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HISTORICAL REPORT
1 July 1968 - 30 June 1969
CENTRAL GEEIA REGION
TINKER AFB, OKLAHOMA

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HISTORICAL REPORT

1 July 1968 - 30 June 1969

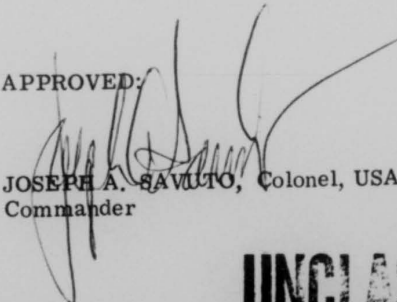
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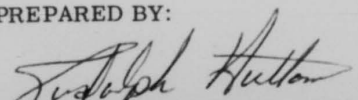
15 JUN 1987

CENTRAL REGION
GROUND ELECTRONICS ENGINEERING-INSTALLATION AGENCY
AIR FORCE LOGISTICS COMMAND
UNITED STATES AIR FORCE
TINKER AIR FORCE BASE, OKLAHOMA

APPROVED:


JOSEPH A. SAVUTO, Colonel, USAF
Commander

PREPARED BY:


RUDOLPH HUTTON, TSgt, USAF
Acting Region Historian

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INTRODUCTION

This thirteenth historical report of Central GEEIA Region attempts to provide the reader with an objective, chronological presentation of events that accurately reflects the region's accomplishments and problems during the period 1 July 1968 to 30 June 1969. We have retained the format used in the two previous historical reports because we agree with the previous historians that it most effectively reflects the significant achievements and progress of this region.

This history will show that accomplishments continued to be the story for FY 69 within Central GEEIA Region. Our personnel, working as a team, continued to provide our customers with fast, effective job completions, thus insuring customer satisfaction.

Readers should keep in mind that manpower resources continued at a premium within the region for the past fiscal year. During this period, action was taken to insure maximum capability from the minimum essential resources. Increased importance continued to be placed on management of all engineering-installation resources.

No attempt will be made here to explain the tasks completed within this region this year, however, by reading the entire history, each reader can realize the full impact of Central GEEIA on the overall GEEIA and Air Force missions.

ORGANIZATION

Two minor organizational changes were made during this reporting period.

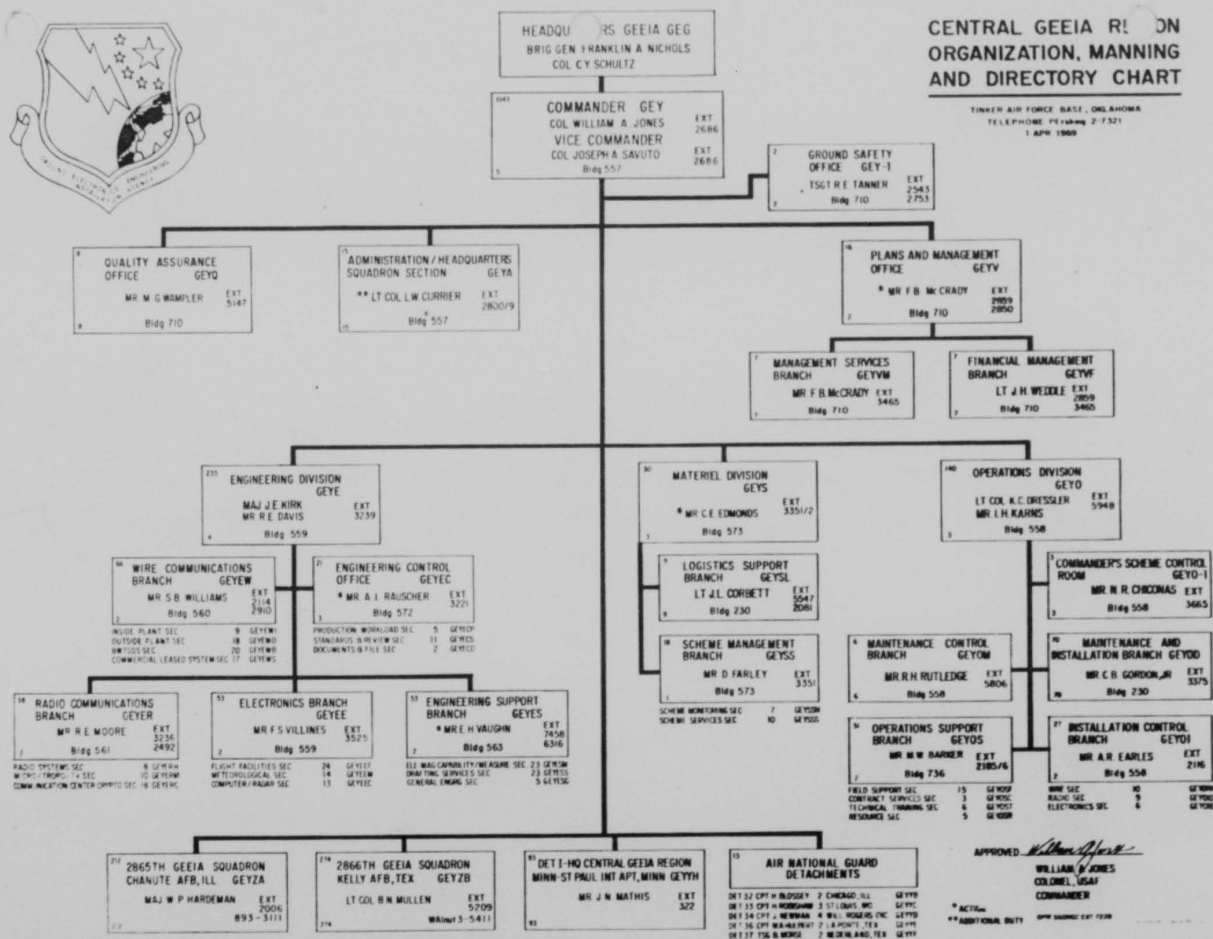
Effective 1 July 1968, the highest regional echelon was lowered from Directorate to Division level.

In October 1968, a Commander's Scheme Control Room was established out of the Operations Division Resources Section. The Scheme Control Room concept was adopted from the Commander's Scheme Control Room at Headquarters GEEIA.

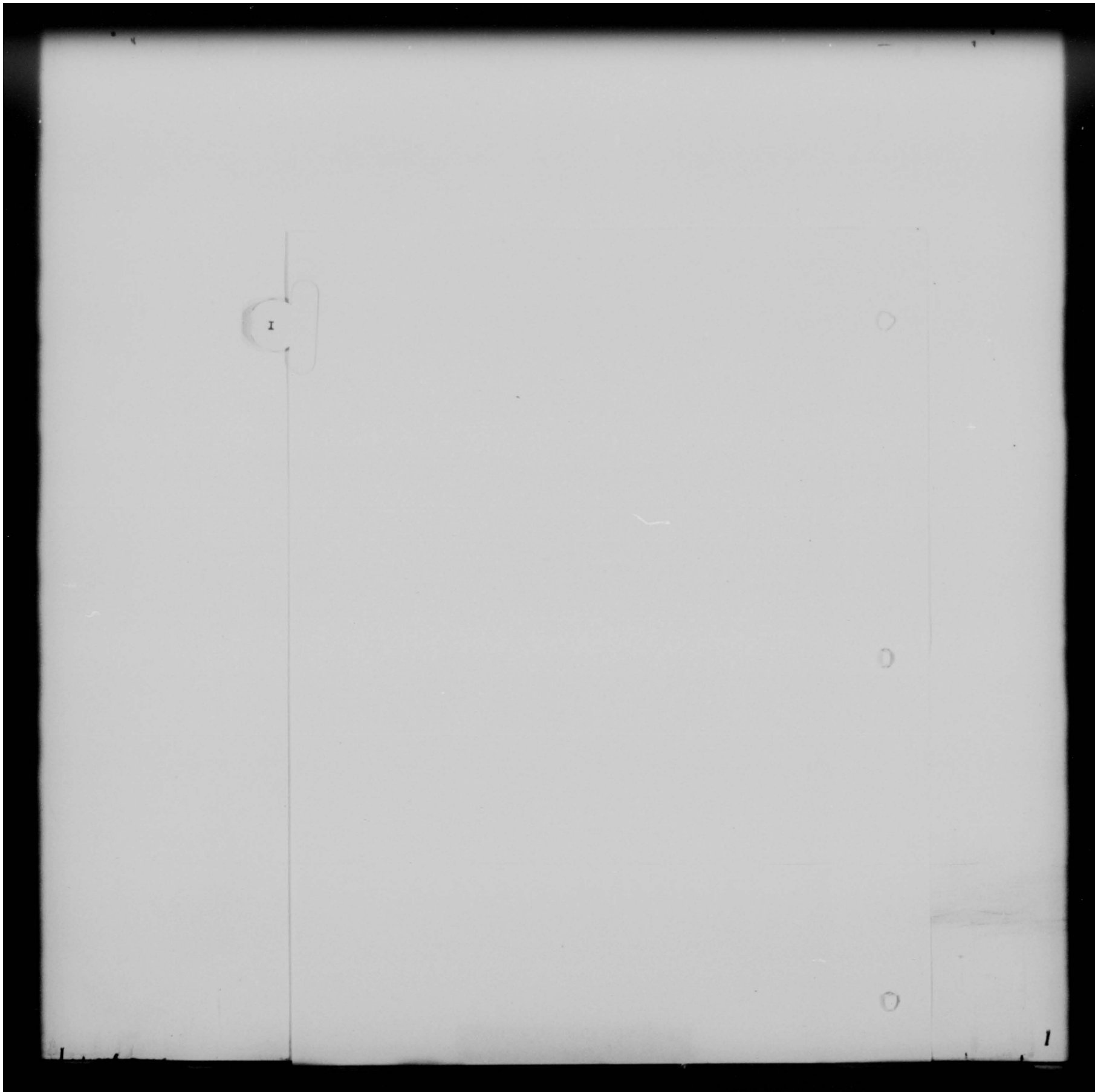


**CENTRAL GEEIA REGION
ORGANIZATION, MANNING
AND DIRECTORY CHART**

TINNEN AIR FORCE BASE, OKLAHOMA
TELEPHONE PREFIX 2-7321
1 APR 1960



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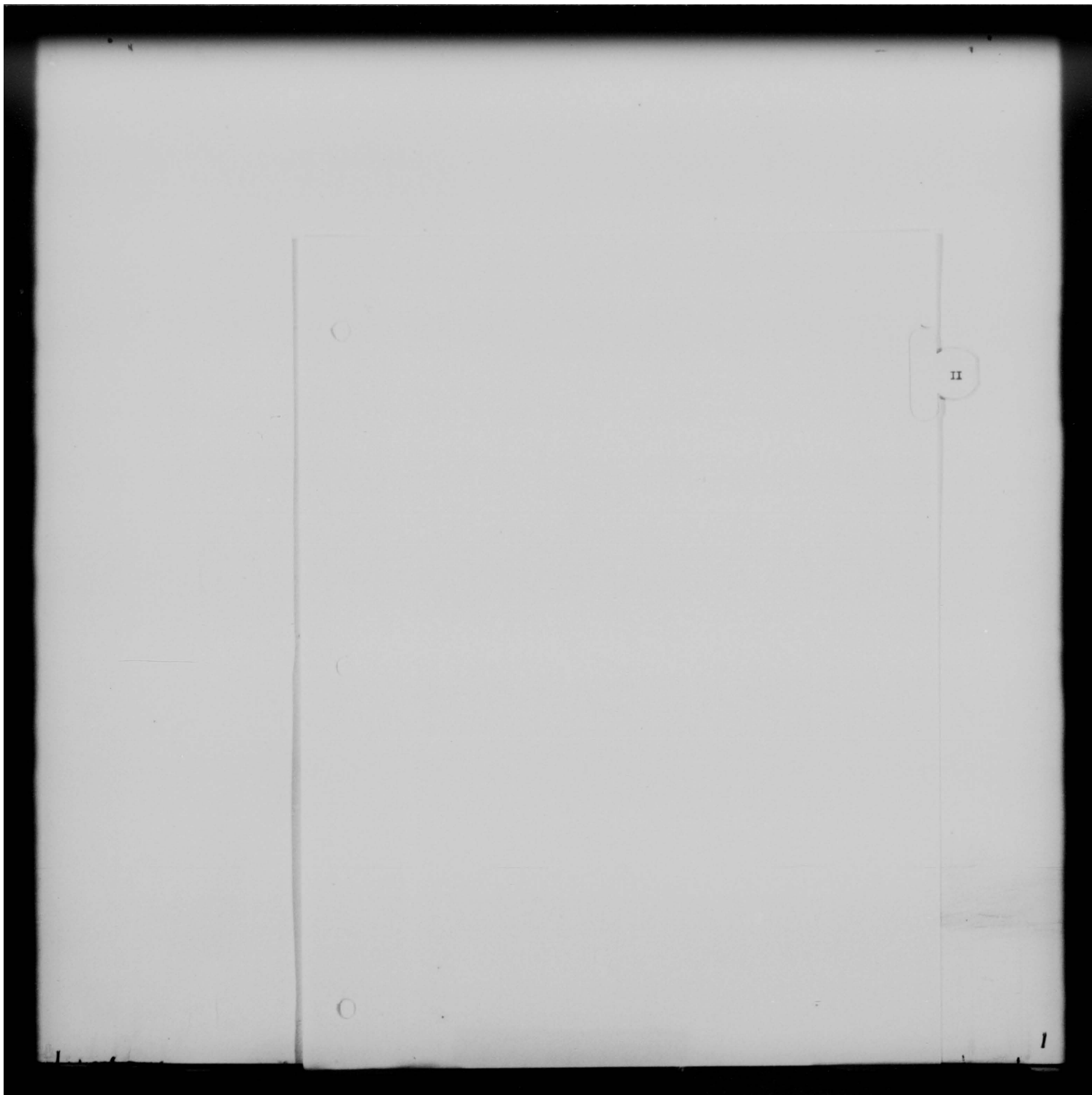
MISSION

Central GEEIA Region with headquarters at Tinker Air Force Base, Oklahoma, was responsible for the installation engineering, installation and maintenance of the Air Force's ground communication, electronic and meteorological (CEM) systems and facilities within its area of responsibility.

This area includes the States of Arkansas, Colorado, Illinois, Iowa, Kansas, Louisiana, Michigan, Minnesota, Missouri, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, Wisconsin, Wyoming, and Central and South America. Special assignments may be made in other areas by the Commander of GEEIA.

The installation and maintenance portion of the mission was accomplished through the use of installation squadrons located at Kelly AFB, Texas and Chanute AFB, Illinois, and a maintenance detachment at Minneapolis, Minnesota. They were augmented by seven Air National Guard Squadrons. Engineering functions were accomplished by military and civil service personnel assigned to the Region Headquarters.

Responsibilities for implementation of the above mission are outlined in the mission statement of each organizational component in its section of this history.



COMMAND SECTION

Colonel William A. Jones assumed command of Central GEEIA Region on August 1, 1967, upon the retirement of Colonel Albert H. Snider. Colonel Jones had served as Deputy Commander since August 1965.

Colonel Jones enlisted in the Army Air Corps as an aviation cadet in 1939. After flying training at Lindberg, Randolph and Kelly Fields, Texas, he was commissioned a second lieutenant in the Army Air Corps Reserve in August 1940, and accepted a regular commission in 1946.

His first assignment was the Panama Canal Zone in 1940. On Pearl Harbor Day (December 7, 1941), he was in command of a pursuit unit and moved into Surinam (formerly Dutch Guiana) on anti-submarine patrol, flying P-40 aircraft.

During 1943, he commanded a squadron flying P-39 aircraft in the United States. He was shot down over France in 1944 while flying P-38s out of a base in England. After being shot down, he spent two months working with the French underground on making arrangements for air drops at night in enemy territory. Later that same year he returned to the United States.

In 1946, Colonel Jones was Deputy Commander of France Field, Canal Zone, and in the same year went to the island of St Lucia,

British West Indies, as Base Commander.

Returning to the United States in December 1948, he attended Air Command and Staff School and Air Force Officers' Communications School, graduating in December 1949. In 1950-53, he commanded the Aircraft Controller's School at Tyndall AFB, Florida, and later the Interceptor School.

From 1953 to 1955 he commanded the Pilot Training Wing, Webb AFB, Texas. His 1955 assignment took him to Turkey as Chief, O & T Division and Assistant CS, TUSAFG, Ankara.

