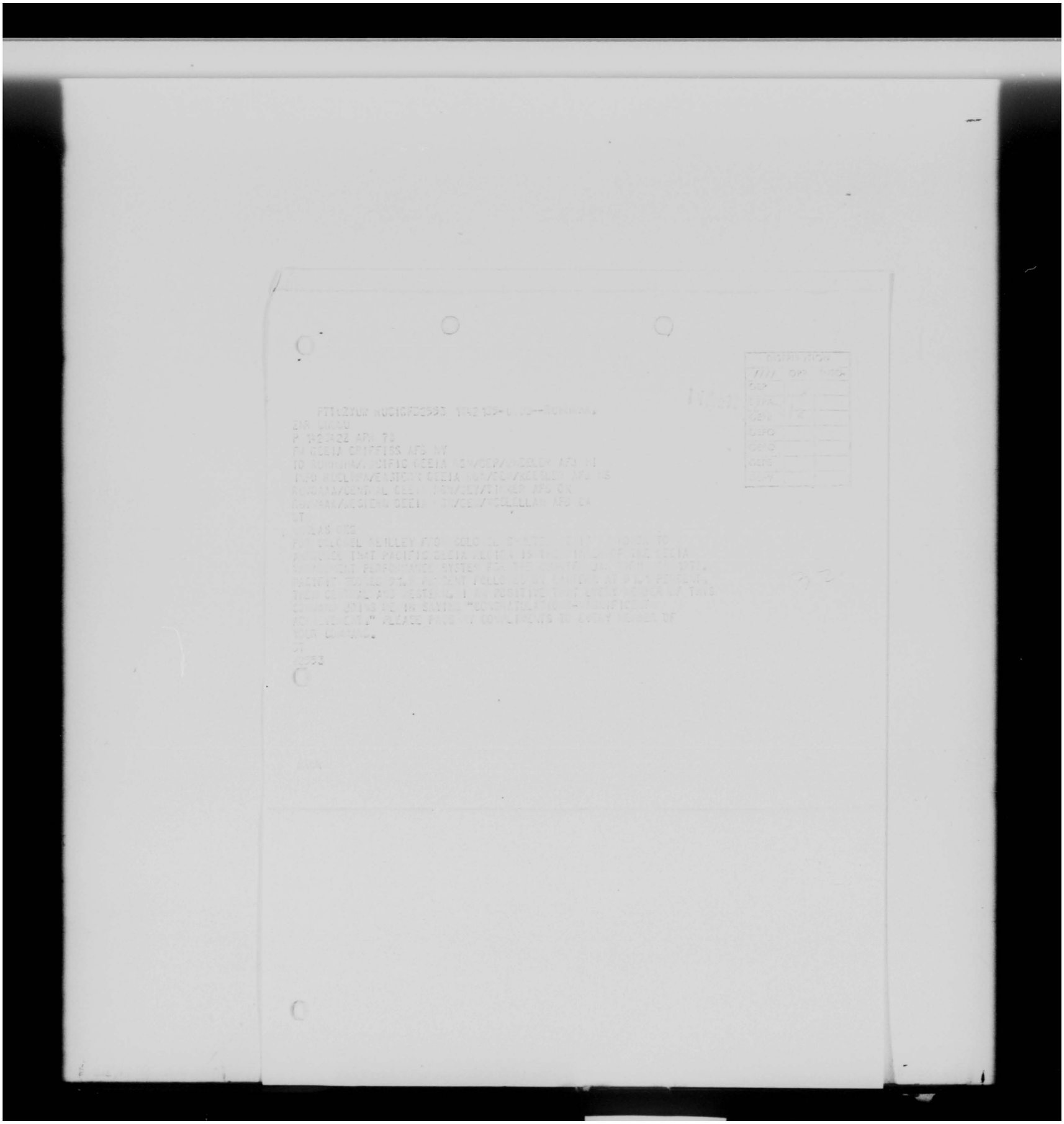

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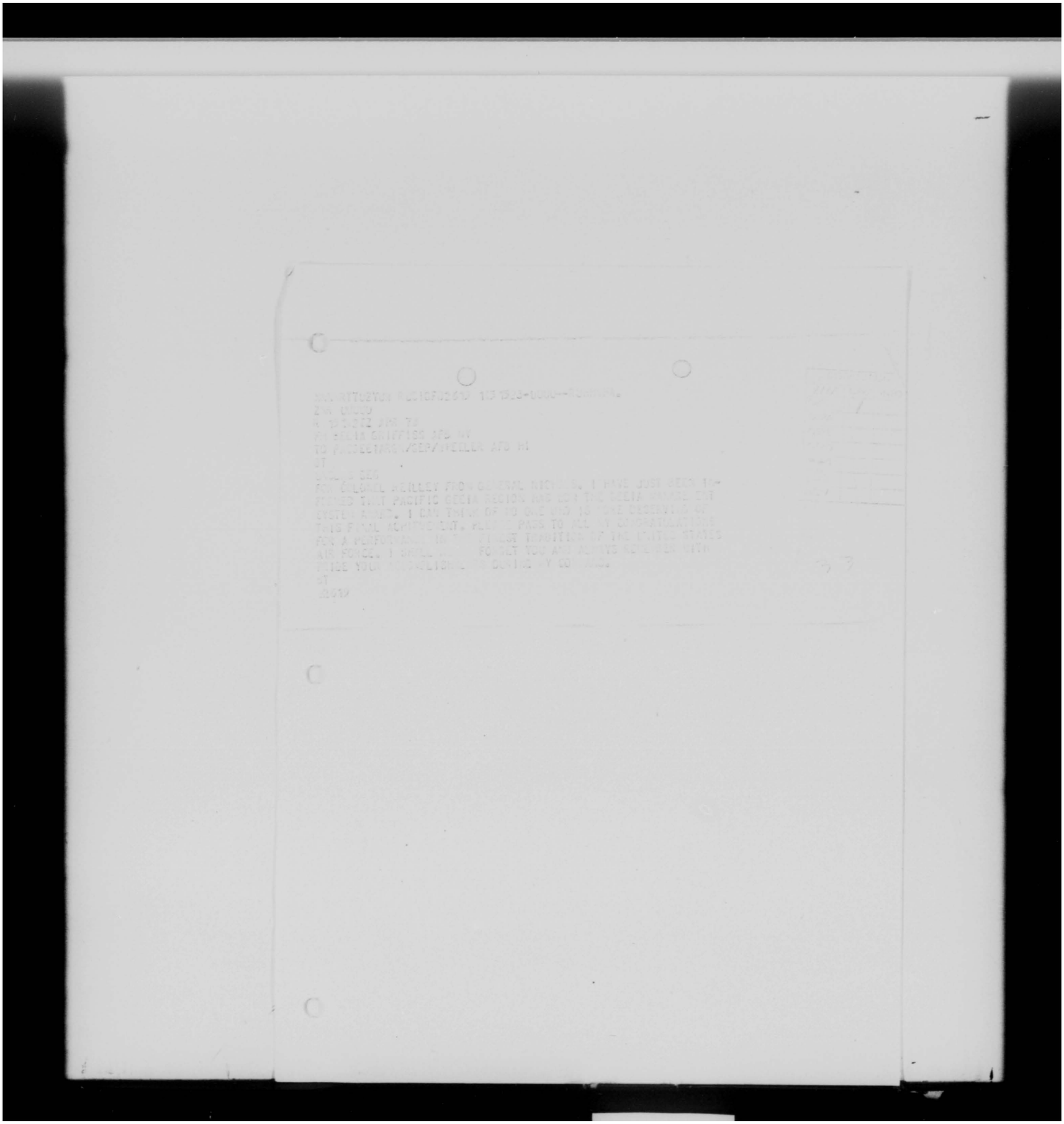

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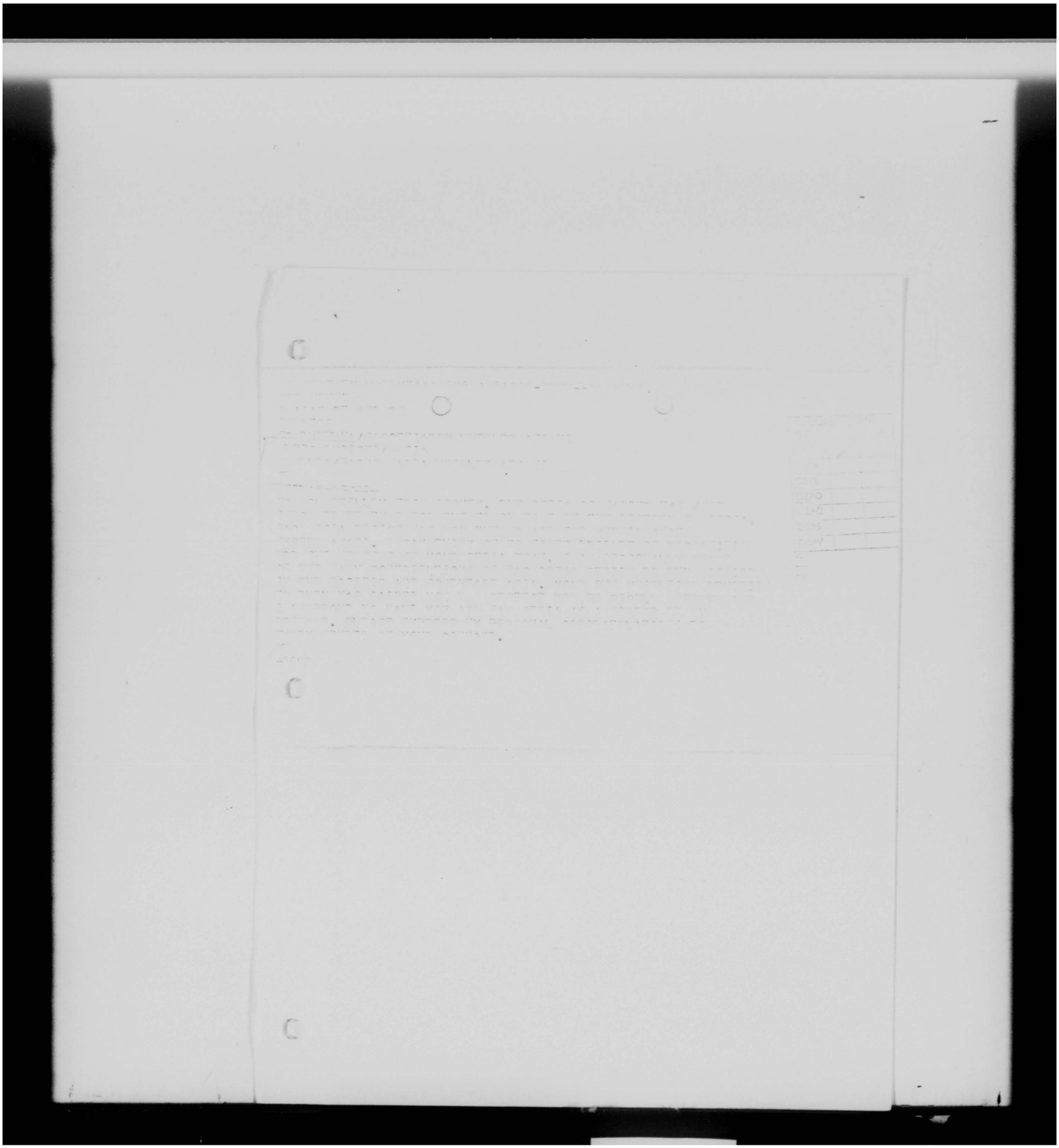

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6	00917064	07/68-06/69	3		Major History (GEEIA)	Uncl		None
228	00917065	07/69-03/70			Final Major History	U/FOUO		None
737	00917066	07/68-06/69			Annual Historical Report Of Headquarters			
					European GEEIA Region	Uncl		None
829	00917067	07/69-03/70			History; Pacific GEEIA Region and			
					SEA Monogram	Uncl		None
1256					INDEX			

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