In 1957 he was assigned to Malmstrom AFB, Montana, as Deputy for Operations, 29th Air Division. Following attendance at the Air War College in 1961, his next assignment was staff officer in the Directorate of Operations, Headquarters USAF.

In 1963 he was assigned to the Strike Command Test and Evaluation Task Force, MacDill AFB, Florida. He reported to Tinker AFB, Oklahoma and Central GEEIA Region from MacDill AFB.

He is a command pilot with 17 aerial combat missions and 73 combat hours. During his Air Force career, he has totaled over 6,000 flying hours.

His decorations include the Air Medal with Oak Leaf Cluster and the Purple Heart.

Colonel Joseph A. Savuto assumed the duties of Vice Commander, Central GEEIA Region, 18 March 1969.

Colonel Savuto, a veteran of thirty years military service, was assigned to Central GEEIA Region from Tachikawa Air Base, Japan where he commanded the 2875th GEEIA Squadron.



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CENTRAL GEEIA REGION
TINKER AIR FORCE BASE, OKLAHOMA
OFFICE OF ADMINISTRATION/HQ SQUADRON SECTION

1. MISSION: Administer and monitor administrative policies, practices and procedures used within the Region. Plan and insure accomplishment of personnel programs for the Region. Responsible for the health, welfare, non-technical training, discipline, and morale of assigned personnel. Function as region travel coordinating office and provide mail and distribution services, including control of classified messages. Monitor records and forms management programs and maintain master reference library. Publish and distribute administrative publications, orders, directives and related correspondence, and coordinate with CBPO on personnel actions. Responsible for the efficient operation of the Region Information Program, and the policies and procedures used therein.

2. STRENGTH:

	<u>Officers</u>	<u>Airmen</u>	<u>Civilians</u>
Authorized	1	10	4
Assigned	0	10	4

3. PERSONNEL: The position of Chief of the Office of Administration and Commander of the Headquarters Squadron Section was held as an additional duty by Major Joseph E. Kirk until 24 February 1969. Lt Col Lewis W. Currier, Jr., assumed this position as an additional duty 24 February 1969. The need for a full-time administrative

officer in this function was evident as the job, Chief of Administration/ Headquarters Squadron Section Commander is a full-time job. PCS moves by military personnel assigned to the section continued to be a problem. Of our 10 authorized military positions, only 2 were occupied by the same individuals during the entire period. Of the 8 remaining positions, 4 were filled with personnel who were below the skill levels required to fill them.

4. TRAINING: There was an appreciable amount of improvement in the Regional Training Program upon the assignment of a 75152, on 12 November 1968. From November 1968 through the end of the reporting period, 5 personnel have been upgraded within the headquarters. In addition, 61% of all CY 69 General Military Training requirements were completed within Headquarters Central GEEIA as of 30 June 1969.

5. ORDERS AND PUBLICATIONS: No problems were experienced in the accomplishment of the mission of the orders and publications function. A total of 2,119 temporary duty orders (TDY), including amendments, were published in this headquarters during FY 69. A monthly breakdown follows:

<u>1968</u>		<u>1969</u>	
July	210	Jan	203
Aug	176	Feb	172
Sep	189	Mar	166
Oct	201	Apr	213

<u>1968</u>		<u>1969</u>	
Nov	155	May	157
Dec	145	Jun	132

GRAND TOTAL: 2,119

A total of 10 new publications were published and 13 rescinded.

6. MAIL AND DISTRIBUTION: Rapid turnover of personnel continued to be a problem in the Mail Distribution Office during FY 69. From August to December 1968, only one qualified 702X0 was assigned to the Mail Distribution Office.

7. ORDERLY ROOM: No major problems or changes were experienced in the Orderly Room function.

8. INFORMATION PROGRAM: During FY 69, the Region's Information Program showed definite improvement over the previous year in publicizing Central GEEIA. A total of 422 news releases were issued during that time. However, the Information Technician was reassigned 15 June 1969, and the earliest possible input of an Information Technician is October 1969.

9. AWARDS: A total of 23 Air Force Commendation Medals were awarded during this reporting period. The personnel who received these medals are as follows:

Colonel Billy J. Millis (2d Oak Leaf Cluster)

Lt Col Charles C. Paty

Lt Col Everett L. Thomas
Major Richard D. Montgomery
Captain Harold G. Blossey
Captain A. Newman
Lt Robert E. Hein
Lt Richard A. Lancaster
Lt Arthur Sobel
Lt Jerry L. Sparks
CMSgt James H. Haynes
SMSgt Herbert K. Harper
SMSgt Bennie R. Powell
SMSgt William Z. Smith, Jr. (2d Oak Leaf Cluster)
MSgt Don D. Adams
MSgt Bobby D. Bibbs
MSgt Charles L. Burinsky
MSgt Raymond D. Forsythe
MSgt Euther D. Ross
MSgt Walter S. Strepka
TSgt Robert S. Scott
SSgt Richard A. Medina
SSgt Edward J. Solat



CENTRAL GEEIA REGION
TINKER AIR FORCE BASE OKLAHOMA
QUALITY ASSURANCE OFFICE

Annual Historical Report
1 July 1968 - 30 June 1969

1. PERSONNEL STRENGTH:

	<u>Officers</u>	<u>NEO</u>	<u>Civilian</u>	<u>Total</u>
Authorized	1	4	5	10
Assigned	0	4	5	9

2. STATEMENT OF MISSION: A management function whereby surveillance of engineering, scheduling, materiel, maintenance, and installation processes and procedures is exercised to provide GEEIA commanders and supervisors with a management tool for the prevention, detection, and correction of deficiencies and undesirable trends, assuring a high quality product at minimum cost.

3. ORGANIZATIONAL CHANGES: A Quality Assurance conference convened in September with representatives from Headquarters AFIC and all GEEIA Regions. Brigadier General Franklin A. Nichols opened with welcoming remarks and delineated his desires relative to development of the GEEIA Quality Assurance Program. The GEEIA Quality Assurance program was established, reviewed, and revised. The Quality Assurance (QA) and Quality Control (QC) functions and objectives were standardized and merged throughout GEEIA. The area of responsibility of the Quality Assurance Office was enlarged to include quality assurance functions formerly the responsibility of Operations. These include Unsatisfactory Reports (URs), Quality Control Deficiency Reports (QCDRs), etc.

4. ADMINISTRATIVE PROBLEMS: With assumption of both the Quality Assurance and Quality Control Functions, this office finds a shortage of personnel greatly hampers progress of the Quality Assurance Program. Under present circumstances, this office cannot furnish adequate support to the squadrons and detachments. The Quality Assurance Program was only 40% effective in June, and while this is a short period for evaluation, we do not see any possibility for improvement until additional personnel are provided.

5. MISSION PROBLEMS AND PROGRESS:

a. Mr. Frank C. Kaminski, Chief of the Quality Assurance Office, was retired in August because of disability.

b. Mr. Monte G. Wampler assumed the duties of Chief, Quality Assurance Office in October.

c. MSgt LeeRoy H. Henkes reported in July for duty as a radar inspector.

d. During this reporting period, Quality Assurance inspected under the old system, 178 organic, 30 contract, and 50 mobile depot maintenance jobs; reviewed 170 organic schemes and performed 15 special studies. Under the new Quality Assurance concept, this office furnished assistance and guidance to squadrons and detachments as far as personnel manning permitted.

e. In summation, the Quality Assurance Office, in addition to items previously mentioned in this annual report, reviewed 11 Unsatisfactory Reports and 35 Quality Control Deficiency Reports.

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PLANS AND MANAGEMENT OFFICE

CENTRAL GEEIA REGION

Annual Historical Report

1 Jul 68 - 30 Jun 69

MISSION

Provide planning and management for the Region CEM effort. Develop and implement Region policies and procedures relative to requirements for data to assure effective management of resources. Determine resource requirements and assure submission of data in support of budget estimates and financial plans. Review and evaluate reports on resources as provided by the host and act as a central point of contact within the Region for the Management of these resources. Provide management engineering services and render technical assistance in the field of management and industrial engineering to the Region complex. 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 inquiries. Act as Region focal point for AFLC directed programs such as LPMS, Cost Reduction, etc.; develop local Region procedures to implement and supplement Hq GEEIA directed management systems; develop and maintain standards as directed by higher headquarters. Responsible for operational and contingency planning and recurring operational and management analysis Region-wide. Maintain surveillance of host-tenant support agreements of all Region components and act as a focal point for tenant support by the host.

PERSONNEL

From the beginning of the reporting period until 15 September 1968, Mr. Frank B. McCrady served as Chief of the Plans and Management Office. At that time, LtCol Lewis W. Currier, Jr., was assigned as Chief and served during the remainder of the reporting period.

SUMMARY

- a. Total authorizations at the beginning of the reporting period increased from 14 to 16. A Major (3034) was authorized within the Management Services function for only fiscal year 1969. Two additional authorizations GS-12 Budget Officer and a GS-5 Clerk Typist were later abolished due to a directed reduction of manpower spaces within the Region which left an ending authorization of 13 manpower spaces.
- b. Within the Management Services function a very outstanding achievement was made within the Cost Reduction area. The Region exceeded the assigned FY 69 goals by 230 percent.

MANAGEMENT SERVICES BRANCH

CENTRAL GEEIA REGION

Annual Historical Report

1 Jul 68 - 30 Jun 69

MISSION

Responsible for the Management/Industrial Engineering, data services statistical reporting and operational and contingency planning functions. Assist in the development of Region management system requirements as requested by Hq GEEIA. Provide professional management engineering services to the Region complex and serve as the Region Commander's consultant in Industrial and Management Engineering matters. Develop local Region procedures supplementing, and in accordance with Hq GEEIA development management system procedures as required. Provide technical assistance to appropriate Region support and operating activities in the field of management/industrial engineering. Act as the Region focal point for AFLC directed programs, i. e., LPMS, Cost Reduction Program, Zero Defects, Management Improvement Project, etc. Acts as Region focal point on data services requests and requirements between Region and local data services; and Region and Hq GEEIA. Acts as Region focal point for all matters concerning the GEEIA Management System. Develops and maintains standards as directed by Hq GEEIA (GEVE) through the Region Commander. Develops, coordinates and maintains Region operations, war and emergency plans in support of planned objectives of higher authority. Maintain surveillance of host-tenant support

agreements of all Region components. Conducts planning associated with the organization, discontinuance and/or movement of assigned organizational elements. Responsible for space coordination for Hq Central GEEIA Region. Reviews/processes inspection reports, acts as office of record and assures appropriate action on all reports of inspection, reports of audit, general accounting office reports, and OSI reports. Responsible for recurring operational/management analysis of the Region-wide activities. Conducts detailed studies and evaluations to isolate existing and potential problem areas. Presents problem areas and recommended solutions to Region Commander and Staff orally or graphically.

PERSONNEL

Management Services began the year with six civilian authorizations. The planning functions were performed by the Acting Chief of Plans and Management Office and one person in Management Services. This created a hardship and overloading of work on the two personnel. The Chief of Management Services continues to be detailed as Chief of the Plans and Management Office which, in effect, resulted in the loss of one position. One of the remaining personnel has been detailed as Acting Chief. Of the five positions one was within the clerical field and another in the illustration area which in effect left three personnel to accomplish major functions.

MANAGEMENT/INDUSTRIAL ENGINEERING

During the reporting period the major emphasis within this area has been to align the workload among the three Industrial Engineering Technicians. An Industrial Engineering Technician Workshop was conducted during the reporting period. In the Cost Reduction (CRP) area new goals were received in July 1968. Weekly progress status reports were presented at the Commander's Weekly Staff Meeting. The Region exceeded the overall CRP goal for the year. Monitorship of the suggestion program was reassigned to the Administration Office. Zero Defects (ZD) Meetings were conducted monthly. During the reporting period the Region had 414 Bronze, 116 Silver and 15 Gold ZD Awards approved. Briefings on CRP, ZD and Suggestions were given at Commander's Call at CGR and Squadrons and the Detachment also emphasized the importance of the programs and urging more active participation. To date, Hq GEEIA's proposal to implement a management/industrial engineering capability with adequate manning has not materialized.

PLANS

Annual review of Host-Tenant Support Agreements were completed for 2865 GEEIA Squadron, Chanute AFB, Illinois, 2866 GEEIA Squadron, Kelly AFB, Texas and Detachment 1, Hq Central GEEIA Region, Minneapolis St Paul International Airport, Minnesota. Central GEEIA Region's War Guide was rewritten during the reporting period.

DATA SERVICES

Major revisions to the GEEIA Workload Management System were implemented on 1 July 1968. During the first half of Fiscal Year 1969, system changes were evaluated and recommended improvements were detailed and submitted to Hq GEEIA for consideration. Most of the recommended changes involved revisions to our output products. Assistance was also rendered representatives of Hq GEEIA in re-design of various output products which resulted in simplification and improved utilization. Studies were made and Hq GEEIA advised of our requirements which included complete specifications and details for a historical report covering all jobs entering the GEEIA Workload Management System. Complete specifications and sample output products were designed and furnished Hq GEEIA during the second half of Fiscal Year 1969 to obtain a Region Monthly Analysis Report. Review of the overall GEEIA Management System methods and procedures were made and all Central GEEIA Region personnel were provided briefings to update their knowledge of system requirements.

MANAGEMENT ANALYSIS

The GEEIA Management Performance System remained relatively stable during the first three quarters of the year, however, during the last quarter several subjects were eliminated and replaced by others. Data sources for many elements were greatly simplified by use of new computer products which saved numerous manhours of hand counting and

maintaining records. GEEIA Management System Computer products were significantly improved during the year through elimination of errors, entry of more complete data and through various revisions. The Manhour Accounting Sub-system received major attention during the year to improve timeliness of reporting, omission of errors and understanding of the system by all Region personnel. TDY trips to two operating Squadrons, constant surveillance, several analyses and management attention have all contributed to improvement of this system. The major problem area of the system is in the Autodin Transmission function. The problem is twofold, first the low priority of GEEIA data transmission and second, inadequate support from Autodin Transmission Stations. The data is often transmitted late, erroneously, and sometimes lost. Detailed surveillance of performance in the Manhour Accounting Sub-system was regularly accomplished to insure all possible timeliness, accuracy, and proper usage of the system. The Management Summary Brochure, used by the Command Staff, was enlarged approximately 25% for better coverage of Region activities. The workload of the Region increased from 1,438 schemes to 1,864. Engineering manhours required increased from 181,000 at the start of the year to 381,000 hours at the end of the reporting period. Installation Manhour Requirement started with 917,000 hours and ended with 950,000 hours. In the first eleven months, 660 schemes, 398 engineering jobs

and 342 maintenance orders were completed. Cancellations for the first eleven months consisted of 338 schemes, 56 engineering jobs and 116 maintenance work orders. Unapproved workload in the system increased from 185 schemes in July 1968 to 700 in May 1969.

FINANCIAL MANAGEMENT BRANCH

CENTRAL GEELA REGION

Annual Historical Report

1 Jul 68 - 30 Jun 69

MISSION

The Financial Management Branch, Plans and Management Office, develops, justifies, defends and executes Annual and Quarterly Operations Operating Budgets in support of approved programs for which CGR is responsible. Maintains a system for funding and recording financial transactions in support of the assigned mission of CGR, its subordinate squadrons, and detachments. Presents studies and summaries to the Commander and higher headquarters on the financial status of funds allocated for this headquarters, its subordinate squadrons and detachments.

PERSONNEL

Mrs. Nalora C. Jacobs was Chief of the Financial Management Branch from the beginning of the reporting period until she was medically retired 3 Feb 69. At this time 1/Lt John H. Weddle was assigned as Chief and served as such during the remainder of the reporting period. The Branch had 7 authorizations at the beginning of the reporting period and upon the retirement of Mrs. Jacobs this position was abolished leaving six positions authorized for this function.

ANNUAL AND QUARTERLY OPERATIONS OPERATING BUDGET

New procedures for submission of annual and quarterly budgets were issued during FY 69. These procedures are in consonance with Project PRIME. These procedures require the estimating of fund

requirements for those items that will be expensed and in the undelivered order stage at the end of the current year, as well as those items from the previous two prior years which will be expensed during the current year. These procedures necessitate major changes in submission of Annual and Quarterly Operations Operating Budget and move the Air Force closer to the stated goal of Project PRIME which is to charge the activity which gains from receiving supplies or service with the cost of those supplies or services. The FY 70 Budget was written using the above mentioned procedures.

FUNDING AND RECORDING FINANCIAL TRANSACTIONS

Project PRIME as mentioned above has also necessitated many changes in the funding and recording of financial transactions by this office. Since all financial transactions now must be traced entirely through the accounting cycle it is necessary that all ledgers and journals kept in this office reflect the status of fund reservation, undelivered orders, and expenses at any point in time. This has required much more extensive bookkeeping by the budget and accounting clerks. During FY 69 this office began the use of control room like boards for tracing of documents in the contract and supplies area during the early stages of their flow through the accounting cycle.

GEEIA FINANCIAL SUBSYSTEM

During September of 1969 this office began the submission of GEEIA Forms 90A and 90B to Hq GEEIA. These forms are prepared in this office using GEEIA Form 56 and standard costs developed from

historical records for all new installation and maintenance jobs.
New forms 90A and 90B are also submitted for major changes in
old schemes or jobs.



VI

ENGINEERING DIVISION
CENTRAL GEEIA REGION
TINKER AFB, OKLAHOMA 73145

ANNUAL HISTORICAL REPORT
1 July 1968 to 30 June 1969

1. Personnel Strength:

	<u>Off</u>	<u>Amn</u>	<u>GS</u>	<u>CTS</u>	<u>Total</u>
Authorized	2	0	2	0	4
Assigned	2	0	2	0	4

2. Statement of Mission:

The Engineering Division is responsible for the accomplishment of engineering of all fixed Ground Communications-Electronics equipment including radio, radar, wire, flight facilities, missile, and aerospace systems. This includes, but is not limited to, Field Engineering surveys, preparation of site concurrence and allied support requirements correspondence, preparation of contracts and negotiation of all commercial wire carrier service contracts, and provision for advisory service to Air Force Contracting Officers. Reviews engineering standards and methods and makes recommendations for improvement thereof to Hq GEEIA. Assists the major air commands as required. Provides technical representation to joint conferences and groups. Correlates the activities of the Division with Programming and Operations to maintain engineering schedule integrity. Information concerning specific functions and

activities of the Branches under the Division are included with this report as separate sections.

3. Organizational Changes:

Lt Col Everett L. Thomas, Jr., who served as Chief of the Engineering Division, was succeeded by Major Joseph E. Kirk.

4. Mission Problems and Progress:

a. Tech Data: Lack of tech data from Hq GEEIA continues to hamper our engineering duties. Our Data Management Office will continue to apprise the appropriate headquarters element of the necessity for rapid acquisition and dissemination of technical data.

b. Progress made in the Branches, as delineated in each report, has contributed greatly to our more rapid reaction to engineering tasks and improvement in implementation of the GEMS System.

CENTRAL GEEIA REGION
TINKER AIR FORCE BASE, OKLAHOMA 73145

ENGINEERING DIVISION
ENGINEERING CONTROL BRANCH

ANNUAL HISTORICAL REPORT
1 July 1968 - 30 June 1969

1. Personnel Strength:

	Officers	Airmen	Civil Service	Total
Authorized	4	10	6	20
Assigned	3	8	6	17

2. Statement of Mission. Provided centralized administrative control for this branch, and operated a Central Technical Library for the entire headquarters. Provided central point of assimilation, evaluation, planning, phasing of new workload, provided statistical accounting, and evaluation of the Division's workload; evaluated, and insured utilization of standards; insured that all engineering elements were alerted to GEEIA technical publications as they were received; functioned as the Data Management Office for the acquisition, and dissemination of technical data; prepared, and revised policies, and procedures for the Engineering Division.

3. Organizational Changes:

Mr Albert I. Rauscher became Acting Chief, Engineering Control Branch in August 1968 moving from Chief, Standards & Review Section. In August 1968 Mr Miril W. Donnell became Acting Chief, Standards & Review Section moving from a position as a Standards Review Engineer. On 15 August 1968, 2d Lt Gerald D. Burchard arrived, and

assumed duties as Chief, Production Workload Section after just completing Communications Officer School at Kessler AFB, Mississippi. 22 August 1968, Sgt James D. Lorenz assumed the position of Chief, Documents & File Section after completion of a 2 year tour of duty in the Far East (Taiwan). TSgt Dan F. Stringer arrived on 2 December 1968 from a remote tour in Canada, and assumed duties as NCOIC, Workload Production Section. On 9 March 1969, Mr William A. Frey was moved from Chief, Radar Engineering Section to a position in Standards & Review Section acting as an electronic engineer. In the absence of the Branch Chief Mr Frey assumed his duties.

4. Problems and Progress:

a. The Workload Production Section fully implemented a revised GEEIA Engineering Management System (GEMS) during the month of July 1968. The system was burdened by initial starting errors, but since has been working relatively error-free. This section was plagued with a majority turn over of military personnel. Detailed supervision, and OJT was needed during augmentation of newly assigned personnel, however the obstacle was surmounted with no deterioration of work quality.

b. The Documents & File Section has decreased in utilization substantially, this is due to the increased number of technical orders (TO's) being maintained by each section. This is a great improvement for it has decreased the amount of travel formerly required by personnel of other sections to research problem areas.

This has also decreased the amount of traffic congestion, and noise throughout the entire branch.

c. The Standards & Review Section had a substantial reduction in workload as evidenced below:

	Total Reviewed FY 1969	Total Reviewed FY 1968
Schemes and Commerical Service Agreements	689	888
Engineering Change Notices	56	297
Engineering Change Requests and/or Approvals	209	63
Contracts	12	25

d. During this period this branch experienced a greater than normal turn over in military personnel, the following depicts pertinent information:

Retired	1
Separated	1
Reassigned from this office	7
Reassigned to this office	8
Reenlistments	2

e. In addition Standards & Review Section has one GS 855-12 on continuous loan to GEYESG, and two lieutenants, AFSC 2825, on continuous loan to GEYESM.

ELECTRONICS BRANCHANNUAL HISTORICAL REPORT1 July 1968 - 30 June 19691. Personnel Strength:

	<u>Officers</u>	<u>Airmen</u>	<u>Civil Service</u>	<u>CTS</u>	<u>Total</u>
Authorized	4	0	47	0	51
Assigned	4	0	46	0	50

2. Statement of Mission: Institute, prescribe and control the application of installation concepts, criteria, and standards necessary to implement ground C-E-M systems, subsystems or facilities that: Furnish meteorological, navigational and control guidance to airborne aerospace objects or weapons; provide capability to search, detect, and acquire unknown objects in air or space environments; process, produce and compute specific control and guidance requirements to aerospace vehicles.

3. Organizational Changes: The Computer and Radar Sections were combined and associated work is being accomplished by the Computer Section. The functional requirement for annual outside plant surveys, (Meteorological, Flight Facilities and Radio) with the authorized manning, has been deleted from the organizational structure of the Meteorological Section due to deletion of the requirement from AFM 100-18c. The Electronics Branch is divided into three sections and managed as follows:

Electronics Branch	Mr. Fritz S. Villines, Chief
Flight Facilities Section	Mr. Olvis L. Edwards, Chief
Meteorological Section	Mr. Billy H. Diggs, Chief
Computer Section	Mr. Harold G. Wood

4. Mission Problems and Progress:

a. 489L BMEWS Clear, Thule, and Fylingdale: An engineer of the Computer Section accomplished site surveys and prepared site concurrence letters for the contractor to install the error detection and correction equipment. Engineering was accomplished for the rewiring of terminal boards in the computer room to accommodate the revised BMEWS data configuration.

b. NCMC: Engineers of the Computer Section accomplished the engineering on the following projects: installation of the Type III Logic Cabinets and associated display consoles; installation of the Slave Data Display consoles; and reconfiguration of equipment to allow the above equipment to be installed. Engineering assistance was provided for leased computer systems.

c. Scope Sand Testing: Three engineers from Central GEEIA Region augmented European Region for monitoring the contractor's accomplishment of the transmission data acquisition tests for Scope Scoop/Scope Sand in Europe and the NCMC (NORAD Cheyenne Mountain Complex). Test reports for applicable sites were

completed and forwarded to Headquarters GEEIA and Headquarters AFCS for evaluation. VF, Transmission System Digital Quality, Digital and Envelope Delay tests were also conducted in both directions of each path or increment for the system and digital tests were performed on an end to end configuration.

d. WSMR: An engineer of the Computer Section accomplished the pre-engineering, site survey and site concurrence letter for the installation of a modified BUIC III for the WSMR air surveillance system.

e. Military Airlift Command: An engineer of the Computer Section provided engineering assistance to Headquarters MAC, Scott AFB, Illinois for planning the computer complex in the new MAC Command Post.

f. BUIC III Consoles: Engineering (site surveys and site concurrence letter) was accomplished for addition of the eleventh console for BUIC III sites at Calumet, Havre, Fortuna and Baudette Air Force Stations.

g. Meteorological Cable Failures: Problems with meteorological cables have been reduced during the past period. Three experimental pressurized cable systems have been installed. Semi-annual checks have been accomplished with satisfactory results on two of the three cable systems. One system installed

during adverse weather conditions is not functioning but the systems at Little Rock AFB, Arkansas and Barksdale AFB, Louisiana are exceeding initial expectations. Additional systems are in the process of being installed.

h. Meteorological Cable Splicing: New cable splicing techniques have been investigated and initial test facilities installed at Barksdale AFB, Louisiana and Webb AFB, Texas. This technique shows promise of further reducing our meteorological problems.

i. Pre-engineering to Major Commands: Pre-engineering for CEIP assistance has been accomplished or is in the process for the following:

<u>TITLE</u>	<u>NUMBER OF BASES</u>
Momentary Wind Sampling	17
WRATTS-68	7
Riometer	1
Runway Supervisory Units	8
AN/GMQ-20	1 (Buckley ANG)
Relocate Wind Indicators	3

j. Modernization of Representative Weather Observation Station (RWOS): A survey of the RWOS at 53 Air Force Bases was requested by Headquarters AWS. Information gained from this

survey will be utilized for long range planning in updating USAF weather observation facilities.

k. ID-815: Procurement delays for the ID-815 Wind Indicators have continued for another year. Some delivery on the initial requirement has been received. Additional indicators have been programmed and scheme designators have been assigned for 34 locations.

l. New Workload:

(1) Approval of the Weather Graphics Printer has been received and scheme designator assigned for approximately thirty locations.

(2) CEIP has been submitted for Momentary Wind Sampling for seventeen bases.

m. Mobile VOR Van (AN/MRN-22): A USAF letter to all Major Air Force Commands states a USAF policy of collocating existing Air Force VOR's and TACAN's. This policy statement has resulted in numerous VOR site tests. The following Air Force bases have been site tested:

Tinker AFB, Oklahoma	AFLC
Holloman AFB, New Mexico	AFSC
Altus AFB, Oklahoma	MAC
Sheppard AFB, Texas	ATC
Webb AFB, Texas	ATC

Similar requests have been received from SAC for additional VOR site tests compatible with the MRN-22 availability. The van has undergone minor modifications to allow faster assembly and deployment. Other improvements have been added to assist the site testing engineer in monitoring equipment variables during flight inspection. These improvements are additional meters, better antenna control and improved equipment access.

n. ILS Monitor: The NAV-AIDS Section has designed and fabricated an ILS monitor for installation at Sheppard AFB Auxiliary Field. Non-availability of AN/GTW-2 (ILS Monitor) within the USAF lead the fabrication of this subject monitor. Coordination with Headquarters GEEIA and OCAMA (Service Engineering) produced their approval pending production of an OCAMA GTW-2 monitor substitute.

o. Augmentation: The NAV-AIDS Section has provided assistance to Hq GEEIA, Pacific GEEIA and Western GEEIA during this subject period. Two Central GEEIA Region engineers assisted Hq GEEIA with 4 channel comm workload and ILS localizer difficulties in Spangdahlem, Germany. Two Central GEEIA Region personnel (one civil service and one military) were sent to assist Pacific GEEIA with NAV-AIDS workload. One Central GEEIA Region engineer was sent with the Central GEEIA Region MRN-8 test van to conduct Glide Slope site test at Edwards AFB for Western GEEIA Region. Central GEEIA Region (NAV-AIDS) was instrumental

in development of multi-GEEIA Region CEIP action for ATC RSU installation. Related directly to this action was Central GEEIA Region (NAV-AIDS) assistance to ATC for development of new RSU standardization for submission to OCAMA for procurement.

p. Glide Slope Test Van (AN/MPN-8): The Central GEEIA Region ILS Glide Slope Test van was deployed with CGR personnel to the following Air Force bases:

England AFB, Louisiana
McConnell AFB, Kansas
Ellington AFB, Texas
Randolph AFB, Texas
Edwards AFB, California

The van is presently involved in an additional site test at Nellis AFB, Nevada for Western GEEIA Region. Van performance has been exceptional with only two equipment component failures during the subject year. The van scheduled for continuing site tests during the coming year.

q. VOR Modulation from RAPCON: NAV-AIDS has assisted OCAMA Service Engineering standardization and "check-out" of a modification to voice modulate the VOR facility from on-base mobile RAPCON sites. This assistance involved drawing production and field testing which has been accomplished with close coordination of service and Central GEEIA Region engineers. This modification has been applied to mobile RAPCONs and is presently

being broadened to include fixed RAPCON control.

r. VORTAC'S: The NAV-AIDS group at Central GEEIA Region was tasked to perform feasibility studies to collocate existing VOR and TACAN facilities at 25 bases within Central GEEIA Region. All major Air Commands are involved. The feasibility studies' information is gathered by pre-engineering surveys and site tests. During this subject year six pre-engineering surveys and five site tests have been completed. Site tests have included FAA flight inspection of Central GEEIA Region's mobile VOR van (AN/MRN-8) and mobile TACAN equipment (AN/TRN-6 and AN/TRN-17).

s. Control Tower Program (General): The number of new control tower structures constructed, authorized or funded during FY69 is the largest in the history of this organization. New towers have appeared at Laughlin, Holloman, McConnell, Kelly, Reese and others are to be completed at Tinker, Laredo, Vance, and Altus. Design was completed for Barksdale but funds have never been authorized. A new procedure has been initiated by the AFRCE at Dallas to have a pre-design conference at each of the bases with a new tower in the MCP program. This conference enables us to talk directly to the Corps of Engineers pertaining to the technical requirements that are necessary for our electronic equipment installation. We have also been successful in many instances of moving air traffic control operation from the old

control tower to the new structure without interrupting service. This procedure is very essential at the ATC bases due to the heavy flying schedule.

t. Control Tower Console Modernization Program: This program has slipped since the decision was made to drop the AN/GSA-92 program. One AN/GSA-92 was installed at Minot and one is in the installation phase at Holloman. The Air Force Academy was provided a home-made console but using the leftover 4-channel comm components for the electronic portion of the system.

The new console is almost in contract stage at this time; however, the 4-channel components are not on contract. Some of our new towers will be forced to use our old equipment and will cause considerable disruption to the service of these facilities.

Pre-fabricated cables for the new console have been discussed but no firm action has been taken that we are aware of at this time.

u. UHF/VHF Modernization Program: The new generation UHF and VHF transmitters, receivers and transceivers are still in the pre-production stage with constant slippage in the delivery of the test models. The slippage has been due to the contractor's inability to provide the test models on the original date.

v. Control Tower Landline Key System: Almost all of our present control towers in the Zone of Interior have leased land line key systems 302, 301, 400 etc. Specifications will be

written by OCAMA to procure key systems (call directors) for all government wire bases which will eliminate the present leased key system at these bases. A government owned key system has been purchased for Kelly AFB and will be installed in their new control tower in August-September 1969.

w. Fixed RAPCON Program: Engineering was completed on the AN/FPN-47 and AN/FPN-16 schemes for Vance, Sheppard and Holloman RAPCONs. The RAPCON canopy specification was completed and production started with delivery to be made at Headquarters GEEIA. The canopies will have the mounting panels cut, the four channel comm equipment will be installed, wired and hot checked at Griffiss before being shipped to Vance, Sheppard and Holloman. Engineering of the canopy and four channel comm is being jointly accomplished between Hq GEEIA and Central GEEIA Region engineers. The prototype installation of the canopy will be accomplished at Vance. CEIP 3QLBOOJ for expanded Fixed RAPCONs at Webb, Laughlin and Laredo has been approved. The ASR system for the three RAPCONs was planned for AN/FPN-47 radar sets which are not available. The newly developed FAA ASR-7 will be substituted for the AN/FPN-47. The specification for the Air Force configuration of the ASR-7 is not available for support structures requirements and the site concurrence letters are being held until the data is made available.

x. Mobile Radar Area Search Radar (ASR) Coverage Problems:

Engineering assistance was provided to Chanute, Holloman, Minot, Buckley, Randolph and Kelly. The assistance was requested to determine the cause and solution for coverage problems. The problems and solutions are as follows:

Chanute CFP-4: ASR high altitude coverage unusable above 15,000 feet. Improved radar performance and changed antenna tilt.

Holloman MPN-13: ASR coverage unusable in traffic pattern and high altitudes above 15,000 feet. Resited radar set to a depressed location. Installed clutter and null reflection screens. Recommended baseline modification and early fixed RAPCON installation.

Minot MPN-16: Heavy anomalous propagation during early morning hours on the ASR system. Standard sensitivity time control on receivers and recommended STC gated parametric amplifier.

Buckley CFP-4: Unusable ASR coverage above 15,000 feet. Improved radar performance, changed flight check radial due to screening at 2000 feet in existing flight check radial, changed antenna tilt, and aligned circular polarizer.

Randolph MPN-13, Kelly MPN-15: Evaluation revealed the basic problems for both sets was ASR MTI blind speed. The solution was to recommend the baseline modification for both Randolph and Kelly units.

y. ATC Communications GP-1 Towers and Platforms: The new generation of antenna support towers and platforms with safti-climbs, were installed at Forbes, Reese, Vance, Kelly and Blytheville. Twenty towers and platforms were installed at these bases ranging from 50' to 80' in height.

RADIO COMMUNICATIONS BRANCH

ANNUAL HISTORICAL REPORT

1 July 1968 - 30 June 1969

1. Personnel Strength:

	<u>Officers</u>	<u>Airmen</u>	<u>Civil Service</u>	<u>Total</u>
Authorized	5	0	30	35
Assigned	8	1	30	39

2. Statement of Mission: The Radio Communications Branch accomplishes and is responsible for AFR 100-2, AFR 375() as applied to engineering assistance for facilities and systems associated with radio communication, television and cryptographic devices. The basic mission of the Branch has not changed since the last reporting period, however, a change was made from a Division to a Branch. At the same time, the three subordinate Branches were changed to Sections. An additional requirement was levied on the Branch to provide an engineer for an on-site conference with the installation team chief at the start of each installation. The Branch provides engineering services to major and subordinate commands for C-E facilities. Provides technical guidance, validating requirements and keeping all agencies concerned informed of possible problem areas. Management of these efforts is an integral part of the overall mission assignment.

3. Radio Systems Section (GEYERH): The Scope Control facility at Albrook AFB, C. Z. was completed. This was a modernization program to update the old Quick Fix Facility for greater operating capability with the latest "state of the art" transmitters, receivers, control equipment and HF antennas. This was an engineering, furnished and installed effort by a contractor for the inside portion of the radio system. This section was responsible for insuring the contractor's

equipment installed at the transmitter, receiver and control site was compatible with existing communication equipment and with the HF antennas that were GEEIA furnished and installed.

The Section is presently preparing an amended Engineering Requirement Plan (ERP) for the Tri-Service Communications System in Peru, (Project Peace Tint). A new site survey was performed and a torn tape radio teletype communications system proposed with an HF radio circuit between Lima and Arequipa, using Arequipa as a relay to serve 12 tributary stations.

The Radio Systems Section has also participated in a conference and performed the site survey to further update the Quick-Fix and Scope Control Ground/Air/Ground facility at Albrook AFB, C. Z., under the Scope Pattern project. This project will replace the fixed frequency transmitters and receivers and the ground/air/ground control consoles.

4. Micro/Tropo/TV Section (GEYERM): The major administrative problem within the Section is obtaining information on major equipment to be used for scheme engineering. In the area of CCTV and microwave equipment, no nomenclatured equipment is available, therefore, commercial equipment is used. Upon approval, a procurement document (SOW or exhibit) is prepared and engineering of a scheme cannot be completed until a contract is awarded by OCAMA and a list of the equipment, with tech data, of the equipment to be provided, is available to the Section. This normally takes from six to twelve months.

The Section completed 7 CCTV schemes, 2 microwave schemes, 18 job numbers and 2 additional contract SOW's during the reporting period. Nine of the 18 job number completes were for pre-CEIP engineering assistance. These required preparation of FUP's, EIP's and conducting site surveys and SCL's.

Examples of the type of work done are as follows: On-site engineering/installation simultaneously, of a partially secure CCTV training system; 2 relocation schemes for CCTV equipment within Cheyenne Mountain (NORAD), Colorado for which no adequate PIP records were available; engineering a weathervision scheme for viewing a weather radar with a TV camera, where no standards exist.

There is a continuing interest by commands in secure TV for which no adequate standards or guidance is yet available.

Pacific GEEIA Region was augmented for 60 days by the loan of one officer. Comm Center/Crypto Section was augmented by the loan of two engineers for 90 days each, plus 6 weeks crypto school for each.

5. Comm Center/Crypto Section (GEYERC): The major administrative problem within the Comm Center/Crypto Section remains the maintaining of workload continuity and meeting of Engineering completion required dates, established to allow the Region to meet the customer's desired operational dates for the facilities.

The reasons remain the same as in the preceding reporting period and are: (1) The continuing high turnover rate of personnel; and (2) the requirement for augmentation of Pacific and European Regions. The average personnel strength of the Section was seventeen with the following gains and loses:

	<u>Officer</u>	<u>Airmen</u>	<u>Engineers</u>	<u>Clerical</u>
Loses	3	1	2	2
Gains	4	1	4	1

This represents a 50% turnover of personnel during the reporting period, including the loss of 3 key civilian engineers. Additionally, 2 engineers were loaned to Pacific Region for 90 days and 2 engineers to European Region for 90 and 120 days, respectfully.

The Section completed 65 CEM schemes during the reporting period and 30 work orders. 19 of the above schemes were delinquent in the engineering phase when completed, due to the limited manpower capability of the Section, as outlined above.

Another continuing administrative problem is that of the priority/emergency type schemes, which do not allow the normal scheme life cycle with the engineering, supply and installation phase in consecutive order. 22 of the 65 schemes completed, or approximately one-third, required advanced "Bill of Materials" (BOM) to permit simultaneous engineering/supply phases. 6 schemes required simultaneous engineering/installation due to emergency customer requirements.

Seventeen of the 30 work orders completed were for pre-CEIP engineering assistance under the new philosophy for submission of CEIP's by the MAJCOM's. These required preparation of the Facility Utilization Plans, (FUP) and Engineering/Installation Plans (E/IP) and the conducting of actual site surveys and submission of the resultant Site Concurrence Letters.

The major single project completed by the Section during the reporting period was the pre-CEIP engineering assistance for the CONUS Digital Subscriber Terminal Equipment (DSTE) for CONUS AUTODIN system. 84 separate sitings were made at 48 Air Force bases for the following commands: MAC, TAC, ADC, SAC, OSI, AFCS, AFRES, and AFSOC.

CENTRAL GEEIA REGION
TINKER AFB, OKLAHOMA
ENGINEERING DIVISION
ENGINEERING SUPPORT BRANCH

Annual Historical Report
1 July 1968 - 30 June 1969

1. PERSONNEL STRENGTH:

	Officers	Airmen	Civil Service	Total
Authorized	3	30	18	51
Assigned	3	25	15	43

2. STATEMENT OF MISSION:

a. Provided circuit conditioning, path loss measurements for radio and cable systems, alignment and measurement of antenna systems; Radio Frequency Interference and Radiation Hazards Reduction programs, Quick Fix Interference Reduction Capability and Systems Implementation Test.

b. Provided electrical, mechanical, civil, and architectural engineering services which included, but was not limited to, instrument surveying, review and inspection of supporting structures, monitoring site concurrence letters, construction completion dates and related scheme reports. Provided plant-in-place management, contract drafting supervision, reproduction services, and files maintenance.

c. Formulated drafting policies, guidance, and actual drafting services. Provided quality control inspection of contract drafting.

3. ORGANIZATIONAL CHANGES:

a. Branch Office. During the first nine months this office was managed by Mr. Eugene H. Vaughn as Acting Chief. During the last

quarter the military position was managed by Captain Ray E. Ruprecht as Chief.

b. Electromagnetic Compatibility and Measurements Section.

(1) Personnel Losses: Two (2) Civil Service engineers resigned, two (2) military engineers (officers) transferred, and eight (8) enlisted men transferred.

(2) Personnel Gains: One (1) Civil Service engineer, two (2) military engineers (officers) and twelve (12) enlisted men.

(3) Personnel Promotions: One (1) Civil Service Clerk-Steno promoted to Secretary, GS-5, one (1) Civil Service engineer to GS-9, and six (6) military personnel were promoted to various ranks.

c. Drafting Services Section.

(1) Personnel Losses: Two (2) Youth Opportunity Program assistants terminated, three (3) draftsmen (airmen) discharged. One (1) draftsman (airman) transferred to SEA, one (1) draftsman (airman) transferred to AECF, and seven (7) personnel were loaned to General Engineering Section for their mission accomplishment.

(2) Personnel Gains: One (1) Civil Service draftsman temporary indefinite hire, one (1) military draftsman, and two (2) administrative clerks.

(3) Personnel Promotions: One (1) Civil Service draftsman promoted to GS-6, one (1) TSgt promoted to MSgt, one (1) Sgt promoted to SSgt, two (2) airmen promoted to AIC, one (1) promotion from basic airman to airman.

d. General Engineering Section. This Section was assigned many duties as outlined in Statement of Mission.

(1) Personnel Gains: The Section was manned by nineteen (19) people; five (5) (2 military and 3 civilians) were permanently assigned, the remaining positions were filled by ten (10) military and four (4) civilians borrowed from other Sections.

4. ADMINISTRATIVE PROBLEMS AND PROGRESS:

a. Electromagnetic Compatibility and Measurements Section.

The recent policy of not filling vacated positions, coupled with the low grade ceiling of GS-11 journeyman engineers resulted in a severe shortage of qualified personnel in this Section. Two (2) engineers resigned during the year, specifically for promotion in industry. This situation was made even more critical by expansion of the Section workload in Circuit Conditioning, Systems Implementation Testing and the measurements function.

b. Drafting Services Section.

In January 1969 authorization was obtained to hire three (3) draftsmen on an indefinite temporary basis; however, the Base Civilian Personnel Office was unable to recruit but one (1) draftsman because of the indefinite nature of this employment. The large number of losses in this Section curtailed organic drafting capability until contract augmentation was mandatory. No relief was obtained in the replacement of these draftsmen and additional contract action was planned.

c. General Engineering Section:

Many problems were encountered due to loan and borrowing of personnel. Technical administration of drafting contract generated an increased workload. Progress was made (in spite of the overall reduction of branch personnel) in reduction of Plant-in-Place delinquencies, composite drawing index, and improvement of record techniques.

5. MISSION PROBLEMS AND PROGRESS:

a. Electromagnetic Compatibility and Measurements Section:

(1) Radio Frequency Interference and Quick Fix Interference Reduction Capability: Thirty eight (38) projects were completed, including Intorad II actions and other assistance required by Air Force agencies, in resolving problems associated with siting and operation of Radar Systems, Communication Systems, Navigational Aids, Weather Services devices, and other communications and electronic facilities. Two hundred fifty six (256) site concurrence letters (SCL) electromagnetic compatibility actions were accomplished. Forty eight (48) Pre-CEIP engineering tasks were accomplished.

(2) Microwave Radiation Hazards: Six (6) projects were completed, each involving surveys of Electromagnetic Radiation Hazards (EMRH) to personnel, electro-explosive devices, and/or POL.

(3) System Implementation Tests and Measurements Tasks: Twenty (20) projects were completed, including implementation tests on the BUIC III and Scope Scoop/Scope Sand.

(4) Circuit Conditioning Tasks: Fifteen (15) projects were completed.

(5) A mission problem developed in the EMC and Measurements Section due to the increase in measurements work being done by the Section and the new workload of the Circuit Conditioning program, coupled with a net personnel decrease of one engineer over the past year.

(6) Personnel attended the following courses of instruction:

(a) EMC Course, Keesler AFB, Mississippi.

(b) Digital Communications School, Griffiss AFB NY.

(7) Assigned vehicles traveled approximately 24,753 miles in support of the Section mission.

b. Drafting Services Section:

(1) The implementation of the new GEEIA Drawing Record System in accordance with AFM 100-19 and GEEIAM 100-2 continued to be held in abeyance, except as necessary mission work, pending a study by USAF. A series of small contracts in the second quarter, followed by a \$21,000 contract in the third and fourth, augmented the seriously reduced organic drafting capability; however, technical administration of these contracts was not without difficulties and required considerable attention.

(2) The administrative, Plant-in-Place, reproduction, and record files were transferred to the General Engineering Section in order to introduce new management practices.

c. General Engineering Section:

(1) The administrative, Plant-in-Place, records, reproduction, and indexing of drawings was assumed. Improvement was realized in all areas. The first Engineering Division Operating Instruction encompassing all of these functions was published. The plant-in-place delinquencies was reduced and maintained at zero level. Records were and continue to be purified. Reproduction facilities have been improved and increased by the addition of a Printmaster 770. The indexing of all drawings was completed. Plans were formulated to continue this overall improvement. Materials such as paper and ammonia were very scarce and deliveries were delayed.

(2) The general engineering consulting capabilities and responsibilities were improved. Surveying was accomplished using electronic DME equipment. This Section maintains daily Commander's Briefing attendance and data relative to its functions in supporting structure, allied support requirements, and related schemes. Status boards were established and maintained for support requirements and plant-in-place functions. Complete Site Concurrence Letter and Support Status files were established and maintained. The establishment and authorization of personnel for manning was the major problem encountered.

CENTRAL GEEIA REGION
TINKER AFB, OKLAHOMA

ENGINEERING DIVISION
WIRE COMMUNICATIONS BRANCH
INSIDE PLANT SECTION

Annual Historical Report
1 July 1968 - 30 June 1969

1. PERSONNEL STRENGTH:

	<u>Officers</u>	<u>Airmen</u>	<u>Civil Service</u>	<u>Total</u>
Authorized	0	0	9	9
Assigned	1	0	9	10

2. STATEMENT OF MISSION: Engineer telephone central office equipment in Government-owned exchanges and to monitor progress of schemes contracted by Statement of Work through supply, installation, and plant-in-place phases; to give technical assistance to bases whenever required.

3. ORGANIZATIONAL CHANGES: The Branch title was changed to a Section. The Section Secretary resigned and was replaced .

4. ADMINISTRATIVE PROBLEMS AND PROGRESS: There have been no significant administrative problems during this period. Improved procedures concerning TDY orders have aided the Section capability to accomplish the assigned mission.

5. MISSION PROBLEMS AND PROGRESS: Mission problems continue to be centered in programming workload against available manhours. During this period, manhour capability diverted outside the Section consumed twenty-three man months; four man months were loaned to the Pacific GEEIA Region for augmentation, seven man months were loaned to European GEEIA Region for the Overseas AUTOVON System, and twelve man months to another branch within the Engineering Division. A project involving all communications facilities in an Aerospace Data Facility at Buckley ANG Base, Colorado was undertaken by this Section, with an anticipated completion date of June 1970. Thirty-seven (37) schemes were completed in this Section the past year.

CENTRAL GEEIA REGION
TINKER AIR FORCE BASE, OKLAHOMA

ENGINEERING DIVISION
WIRE COMMUNICATIONS BRANCH

Annual Historical Report
1 Jul 68 - 30 Jun 69

1. PERSONNEL STRENGTH:

	Officers	Airmen	Civil Service	TOTAL
Authorized	2	1	64	67
Assigned	1	1	63	65

2. STATEMENT OF MISSION:

The Wire Communications Division accomplished engineering and engineering assistance for government-owned inside and outside plant telephone facilities; issued and evaluated Communication Service Authorizations (CSAs); prepared Base Wire Communication Programs; accomplished engineering functions in support of the ICEM Intersite Communications.

3. ORGANIZATIONAL CHANGES:

Functions of the Special Wire Section (ICEM Intersite Communications) were transferred to the Outside Plant Section in January 69. Titles of organization components were changed from Division to Branch, Branch to Section.

4. PERSONNEL CHANGES:

One additional Officer authorized but assigned to another Branch.

One Airman authorized and assigned.

Four civilians terminated employment. Of these four spaces, one was lost, one filled and two used by the Division to cover lost spaces in other Branches.

One civilian space was gained by transfer of function.

5. ADMINISTRATIVE PROBLEMS AND PROGRESS:

a. Many problems remained with AFM 100-17 concerning the Base Wire Communications Program (BWCP) procedures. Hq GEEIA reported considerable improvements were agreed to in conferences with personnel of Hq USAF. No official changes to the manual were received.

b. Rearrangement of assigned space in Building 560 and improved telephone service afforded much improved working conditions for the Government Inside Plant Section.

c. By direction of the Commander, programming functions for BWCP formerly accomplished by the Operations Division were transferred to this Branch.

6. MISSION PROBLEMS AND PROGRESS:

a. In March 1969, AFLC established a new position with regard to GEEIA responsibility for support of the Minuteman Hardened Intersite Cable System (HICS). All future requirements

for our participation on engineering matters would be as requested by the Systems Support Manager and directed by Hq GEEIA. T.O. 00-25-108 was scheduled for revision deleting or modifying the procedures involving the Maintenance Support Schedule (MSS). A comprehensive study on the HICS splice case problem at Malmstrom was provided to SAC. Future requirements for splice case replacements will be determined by SAC and GEEIA workloaded for maintenance support as is done for other Outside Plant requirements.

b. A project to provide Malmstrom with new drawings of Vol IIB for three Squadrons was 75% completed. These are the "strip maps" made from aerial photo mosaics on which the cable route and certain landmarks are depicted.

c. A high interest project started for a new Aerospace Data Facility to be constructed at Buckley Field, Colorado. Rapid progress was made toward completing Statements of Work for contractual acquisition of required facilities. Three engineers including Central GEEIA Region OPR were assigned from this Branch.

d. Twenty-one man-months were contributed for augmentation to PACGEEIA; 7 man-months to European GEEIA.

e. Production Figures:

(1) Schemes Completed Engineering Phase	379
(2) Schemes Completed (CSA Installation)	240
(3) BWCP Brochures Completed	52
(4) CEIP Assist Projects	8
(5) CSAs prepared	2784

CENTRAL GEEIA REGION
 TINKER AIR FORCE BASE OK
 ENGINEERING DIVISION
 WIRE COMMUNICATIONS BRANCH
 COMMERCIAL LEASED SYSTEMS SECTION
 ANNUAL HISTORICAL REPORT
 1 JULY 1968 - 30 JUNE 1969

1. PERSONNEL STRENGTH:

	Officers	Airmen	Civil Service	Total
Authorized	1	0	16	17
Assigned	0	0	15	15

2. STATEMENT OF MISSION: Provided communications engineering services to all Air Force Stations, bases, depots, missile sites or other activities in the planning, budgeting, predetailed engineering and engineering review of leased communications equipment and systems within the designated Central GEEIA Region. (These included but were not limited to, leased administrative telephone equipment and cable plant, inter-communications, public address, crash alarm, security and fire reporting systems, as well as all other leased communications facilities used by the Air Force including cable systems provided control circuits to radio-radar sites, navigational aids, missile complexes and other remotely controlled CE facilities and equipment). Negotiated with commercial

communications companies to assure minimum costs for required leased systems and issued specific orders against basic Air Force general contracts for the procurement of leased services. Ascertained through engineering analysis and tariff file review that full value was received for costs incurred.

3. ORGANIZATIONAL CHANGES: This section was required to loan one man to the Pacific GEEIA Region for a period of 6 months.

4. ADMINISTRATIVE PROBLEMS AND PROGRESS: Effective with the beginning of FY70 funding for one time construction charges on commercial leased schemes was to be accomplished by the bases concerned. This involved a change in scheme transmittal and budgetary data sheets for those schemes where communication service authorizations were to be issued after 30 June 1969. No particular problems were encountered.

5. MISSION PROBLEMS AND PROGRESS: Engineering completions averaged 23 schemes per month and installation completions 20 per month. Job completions averaged 4 per month and CSAs written during the period averaged 242 per month.

CENTRAL GEEIA REGION
TINKER AIR FORCE BASE, OKLAHOMA

ENGINEERING DIVISION
WIRE COMMUNICATIONS BRANCH
BASE WIRE COMMUNICATION PLAN SECTION

ANNUAL HISTORICAL REPORT
1 JULY 1968-30 JUNE 1969

1. PERSONNEL STRENGTH:

	Officers	Airmen	Civil Service	TOTAL
Authorized	1	1	20	22
Assigned	0	1	20	21

2. STATEMENT OF MISSION:

This Section is engaged in the preparation, maintenance, and dissemination of the three-year base wire communication plan for all AF installations in the Region, and for providing assistance in CEIP preparation for all government-owned installations. This requires constant monitoring of the MCP and M&O programs, including changes in mobilization plans, base missions, budgetary appropriations, CE programs and other factors affecting the requirements for communications services. The Base Wire Communications Plan is the program, budget guide and preliminary engineering plan for all wire systems, both government-owned and commercial leased.

3. ORGANIZATIONAL CHANGES:

In accordance with a re-titling of functions within the region, the

BWCP Branch title was changed to BWCP Section. This Section assumed all programming responsibilities for the wire program from the Operations Division.

4. PERSONNEL CHANGES:

A new employee was recruited to fill the long-vacant traffic engineering position. One employee was transferred from this Section to the Commercial Wire Section and one transferred from the Commercial Wire Section to this Section. Two employees were borrowed from the Outside Plant Section for 120-day details each. Two employees, one civilian and one military airman were transferred from the Operations Division to this Section. One employee resigned due to poor health. The position was filled and the employee was immediately placed on a 90-day detail to another branch.

5. ADMINISTRATIVE PROBLEMS AND PROGRESS:

This Section assumed all programming responsibilities for the wire program. A Region Headquarters Operating Instruction (HOI) was re-written to assign responsibilities. An Engineering Division Operating procedure was written to implement the assigned engineering responsibilities. Workload has increased in the traffic engineering area due to increased numbers of CEIPs being prepared and special assistance being given to the cut-over of a new telephone central office at Kelly AFB, Texas. A shift in personnel within the Section has compensated for this. The Section has experienced an unusually high sick leave

rate during the year due to serious and prolonged illness of four employees.

6. MISSION PROBLEMS AND PROGRESS:

Base Wire Communication Plans (BWCP) were completed for 52 locations. Each included a traffic study. Each plan now requires Hq USAF approval prior to implementation. Of the 52 completed, 42 have been approved. The remaining 10 are in the review cycle. Two Special BWCP meetings were held at Kelly and Tinker AFBs in support of an advanced automatic logistic system being implemented by AFLC. Special assistance has been provided to the Kelly AFB new telephone central office consisting of number assignments, balancing and cut-over procedures. CEIP assistance has been given on 8 projects. Special Traffic Studies were conducted for 7 locations.

CENTRAL GEEJA REGION
TINKER AIR FORCE BASE

ENGINEERING DIVISION
WIRE COMMUNICATIONS BRANCH
GOVERNMENT OUTSIDE PLANT SECTION

ANNUAL HISTORICAL REPORT
1 July 1968 to 1 July 1969

1. PERSONNEL STRENGTH:

	Officers	Airmen	Civil Service	Total
Authorized	0	0	17	17
Assigned	0	0	17	17

2. STATEMENT OF MISSION:

Perform engineering and provide single-point management of assigned communications-electronic systems, which include government-owned telephone outside plant cabling for administrative systems, fire-reporting systems, conditioned circuits for transmission of analog and digital data and classified information, complex government-owned public address/intercom systems and associated cabling. Also, perform special engineering tasks in support of ICEM Hardened Intersite Cable Systems (HICS).

3. ORGANIZATIONAL CHANGES:

The Government Outside Plant Branch became the Government Outside Plant Section. The Special Wire Section (ICBM Intersite Communications) was absorbed into the Government Outside Plant Section in January 1969.

4. MISSION PROBLEMS AND PROGRESS:

a. Two employees left the Section during the year - one accepted a job in private industry and one went to work for the U.S. Army. Several loans of personnel to other organizations also took place. These transfers created some problems in shifting the workload of these who transferred to others in the Section. The personnel loans to other organizations consisted of:

- (1) Twelve man-months to PAC GEEIA for SEA,
- (2) Thirteen man-months to other organizations within Central GEEIA,
- (3) Two and one-half man-months were borrowed from another Branch within Central GEEIA.

b. The Base Drawings are being converted to the new GEEIA/ AFLC Drawing Record System. About 50% remains to be done on Kelly AFB and approximately 25% remains on Scott AFB. These Bases will be finished by December 1969, which will complete the conversion.

c. A new splicing method using "Picabond" connectors was introduced during the year. One scheme is now in progress utilizing these connectors. Future usage will depend upon the results obtained from this initial scheme.

d. Some unusual or one-of-a-kind activities accomplished or begun during this period are as follows:

(1) During the period July through December 1968, special efforts were expended on the ICBM HICS system at Wing I, Malmstrom AFB, Montana. Purpose was to determine the extent of repair or replacement of defective items needed to bring the system up to desired standards. In the latter part of this period, a reappraisal of our involvement in the ICBM program as exemplified by Appendix III, T.O. 00-25-108, was conducted. This led to a shift of certain engineering responsibilities from this Section to the appropriate Directorate in OOAMA. By the end of February 1969, the remaining major engineering tasks under the previous policy had been completed and forwarded.

(2) In 1964, a study was begun on the effect the proposed Kaysinger Bluff Reservoir in Southwestern Missouri would have on Wing IV ICBM HICS system at Whiteman AFB. Although the bulk of this Section's work was completed, minor delays in start of construction led to deferment until 1973-74. We, therefore, forwarded engineered data accumulated to date and closed out the scheme in May 1969.

(3) In April 1969, this Section was tasked for assistance in the design of a protected telephone cable distribution system for an Aerospace Data Facility (ADF) building. This one-story building will cover an area equivalent to two football fields. The ducting to be used is GEEIA designed and will provide RFI shielding to the cables to be accommodated.

(4) During the year of this report a continuing study has been underway to collect data on cable distribution used and to be used by the Advanced Logistics System (ALS)(X) computer system at Kelly AFB.

(5) Assistance was provided to OCAMA Service Engineering in preparation of purchasing documents for a new Landline Switching System for control towers. This system, when procured, will be installed at all AF Bases where the telephone wire plant is government-owned.

e. Scheme and job completions this past year were:

66 Schemes

24 Jobs

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VII

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MATERIEL DIVISION

The Materiel Division, assigned the function of managing the Central GEEIA Region's materiel elements to insure maximum support of the engineering, installation and maintenance mission, has experienced significant results in the effective supply support of the workload assigned during the past year.

The supply support of such high-interest installations as the FPS-77 Meteorological Radar Program and the Kelly Central Office Schemes is further expanded in the history of the Scheme Management Branch which follows.

In the Logistics Support area, subjects such as Mobile Van Bench Stock and supply support for the repair and manufacture of panels for the AN/FPN-16 In-House Workload are also enlarged upon in this history.

Changes in key personnel which occurred during this year were:

- a. Lt Col Charles C. Paty was assigned as the Division Chief from April 1968 to February 1969.
- b. Mr. Charles E. Edmonds, Deputy Chief, assumed the duties of the Materiel Division Chief from February 1969 to June 1969.

Personnel strength of the Division, as of 30 June 1969,
is reflected below:

	<u>Officers</u>	<u>Airmen</u>	<u>Civilians</u>	<u>Total</u>
Authorized	2	6	21	29
Assigned	1	2	21	24

SCHEME MANAGEMENT BRANCH

1. Specific accomplishments by the Scheme Services Section for the reporting period are listed below:

a. Research activities:

(1) Total funds expended in support of Communications-Electronics (CE) schemes was \$99,934.50.

(2) Total number of Bills of Material (BOM) researched and processed was 320 consisting of 19,867 line items.

<u>Days Prior to Date Material Required (DMR)</u>	<u>Schemes</u>
0-30	10
31-60	16
61-90	28
91-120	17
121-180	182
Over 181	67
Total Schemes Processed	<u>320</u>

b. Field Services activities:

(1) A total of 222 bases and sites was visited.

(2) Residual CE Scheme property was disposed of on nine (9) schemes; value \$27,911.

(3) Schemes were inventoried by Central GEEIA Area Representatives as follows:

<u>Number</u>	<u>Line Items</u>	<u>Value</u>
229	10,362	\$2,349,875

(4) Discrepancy reports were processed as follows:

<u>Nr Schemes</u>	<u>Form</u>
6	DD 6
32	DD 1599

(5) Schemes were processed as indicated:

	<u>Schemes</u>	<u>Item \$ Value</u>	<u>Line Items</u>
Transfer of Accountability and AFTO Forms 88 (27 by GEYSSS)	152	\$4,213,157	9,381
AFTO Forms 88 only	179	\$500,153	7,806
Amended Coded 96	79	NA	NA
Cancelled	288	NA	NA

2. Specific accomplishments by the Scheme Monitoring Branch for the reporting period are listed below:

a. As of 30 June 1969, 4 schemes were delinquent by Forecast Support Date (FSD) and 36 were delinquent by Date Material Required (DMR). This is compared to last year, 30 June 1968, in which 10 schemes were delinquent by Forecast Support Date (FSD) and 47 schemes delinquent by DMR.

b. During this 12-month period, supply was completed on 428 schemes and 53 schemes were cancelled consisting of 1,730 scheme line items.

c. Total Obligation Authority Funds submitted to bases for Local Purchase of scheme Material during this year was \$5,385.00.

d. Central Office Schemes 1126A5D0/D1/D2/D3/D4/D5-MBPB-A0011, 1653A6D0-D1/D2/D3/D4-MBPB-B0011, Kelly AFB, Texas:

Material on above schemes has been shipped complete except for the following: 1126A5D0 - 1 each, part number D555126-B, Ringback Tone Generator, which has an estimated delivery date of February 1970. Item is on contract with Automatic Electric Company. 1126A5D2 - Items 11 through 26 on this amendment are sole source items and are on contract with Automatic Electric Company with an estimated delivery date of September 1969. Every possible effort has been made for compression of these items.

e. AN/FPS-77 Meteorological Radar Program (37 schemes):

Subject program is complete except for Barksdale installation which is scheduled for completion 25 July 1969. Installation of this facility was delayed due to non-availability of 30 ft Tower Extension. In order to prevent further delay, item was locally manufactured.

LOGISTIC SUPPORT BRANCH

1. Vehicles:

a. Physical inventory of vehicle status as of 30 June 1969 revealed the following:

	Auth	O/H	Replacement Category			
			A	B	C	D
CGR	31	31	12	1	6	12
2865 GEEIA Sq	66	65	18	12	1	34
2866 GEEIA Sq	91	85	17	11	8	49
Detachment 1	30	30	9	3	10	8
TOTAL	218	211	56	27	25	103
Condition Code Percentage of On Hand Vehicles			26%	13%	12%	49%

b. Included in the above listing are four (4) each Telephone Maintenance Trucks, (4 x 4, S/N 2320 935 4686); two (2) each authorized per Squadron.

2. Status of Bench Stock as of 30 June 1969:

Ninety-three percent of all previous levels established at Headquarters Central GEEIA Region have been consolidated into Mobile Van Bench Stock. This action resulted in the reduction of 1700 line items of excess. The present level of 140 line items is being used for in-house overhaul only.

3. AN/FPN-16 In-House Workload:

a. FY 69 supply support for the following workload identification numbers:

(1) 6782J9D0: Serial number 71 accomplished by 2866 GEEIA Squadron. Total BOM items supplied was 616. Actual start date was 7 June 1968 with a completion date of 20 December 1968; job was installed at Barksdale AFB LA, beginning 16 January 1969, and completing 7 March 1969.

(2) 6786J9D0: Serial number 42 accomplished by Headquarters Central GEEIA Region (GEYOD). Total BOM items supplied was 314. Actual start date was 20 September 1968 with a completion date of 5 March 1969. Job installed at Moody AFB, Georgia by GEYOD for Eastern GEEIA Region.

(3) 6788J9D0: Serial number 69 accomplished by Detachment 1 (Central GEEIA Region). Total BOM items required was 898. Actual start date was 30 December 1968 with an unknown completion date. Installation site unknown.

(4) 6752J9D0: Serial number 11 accomplished by 2866 GEEIA Squadron. Total BOM items supplied was 533. Actual start date was 19 February 1969 with a completion date of 30 June 1969. Installation site unknown.

(5) 6793J9D0: Serial number 62 accomplished by Headquarters Central GEEIA Region (GEYOD). Total BOM items required was 390. Actual start date was 1 April 1969 with an unknown completion date. Installation site unknown.

b. Major problems encountered in supply support were repair and manufacture of panels and Headquarters GEEIA levy of 16 major components for use in Eastern GEEIA Region.

c. Panel extrusion and grommet requirements for Eastern GEEIA Region were supplied through local manufacture by the 2866 GEEIA Squadron.

VIII

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HISTORICAL REPORT
CENTRAL GEEEA REGION
OPERATIONS DIVISION

PERIOD COVERED

1 July 1968 through 30 June 1969

PART I

OPERATIONS DIVISION

1. Personnel Strength:

Officer. 1
Airmen 1
Civil Service. . . . 4

2. Mission: Management of the operation and implementation of all Air Force ground C-E-M maintenance and installations of the Central GEEEA Region area of responsibility. Specific functions are defined under the respective Branch portions of this report.

3. Organizational Changes: Lt Col Kenneth C. Dressler served as Chief of the Operations Division until 1 June 1969 with Mr. Jack Reynolds, Jr. serving on detail as Deputy Chief until December 1968 at which time completed Civilian Personnel paperwork rightfully assigned Mr. I. H. Karns as Deputy Chief. Lt Col Raymond N. Bostock, Jr., became the Chief on 1 June 1969 when Lt Col Dressler was reassigned to another region. Personnel who were on detail after the consolidation of the GECVP office

and GECO were placed on their proper positions. The Division now consists of the Operations Support Branch, Installation Control Branch, Maintenance Control Branch, Maintenance and Installation Branch (work center) and the Commander's Scheme Control Room. This Control Room was established directly under the Operations Division and is patterned after the Hq GEEIA Control Room.

4. Administrative Problems and Progress:

- a. Four personnel received Outstanding Performance Ratings for their efforts during the past fiscal year.
- b. One Cost Reduction item was submitted and validated during the year.
- c. Two Gold, five Silver and twenty-six Bronze Zero Defects Awards were earned by and presented to personnel of this Division.
- d. No reportable injuries occurred during the year as the result of accidents. Three accidents occurred involving government-owned vehicles in which the driver was at fault in only one instance.
- e. Many letters of appreciation commending the outstanding performance of our personnel were received from our customers and other organizations.
- f. At the close of the year, the Maintenance and Installations Branch relocated from Bldg 230 to Bldgs 226 and 227.
- g. Authorized strength of the Division was reduced from 140 to 134 during the year as a result of reductions imposed by higher headquarters. This reduction adversely affected the amount of work accomplished as compared to FY69.

PART II

MAINTENANCE AND INSTALLATION BRANCH

1. Personnel Strength:

Airmen 3

Civil Service. . .64

2. Mission:

a. Responsible for effective and timely accomplishment of the approved maintenance and installation workload within the assigned geographical area.

b. Provides organic support to the Inventory Managers, as required.

c. Directs the management of a single-point work center cost system, as directed by Hq GEEIA.

d. Develops and revises labor standards and methods improvements in support of scheduled and unscheduled workloads.

e. Responsible for three subordinate elements -- Navigational Aids/Systems Communications, Radar/Computer and Support Sections -- which accomplish the following:

(1) Programmed and emergency depot level maintenance, installation, modifications on radar approach control, tactical air navigation, instrument landing system, ground control approach, direction finder, removal and modification of search height finder, guidance tracking, gap filler, bomb scoring and meteorological ground radar equipments, systems, and facilities associated with "L" systems, special command and

control computers, television, launch and control systems, and provides mobile depot level maintenance and service testing support to the Inventory Managers on all components associated with the above systems.

(2) Provides technical assistance to the operating activities, as required.

(3) Production control functions in direct support of scheduled and unscheduled workloads.

(4) Provides information for the development and revision of labor standards and methods improvements in support of programmed and unscheduled workloads.

3. Mission Progress and Problems: This organization performed and accomplished the following:

- a. Scheduled Pre-IRANs - 60.
- b. Scheduled IRANs - 48.
- c. Installation Type Jobs - 11.
- d. Emergency and Non-scheduled Jobs - 38.
- e. Modification Jobs Completed - 24.
- f. Special Projects:

(1) Project Directive to support the Inventory Manager in the specialized repair of AN/TPS-39 components.

(2) Special repair (overhaul) of two each AN/FPN-16s.

(3) Quality acceptance of AN/FPN-16 panels for the IM and Hq GEEIA.

(4) Inspected contractor facilities for OCAMA and Central GEEIA Region for special repair of AN/FPN-16 panels.

(5) Installation and kit proofing of AN/GRD-11 for Inventory Manager.

(6) Participated in joint GEEIA/FAA/AFCS revision of AFCS Quality Control checklist on ILS equipments.

(7) Special modification on the AN/FPS-77 Weather Radar Set (waveguides and pedestal) was accomplished at 16 locations.

(8) Modifications on SAC RBS systems at four locations were accomplished.

g. Attended and represented Central GEEIA Region and Headquarters GEEIA at five conferences.

4. Training:

a. Nine formal management training courses were completed during the year.

b. Twenty-two formal technical training courses were completed.

c. Extensive OJT has been continuous on new equipments throughout the year by the use of CFS personnel and assigned equipment specialists.

d. Eight people received special training in the safety area in the use of the Ram Set equipment.

PART III

INSTALLATIONS CONTROL BRANCH

1. Personnel Strength:

Airmen 6

Civil Service. . . . 20

2. Mission:

a. Receive and act upon the assigned Communications-Electronics-Meteorological (CEM) installation workload for the Region or as directed by the Operations Division.

b. Designate and assign the CEM installations workload to organic forces and identify installations workload beyond Region capability.

c. Respond to all requests for unprogrammed installation workload and emergency assistance.

d. Provide installation data on approved programs to the GEEIA workload document; provide CEM installation workload information to higher headquarters and provide Region focal point for Headquarters' "Command Status" reporting system. Act as Region OPR for the GEEIA Workload Schedule.

e. Coordinate on CEIPs, AF Forms 524, Expedited Action Program Document/PCSP Minor Change Request, and other programming documents.

f. Maintain and furnish required data on installation team location and equipment.

g. Take positive action to assure completion of the CEM installation workload on or before the forecast support date.

h. Perform other functions assigned that are detailed in division responsibilities or as directed by the Operations Division.

i. Provide members for the Pre-Engineering Team (PET) in planning and assisting in the preparation of CEIPs (as required) under the pre-CEIP Engineering concept.

3. Training: Continuous on the job training has been effected. Security indoctrination was effected through Region Administration office briefings.

4. Mission Progress and Problems:

a. The Base Wire Communications Programming was transferred to the Engineering Division, in accordance with Central GEEIA Region HOI 100-3.

b. The General Engineering Services Section, Engineering Division, assumed the responsibility for all Military Construction Programs and Supporting Structure coordination early in 1969.

c. The Maintenance responsibility was deleted from mission requirements during this reporting period and maintenance type positions were transferred to the Maintenance Control Branch.

d. There were approximately 604 installation schemes controlled through completion during this period. There were 184

Engineering Job Orders controlled through completion during this period. Included in these were such schemes/jobs as the following:

(1) Installation of a color CCTV circuit between Brooks AFB and Lackland AFB for use by medical facilities.

(2) An AUTODIN DSTE AB102 Terminal was installed at Sheppard AFB, Texas. This terminal was installed for testing purposes prior to activation of operational terminals in the field. Subsequent to testing, the terminal was turned over to ATC for training purposes.

(3) Installation of TR1510 Traffic Recorders at seven ADC sites were completed.

(4) Fifty-one schemes involving ADC phasedown of 416L equipment were accomplished.

(5) A total of 37 AN/FPS-77 Weather Radar sets were in the program for Central GEEIA Region installation. Thirty-three have been installed as operational sets and four were installed as laboratory sets for training facility.

(6) The current 487L System requirements were completed; two sites in the Canal Zone, one site at Richards-Gebaur AFB and one site at Cheyenne Mountain.

(7) KG-3/13 Switch Boxes were installed at 20 sites.

(8) Interim AUTOSEVOCOM installations were made at three sites.

e. Skill Shortages:

(1) Shortage of SSIR cleared crypto personnel continues to be a problem. However, expeditious action is being attempted to process sixteen clearances.

(2) Shortages in organic skills (splicer, construction, inside and outside plant types) continued to pose problems in the accomplishment of tasks as scheduled.

PART IV

MAINTENANCE CONTROL BRANCH

1. Personnel Strength:

Civil Service 6

2. Mission:

- a. Take positive action to assure the completion of the CEM maintenance workload on or before the forecast support date.
- b. Designate and assign the CEM maintenance workload for completion by organic forces.
- c. Respond to projected changes and unprogrammed maintenance workload beyond Region capability.
- d. Provide required maintenance input on approved programs to the maintenance schedules; provide maintenance workload information to requesting activities; prepare periodic status reports and briefings concerning the maintenance program; and prepare and maintain project data to show method of completion, equipment down time, manhour costs, pre-DLM forecast, etc., and

establish milestones for completion of maintenance work projects.

e. Maintain and furnish required data on maintenance team location and equipment.

f. Responsible for coordination and scheduling regional maintenance workload with utilizing activities.

g. Receive and act upon the assigned maintenance workload for the Region or as directed by the Operations Division.

3. Organization: The establishment of the Maintenance Control Branch was authorized by Appendix 2 to AFLCR 23-17, dated 26 June 1968. Personnel were placed on detail to man this Branch until transfers could be made effective. Mr. R. H. Rutledge was officially assigned as Chief of the Branch on 22 September 1968. After the transition period of the problems of maintaining the maximum degree of efficiency with a shortage of personnel, establishing and filling authorized positions, and establishing methods and procedures concerning office administration and maintenance workload, the organization became fully manned on 6 October 1968.

4. Mission Progress and Problems:

a. It was necessary to cross train personnel in implementing new policies and procedures for the following:

(1) Requests received from customer commands and acceptance of workloads.

(2) Assignment of workload to squadrons/detachment for accomplishment.

(3) Entering data into GEMS, involving special projects assigned by Hq GEEIA, job starts and completions, manhours expended and proper disposition of work order documents.

b. Due to the problem solving ability and improvements which have been made by employees in this Branch, problems and errors were held to an absolute minimum.

c. Some of the major projects and workload accomplished during the past fiscal year are as follows:

(1) In February 1969, the decision was made by USAF that rehabilitation of outside plant, including fixed antennas and operational cables, would be accomplished as maintenance workload.

(2) IIS Changeout Program. To enable SRA to develop fixed schedule, certain facilities have been identified for swap-out to establish rotatable stock. Consequently, one changeout was started in FY-69 for this purpose. The Program will be officially implemented during FY-70.

(3) Project "Busy Meadow". Requested by SAC to furnish cable splicers for 120 days to augment their capability for Project "Busy Meadow". Nineteen cable splicers were furnished from Central GEEIA Region resources for this project.

(4) AN/GRA-111 Installation. Tasked with AN/GRA-111 installation at 36 bases, with priorities as established by

Headquarters GEEIA. Programming actions were initiated, work order numbers assigned, and installation start dates established in preparation for this workload.

(5) Installation of TCTOs for Electromagnetic Suppression of SACCS Equipment. Requested to perform TCTO modification of 465L EMS equipment. Central GEEIA Region made step tests and performed all outstanding O&F modifications and maintenance prior to on-site modification at 13 SAC bases.

(6) BUIC II and BUIC III. Monitored testing and removal of BUIC II and installation of BUIC III at Finland, Calumet, and Havre Air Force Stations.

(7) AN/TPS-39V Series Surveillance Radars. A requirement existed for the repair and return to the IM, SMAMA of selected critical components. A total of 20 components were repaired in the Central GEEIA Region shops at Tinker AFB and returned to the IM.

(8) In-Station Overhaul of FPN-16s. This has been a continuous program during the past fiscal year. Major problems encountered have been panels and parts for repair of the turntables. Five overhauls were started during FY-69; three were completed and two are in progress.

(9) GCA/MRAPCON Changeouts. In accordance with GPD XV-1-(68) this program has been a continuous workload during the past fiscal year, inasmuch as it is a 5-year program for

AFCS. A total of eleven changeouts were completed during the past fiscal year.

(10) Since 1 July 1968, a total of 339 maintenance work orders have been scheduled for accomplishment and have been completed.

PART V

OPERATIONS SUPPORT BRANCH

1. Personnel Strength:

Officer 1

Airmen 1

Civil Service 27

2. Mission:

a. Office of primary responsibility (OPR) for the Region Corrosion Control Program.

b. Assisted work centers in establishing requirements for special tools, Aerospace Ground Equipment (AGE), mobile facility configuration and special vehicles or equipment.

c. Maintained and controlled GEEIA Manual 100-8 (Team Chief Handbook) for Central GEEIA Region.

d. Office of primary responsibility for assignment and control of emergency/unprogrammed maintenance and installation workloads in Central GEEIA Region.

e. Coordinated and furnished work unit codes on CEIP, AF Forms 524, and GEMS Forms 56 and 56A.

f. Assisted in the development and made distribution on CEM maintenance checklists to all work centers.

g. Represented Headquarters GEEIA at numerous Technical Order Verification and CEM Equipment Provisioning Conferences.

h. Furnished technical assistance to monitor CEM scheme installations performed by contractual action and Air National Guard teams.

i. Maintained records of present manning and availability of various skills for M&I team composition and special AGE; also, requirements coordinated with other regions for augmentation personnel.

j. Collected and processed M&I manhour accounting information, equipment utilization data, and budget data as directed.

k. Advised and assisted commodity work centers on realignment of Pre-DLM/DLM, pre-installation survey schedules, disrupted by emergency requirements; also, provided prototype preplanned maintenance workloads on assigned equipment.

l. Performed non-technical review and processed all statements of work/exhibits submitted for procurement action and insured all documents required were provided in suitable form.

m. Initiated action to insure GEEIA/contract administration agency agreements were established in accordance with GEEIA directives, all contracts where Central GEEIA Region had been requested to provide contractor surveillance support to the contract administration agency.

n. Initiated and processed purchase requests to the appropriate procurement agency for contractual action when required, and/or directed by higher headquarters. Provided assistance to the procurement and contract administration activities as requested.

o. Performed functions of OPR for all M&I technical training requirements, and all ANG Squadron activities.

p. Evaluated the technical skills available in subordinate GEEIA squadrons, and implemented necessary training to insure technical capability existed organically.

q. Furnished ANG units a schedule of available GEEIA installation projects suitable for ANG training purposes. Conducted a realistic OJT training program, coordinated with Headquarters GEEIA to insure adequate training programs were sustained for ANG squadrons and acted as region focal point to assist and supervise Air Force Advisors assigned to Region Headquarters with duty locations at the various ANG squadrons.

3. Mission Progress and Problems:

a. There were 285 spaces in the M&I training program for a total of 34,000 manhours. As a result, 160 region personnel received training and 125 spaces were cancelled due to budget limitations.

b. A total of 94 personnel were trained in the management and professional fields.

c. Managed the engineering and technical services program under AFM 66-18 for a total of 107 AFETS and 4 contract field

services (CFS) personnel.

d. A total of 57 schemes were selected to be accomplished by ANG personnel, resulting in a training utilization of 37,887 manhours.

e. Assisted in consummating the FY maintenance workload schedule. This schedule included 570 jobs at 69 bases or sites, totaling 282,405 manhours and requiring 201 maintenance workers to complete.

f. Received and processed approximately 2,500 GEEIA Forms 95 (Weekly GEEIA Team Chief Report), and distributed to the Maintenance and Installation Control Branches.

g. A total of 102 engineers, installers, and maintenance technicians were deployed to other regions, at overseas and CONUS locations, for a total of 11,056 man days. This constituted a portion of the Central GEEIA Region augmentation program.

h. Accomplished approximately 300 briefings and special reports. Analyzed, verified, and compiled into report data, assignments by AFSC, all of our direct labor force.

i. Completed the installation of the SAC/TAC Weather-vision facilities at a total of 16 air force bases, without exceptions.

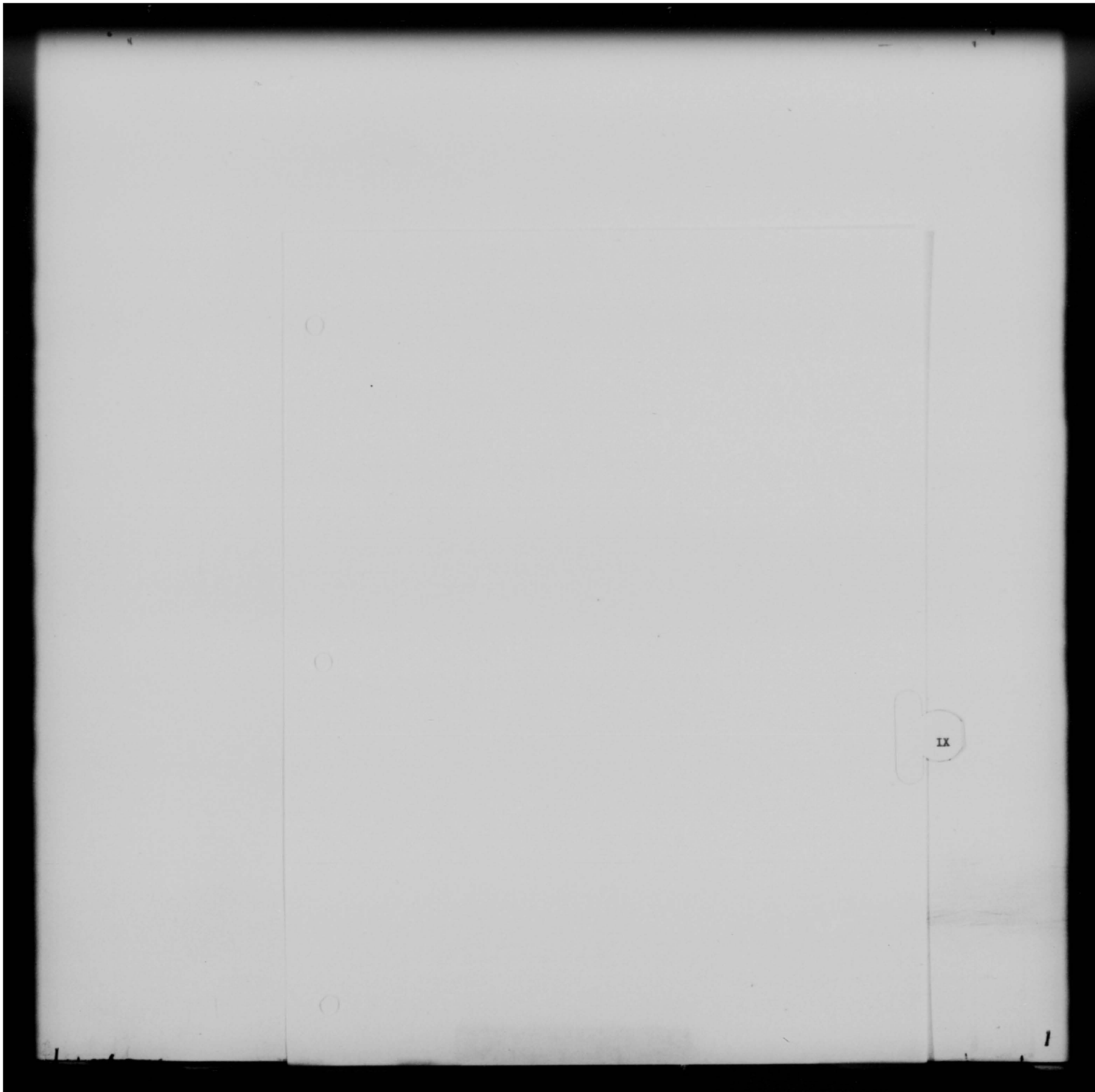
j. Contract Services Section completed the transition from OCAMA Contracting Support for engineering installation

services to Headquarters GEEIA Support. This transition involved a change in procedures and establishment of new procedures, to assure an orderly transition with minimum delays, affecting Central GEEIA Region mission.

k. Approximately 615 man days utilized, providing technical surveillance for Headquarters GEEIA and regional contract installations. Furnished technical assistance to ANG installation teams for a total of 236 man days.

l. Acted as Region OPR for the Quality Control Program. Received, recorded and processed all UR and QCDR reports.

m. Accomplished installability reviews on approximately 25% of schemes and amendments prepared by Central GEEIA Region.



HISTORY OF DETACHMENT 1, CENTRAL GEEIA REGION

1 July 1968 - 30 June 1969

Prepared by

Hugh E. Doerr, Information Officer

Approved by:

JOHN N. MATHIS
Chief, Detachment 1, Cen GEEIA Rgn

The mission of Detachment 1, Central GEEIA Region is to accomplish depot level surveys, maintenance, emergency repair, modifications, installations and removal of government owned ground communications, electronic and meteorological (CEM) equipment. Production control, inspection, quality assurance, industrial engineering, materiel support, and technical services are provided in support of the mobile depot maintenance teams. It is also a focal point for technical assistance and evaluation and emergency and unscheduled requests from Air Force installations in the assigned primary area of responsibility, which includes Minnesota, Wisconsin, Upper Michigan Peninsula, North Dakota, South Dakota, Montana and Wyoming.

Since 1 January 1967 the organizational structure of Detachment 1 has been the Detachment Chief's Office, Support Branch, Radar Branch and Communications Branch

Detachment 1 has technical skills to maintain equipment and systems in the following fields: Search Radar, Height Finder Radar, Guidance, Tracking, Bomb Scoring, Meteorological, Ground Control Approach, Tactical Air Navigation, Radar Approach Control, Direction Finding, Instrument landing, Computer, Data-Link, Radio Communication, Presentation and Data Processing.

The commands or branches of service supported by Detachment 1 are: ADC, AFCS, SAC, TAC, AFRES, AWS and ANG.

Detachment 1 has an allocated personnel strength of 83 (29 class act and 54 wageboard). There has been virtually no labor turnover during the year.

The Support Branch is staffed to provide Industrial Engineering Services, Production Control Planning and Scheduling, Quality Assurance and Supply Support. Administrative Services are also provided by the Support Branch through monitorships as additional duties. There are monitors for Cost Reduction and Zero Defects. The Detachment 1 Information Officer is in the Support Branch and provides news stories and photos for the GEEIA News and also writes a monthly newsletter the DET 1 SCOOPSHEET.

The annual IG Inspection Report gave the Detachment a rating of satisfactory overall and above average, or outstanding, in the following categories: Cost Reduction, Zero Defects, Customer Satisfaction, corrosion control of supplies and equipment, control of test equipment requiring calibration, Safety, assignment of proper message precedence and our government vehicle driving record while on official duty. We were cited for having good morale, positive work attitudes and habits and satisfactory job accomplishment.

The Gap Filler workload was lost during the year due to the phasing out of these sites. However, other workloads were acquired that more than offset the loss of the Gap Fillers. One of these workloads was the in-shop overhauling of an AN/FPN-16 radar. The Detachment installation workload increased greatly during the fiscal year. BUIC III Computer Systems were installed at Havre AFS, Montana, Baudette AFS, Minn. and Calumet AFS, Michigan. The installation at Calumet AFS established a new installation completion record. The computer was installed and ready for testing in twenty-seven work days. Testing and site acceptance were completed in three more days without any discrepancies.

The Cost Reduction and Zero Defects programs were much improved in FY69. There were 5 individual CR items submitted for a total savings of \$27,500. This was \$23,100 over the assigned goal for the Detachment. In the ZD field, there was a total of 58 awards: 1 Gold, 11 Silver and 46 Bronze. Some of the Silver ZD awards were Special Project Awards for teams that did especially outstanding work on site. One of the Special Project Awards commended the work of the team that accomplished the overhaul of the AN/FPS-24 antenna system at Malmstrom AFB, Mont. The team accomplished the work in record time even though the temperature was constantly below zero, often 30° below zero. Another award was for the team that did the excellent work in the overhaul and rehabilitation of the ILS facility at Offutt AFB, Nebraska.

The Detachment ground safety record was recognized by Brig. Gen. Franklin A. Nichols when the GEEIA Commander presented Detachment 1 with a Certificate of Recognition for "Maintaining a Non-Reportable Ground Accident Record" during calendar year 1968. This record was maintained through the end of the fiscal year. Col. William A. Jones, Central GEEIA Region Commander, also presented the Detachment with a loving cup in recognition of our "Outstanding Safety Record" during the years 1965, 1966, 1967 and 1968.

During FY 69 government vehicles were driven a total of 310,385 miles with no accidents. Detachment personnel have driven 3,806,312 miles with only 5 accidents of major vehicle damage and no loss of time accidents since TDY mileage records began in May 1959.

Detachment 1 completed all of the workload programmed for completion in FY 69.

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DEPARTMENT OF THE AIR FORCE
2865th GERRA SQUADRON (AVFC)
CHANUTE AIR FORCE BASE, ILLINOIS 61866

I. INTRODUCTION AND GENERAL INFORMATION

A. This report will be divided into three sections consisting of Personnel and Administration, Operations, Quality Control, Support and Special Programs and Projects.

B. The past year has been productive and has seen a large amount of personnel turn-over within the organization. The squadron has been under the command of two officers this year. Major William P. Hardeman commanded from 1 July 1968 to 1 April 1969 and Captain Enrique Esparza from 1 April 1969 to the end of the fiscal year.

C. Many management functions were introduced to improve the operations of the squadron that have provided a better staff support to the Commander.

II. PERSONNEL AND ADMINISTRATION

A. Budget and Finance:

1. FY 69 brought the 2865th GERRA Squadron under Prime System. There were numerous problems to be resolved in the financial area, primarily supply. Cooperation of the host base and the various levels within GERRA solved these problems areas. Another new item for Budgeting was the budget authority for military personnel.

2. The Operating Budget for Operations and Maintenance was \$478,013 compared to \$349,505 issued for FY 68. During FY 69, \$423,746 was expended for TDY which was an increase of 37.3% over TDY funds expended in FY 68. Of this expenditure for FY 69, \$31,942 was spent in direct support of Southeast Asia, \$14,185 supported Pacific and European augmentations and \$377,619 was direct mission support.

3. The following data provides the breakdown of expenditures.

CATEGORY	FY 68		FY 69	
	DOLLARS	PERCENT*	DOLLARS	PERCENT*
Civilian salaries	\$ 29,813	8.53%	\$ 27,187	6.53%
TDY	308,581	88.29%	423,746	88.65%
Rental (Equip)	150	.04	40	.01
Contract services	4,405	1.26	1,186	.25
Awards (MIL)	-0-	.00	50	.01
Supplies (Stock Fund)	3,977	1.14	16,327	3.83
WHOC FY 68	-0-	.00	114	.02
Supplies (Local purchase)	2,579	.74	3,363	.70
TOTAL O&M	\$349,505	100.00%	\$478,013	100.00%
Military Personnel	-0-	.	1,355,988	
Total Expenditure	\$349,505		\$1,834,001	

* Percent is percentage of the Total O & M Cost.

WHOC WHOC Undelivered Orders

B. Personnel:

1. FY 69 saw the loss and contingent loss of numerous Senior NCOs through the retirement channels. This exodus during the early portions of FY 70 and the past months of FY 69 totals nearly two hundred years of electronic and supervisory experience from the Air Force. This has brought a stronger interest in the Retention Program by all Senior NCOs and Officers within the squadron. This has also produced a sense of determination and improved instruction of young airmen in their jobs to enable them to take up the tremendous slack left by these openings.

2. Squadron strength comparisons are presented below:

	<u>AS OF 1 JULY 1969</u>		<u>AS OF 30 JUNE 1969</u>	
	<u>Auth</u>	<u>Assnd</u>	<u>Auth</u>	<u>Assnd</u>
OFFICERS	12	14	11	12
UNLISTED	197	204	197	177
CIVILIANS	4	4	4	4
TOTAL	213	222	212	193

3. Officer Losses for the year:

Major William P. Hardeman
 Captain William R. Hazell
 Captain James R. Wilson
 Captain James M. Johnston
 1st Lt Martin H. Reising
 1st Lt Robert C. Sawyer
 1st Lt Charles G. Mills
 1st Lt John Y. Syman
 CWO Raymond T. Colberg

4. Officer Gains for FY 69

Captain Enrique Espinoza
 2d Lt Wayne R. Carlson
 2d Lt Michael D. Selves
 2d Lt Stephen R. Berg
 2d Lt Leroy Weber III
 2d Lt Guy D. Ogan
 2d Lt Michael S. Herdling

5. Senior NCO Losses FY 69

SMSGT William E. Evans
 SMSGT Charles E. Haught
 MSGT Alton D. Httach
 MSGT Frank L. Pierce
 MSGT Gordon R. Bennett
 MSGT Clifford E. Wilkerson
 MSGT Calvin Blavin
 MSGT Erwin J. Staruska

6. Senior NCO Gains for FY 69

SMSGT Paul R. Green
 MSGT George Garcia

7. Promotions were numerous within the squadron this year with a total of ninety-three personnel receiving an increase in grade. Promotion to the various grades:

<u>Capt</u>	<u>1st Lt</u>	<u>MSgt</u>	<u>TSgt</u>	<u>SSgt</u>	<u>Sgt</u>	<u>AIG</u>
3	1	3	4	4	11	2

8. Commendation Medals were awarded to:

MSgt George Garcia
 MSgt Clifford E. Wilkinson
 TSgt Marlin E. Helms
 TSgt Melvin B. Smith
 SSgt Alois Boney
 SSgt Ken Hayward
 SSgt Paul M. Ruffo
 SSgt Robert E. Wasserman
 SSgt Richard D. Holder
 SSgt Mark H. Deane

C. Administration

1. During the year there was a change in the OTC, Administrative Branch. 1st Lt Robert C. Sawyer was reassigned to the 45th OETA Squadron in November 1968. 2d Lt Michael D. Selvas assumed the duties of the OTC in January 1969. During the interim period, MSgt Gordon R. Bennett was acting Administrative Services Officer as well as the Squadron First Sergeant.

2. There were no major changes in the procedures incorporated by the Administration Branch.

3. There were 700 T-Series Special Orders published during this period.

4. Thirty-three new or revised Regulations/Supplements were published. A complete screening was accomplished to determine applicability of existing squadron Regulations/Supplements.

D. Safety:

1. The office of safety is the responsibility of this branch and is staffed by one Safety Officer (Administrative Services Officer) and one Safety NCO, SSgt Charles L. Fairfield.

2. During FY 69, five accidents were investigated and reported. Three of these were government vehicle accidents with a total dollar cost of \$222. One was a duty industrial accident. This individual lost five days with a dollar cost of \$250. One person was injured while participating in sports. He lost seven days at a dollar cost of \$300. Total cost of accidents for this period was \$1,172.

3. Scheme inspections were carried out during the year with an inspection rate of approximately two schemes/work orders per month. The number of discrepancies noted in the previous years have decreased during this year due to the inspection program and the support it has received by all members of the squadron.

4. A total of fourteen safety news articles have been written and published in the Chanute AFB newspaper, and seven out of fourteen have appeared in the GSEIA News. A total of ten safety letters have been prepared and forwarded to the bases in the field for their information and education. In addition to these Safety Programs, the Safety NCO conducted a Safety Poll among the members of the squadron to learn what new approaches might be utilized to improve the Squadron Safety Program and make it more presentable to all personnel. To aid the supervisor in presenting the material for the Safety Program, a twenty-six page Safety Supervisor's Course was written and forwarded to Headquarters GSEIA. They, in turn, reproduced it and forwarded it to all GSEIA units, worldwide, with the recommendation that it would be utilized in training programs.

5. The last five months of FY 68 and FY 69 are compared:

	<u>FY 68</u>	<u>FY 69</u>	<u>Difference</u>
DAYS OF EXPOSURE	33,108	31,271	down 2,167
GOVERNMENT MILES OPERATED	128,043	176,760	up 35,787
SCHEDULES COMPLETED	63	85	up 22

This information shows that the squadron, during the period indicated, traveled more miles to complete more schedules with less personnel, and doing so safely.

6. The Squadron Safety Council, with the Commander as Chairman, meets once a month to discuss the various problem areas and to select a safety slogan of the month. The winning originator of this slogan is given a free pizza dinner at a local pizza restaurant and the slogan is submitted to a local radio station that reads the slogan on a weekly FM program.

7. Training:

1. The Squadron Training Office is also under the Office of Administration and has had numerous improvements during this period.
2. The Airman OJT Roster is now being used to control the OJT Program. In the past only charts were used with color-coded tape.
3. The Unit Alpha Roster is currently used to keep the Commander abreast of the personnel eligible for the NCO Academy and Leadership School.
4. AF Form 623a are now in duplicate with the field copy accompanying the individual in the field. Upon return to station, the individual's records are brought up to date by the Team Chief and receive a review by the Training personnel.

5. During this period, the squadron's upgrade rate has ascended to the top position within Central GEMA Region. Last year the squadron occupied the bottom position. At the end of the fiscal year, this squadron lead the GMT rating with an 80% complete for the calendar year 1969. This is the highest percentage within Central GEMA Region at the end of the fiscal year.

6. Seventeen personnel attended 11 formal or special schools during the fiscal year:

<u>School or Course Title</u>	<u>No. of Personnel</u>
Modem and Auto Sync 3AZR30650R-6	1
Equipment Specialist 3AZR36251	1
School of Sys and Logistics, Course One	1
School of Sys and Logistics, Course Two	2
Outside Plant Installation 3AZR36150-1	2
KW-7 P/O Maintenance 3AZR30650R-7	1
AN/FRP-77	1
X-Y Dial School 2ASR36251	2
Autosevacom 5ASA30670-2	1
Cable Splicing Specialist 3AZR36151-1	1
O/S Plant Installation 3AZR36150-1	1

7. The squadron has been allocated four slots to the AFEG NCO Academy and eight slots to the Leadership School. There was one Honor Graduate of the Leadership School from this squadron--SSgt Ralph W. Lindquist.

8. The squadron currently possesses 136 Military Driver's Licenses.

III. OPERATIONS.

A. Organization:

1. The Operations Branch is divided into three separate Sections of Wire, Electronics, and Workload Control. The Branch strength averaged eight officers and 180 enlisted personnel.

2. New management procedures were established by the squadron to enable the Commander to be briefed on a daily basis with the weekly telephone briefing to Central GEEIA Region. This has enabled the squadron to coordinate on problem areas and rectify problems more efficiently.

3. Squadron officers have continued their visitations into the field and served as Project Officers at Scott AFB IL and Offutt AFB NB on numerous occasions. This has presented a more cooperative relationship between the operating agency and the squadron in accomplishing the workload.

B. Electronics Section:

1. The Electronics Section provided four personnel to the support of Southeast Asia.

2. There were five locations in the Central GEEIA Region receiving FPS-77 Weather Radar installations by the 2865th GEEIA Squadron. To make way for the new equipment, there were four CPS-9 Weather Radar Removals.

3. In addition, the personnel from this section removed five Gap Filler radar installations during the year and completed RD-362 Recorder installations throughout the region.

4. Personnel from this section remained deployed an average of 83% of the year.

C. Wire Section:

1. The Wire Section remained deployed an average of 90% of the year.

2. There were a total of fifteen personnel serving some TDY duty in Southeast Asia.

3. Inside Plant jobs at Scott AFB, IL were turned over to contract installers during the year and augmented by a team during the spring of 1969 to install Autovon equipment.

4. A major outside plant installation was made during the year at Offutt AFB, NB, involving Air Force, contractor, and Air National Guard personnel.

D. Support to SEA:

1. A total of 37 people from the 2865th GERTIA Squadron served as augmentees in Southeast Asia during this period. This has provided 4,709 mandays available for work.

2. The following is a breakdown of the month by month augmentation. The number of mandays shown is the amount of days for which the orders were made.

<u>MONTH</u>	<u>NO. OF PERSONNEL</u>	<u>TOTAL MANDAYS AVAILABLE</u>
July	4	607
August	0	0
September	3	360
October	3	270
November	1	76
December	7	1,253
January	3	305
February	10	1,380
March	0	0
April	0	0
May	2	358
June	<u>1</u>	<u>100</u>
TOTAL	37	4,709

E. Scheme Completions:

1. During this fiscal year, there have been 190 schemes/work orders completions. This figure includes 168 C-E schemes and 22 work orders. This compares to a total completion of 186 schemes/work orders during FY 68.

2. The following is a presentation of completions compared by month to FY 68.

a. Completions by month:

	<u>FY 68</u>	<u>FY 69</u>
July	12	11
August	24	17
September	13	15
October	17	16
November	14	15
December	20	14
January	8	10
February	21	16
March	19	19
April	12	22
May	13	19
June	13	16

b. Completions by Commodity:

	<u>FY 68</u>	<u>FY 69</u>
A-Inside Plant	11	17
B-Outside Plant	33	32
C-Other Comm	2	4
J-Microwave	1	0
K-Crypto	8	20
M-Meteorological	60	48
N-Navaid	19	15
P-Public Address	1	0
R-Radio	19	7
S-Antenna G/P	21	10
V-CCTV	0	5
W-Navaid Radar	7	5
Y-Radar	7	21
Y-Data Processing	4	6

IV. QUALITY ASSURANCE

A. Purpose:

1. The 2865th GESTA Squadron's purpose of having a Quality Assurance Branch is to give the customer the best quality product and to provide the best quality installation possible.

2. The ultimate goal is maximum inspection coverage of all processes and procedures pertaining to the maintenance and installation tasks accomplished by the squadron.

3. The Quality Assurance Branch is directly responsible to the Commander and is presently staffed by one Captain, a Chief Master Sergeant and a Master Sergeant.

B. Accomplishments:

1. Improvements caused by this squadron Quality Assurance Program have been extremely high. During FY 69 this Branch performed self-inspection and follow-up Annual T. G. items:

- a. Team Chief Handbooks
- b. Material Deficiency Reports and Control Program
- c. Qualification of Crypto training records
- d. Bench Stock Management and storage
- e. Maintenance of BMO Property Records
- f. TDY Safety Surveys
- g. Manhour Accounting
- h. Organization and Function
- i. Composition Control
- j. Band Tool Management
- k. EATD Authorizations
- l. Military Job Descriptions
- m. AF Form 39b, Retention Interviews
- n. Administrative Security
- o. Zero Defects
- p. Cost Reduction Program
- q. AF Form 623 and JTS
- r. Publications
- s. Clothing Inspections
- t. Certification of Cost Belts

2. During FY 69, Quality Assurance held a training conference on their program from 21-25 April 1969, at Headquarters OCEA, Griffies AFB. Headquarters AFPC conducted this training orientation to personnel from Headquarters OCEA, Central OCEA Region, Squadrons and Detachments. The conference presented the overall AFPC Quality Program and to show how OCEA Quality Programs fit into the overall picture.

3. During this period the Quality Assurance Branch inspected 126 schemes/work orders for workmanship.

4. The 286th GSEI Squadron Quality Assurance Branch inspected 182 completed documents for correctness of AFM 88 and other material contained in the completed forms.

V. SUPPORT

A. Organization:

1. The Support Branch is divided into two organizational functions: Supply Section and the Transportation Section.

2. A reduction in running authorizations of one vehicle mechanic and one heavy equipment operator has left the Transportation Section manned by three personnel. One of the vehicle drivers (AFSC 5517) is performing as vehicle dispatcher (AFSC 6030) since no dispatcher replacement was provided.

B. Support to SEA:

1. Support to Southeast Asia was provided with specialized tools and tools used by the 286th GSEI personnel operating in SEA.

2. The Transportation Section provided one van TDY to Southeast Asia for 60 days and two Jeeps were sent to the combat control team at St. Campbell, KY, for SEA.

C. Accomplishment:

1. The Support Branch conducted an EATD authorization and account justification review of all tools and test equipment. From this review 356 items of equipment worth \$24,137 and \$3,847 worth of miscellaneous supplies were turned in. Improved control and calibration procedures for test equipment reduced delinquencies in calibration to zero.

2. An intensive program for the control of corrosion of tools, equipment and vehicles prevented deterioration of equipment and substantially reduced replacement expenditures for these items.

3. The Branch and both Sections received an outstanding rating from the Annual T. G. Inspection.

VI. SPECIAL PROGRAMS AND PROJECTS.

A. Zero Defects:

1. This program has had a year of revival and progress that has resulted in an outstanding participation rate.

2. Awards during the year:

- a. Bronze 53
- b. Silver 12
- c. Gold 3

3. CARE Forms:

- a. Received 14
- b. Approved 21
- c. Pending 4

b. Numerous promotion ideas have been utilized to obtain this increase of award nominations and CARE Form submissions. A "Zero Defects Honor Roll" has been established and is posted monthly with the recent award winners and an annual "Honor Roll" of all recipients is prominently displayed.

5. Council Objectives, Job Standards, and Unit Goals are established and monitored monthly by the council.

B. Cost Reduction Program:

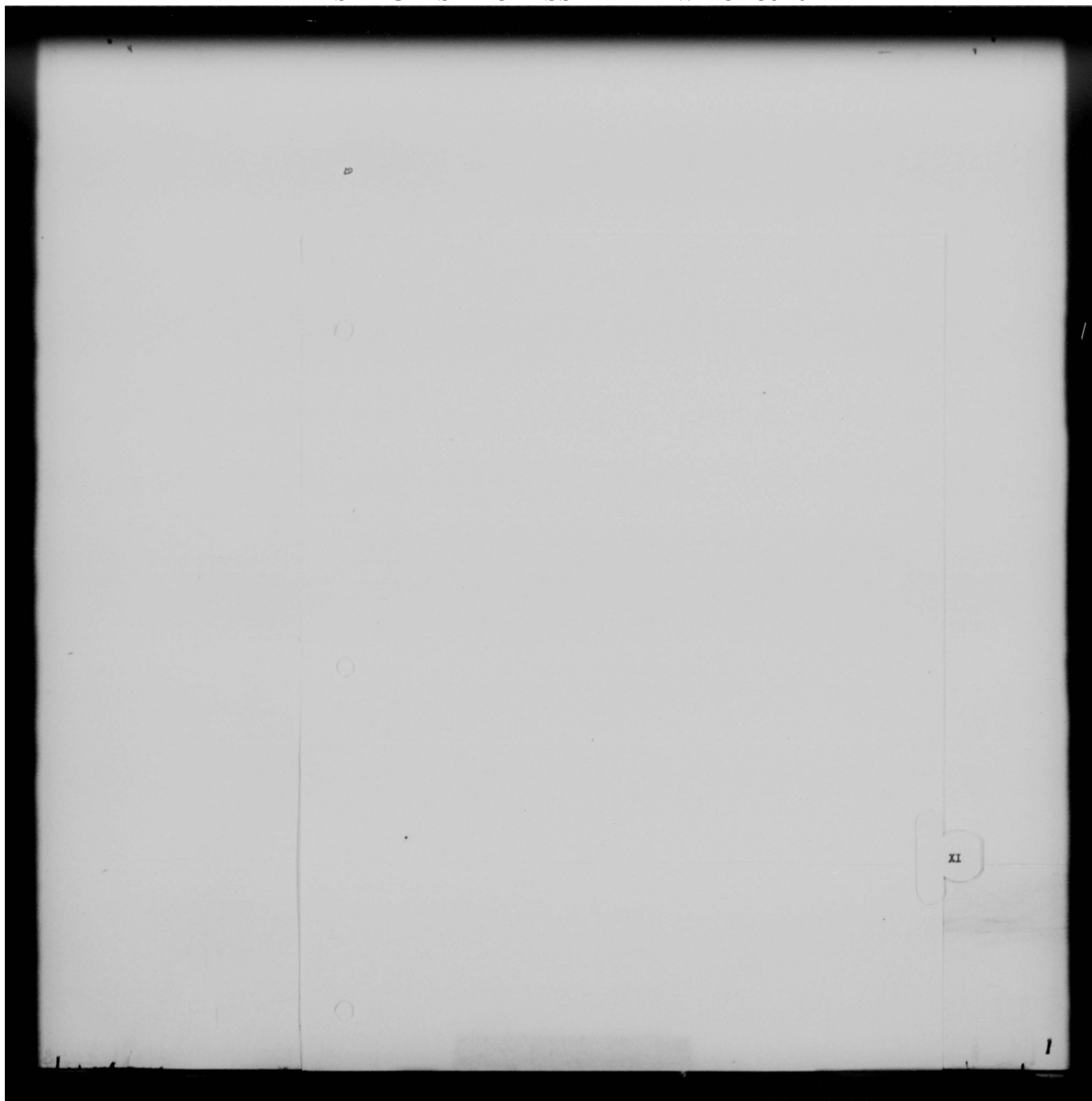
1. The 2865th GYSTA Squadron Cost Reduction Program did very well in FY 69 as evidenced by the outstanding rating it received in the Annual T. G. Inspection. The squadron exceeded its set Cost Reduction goal of \$4,000 in savings by \$5,100 for a 21% improvement.
2. There were nine items submitted of which six were approved. The largest single item being for \$7,000.
3. There was an \$5,700 savings in general management improvements area and a \$1,300 savings in the secondary items area.
4. Although the squadron fell short in the area of use of long supply and excess material, the savings in the other areas more than made up for this deficiency.
5. With a total savings of \$9,000 for the year, it has been an outstanding year in this program.

C. Suggestion Program:

1. The Suggestion Program participation is much improved but still 50% below the squadron's quota for 1969. This quota is based on 1/3 of assigned personnel.
2. Suggestions submitted by quarter:
 - a. 169 - 1
 - b. 269 - 11
 - c. 369 - 7
 - d. 469 - 8
 - e. Total-30
3. There were three cash awards presented during the past fiscal year.

D. Barracks Renovation:

1. During the winter and spring months of this year the personnel living in the barracks undertook a renovation process on both of the squadron barracks.
2. A total of \$429.85 was spent to redecorate the hallways and day-room facilities.
3. New stereo consoles were placed in two dayrooms.
4. Individual rooms are programmed to be painted, as well as the exterior of both buildings this fall.



HISTORY OF THE 2866 GEEIA SQUADRON
1 JULY 1968 - 30 JUNE 1969

Prepared by
Carson P. Parker, 1st Lt, USAF
Office of Administration
Headquarters Central GEEIA Region
Headquarters GEEIA

Approved By:

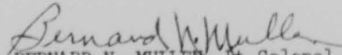

BERNARD N. MULLEN, Lt Colonel, USAF
Commander, 2866 GEEIA Squadron

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1.

STATEMENT OF MISSION

Responsible to the Region Commander for completion of assigned Communications Electronics Maintenance - Engineering Maintenance Installation (CEM-EMI) workload on or before GEEIA completion date (GCD).

COMMAND SECTION

On 22 July 1968, Lt Colonel Bernard N. Mullen, USAF, assumed command of the 2866 GEEIA Squadron. Herman P. Jones, Captain, USAF, prior Commander, assumed duty as Chief of Operations, replacing Stanley E. Curd, Captain, USAF, who was discharged from active duty. During the period of this report five new officers were assigned to the 2866 as follows:

Peter J. Glenboski, 1st Lt, USAF

Edgar Marrero, 1st Lt, USAF

Robert D. Zillich, 2d Lt, USAF

Melvin F. Won, 2d Lt, USAF

William G. Haldenwang, 2d Lt, USAF

All were assigned to the Operations Branch. Milton A. Blunker, 1st Lt, USAF, was transferred to Southeast Asia.

OPERATIONS BRANCH

During FY 1969, the Operations Branch completed 162 installations, 77 maintenance jobs, 48 installation surveys, and 56 emergency maintenance jobs. A large portion of these jobs were accomplished in Central and South America. Most South American workload consisted of the installation of schemes, fourteen schemes were completed during this period, and ten were still in progress by the end of Fiscal Year 1969.

Due to the heavy workload scheduled during the last half of FY 1969, Colonel Mullen initiated a policy of deploying one officer from the Operations Branch, as a coordinating officer for all Central and South American workload. These officers were instrumental in solving problems concerning; base support, incomplete bill of materials, engineering difficulties, and lack of communication between our squadron and teams in the field. The first of these officers was Edgar Marrero, 2d Lt, USAF. Lt Marrero was TDY to the Panama Canal Zone for 73 days starting on 4 January 1969. During his tour of duty in the Canal Zone team members from the 2866 installed three metrological schemes

in Panama, A LOG Periodic Antenna System (LPS) at Easter Island and a Moni-Cone Antenna System at La Paz, Bolivia. The LPS antennas and their accompanying radio equipment provided radio and teletype communication between Panama and other locations in South America. Also, during this period several emergency cable repair jobs were started and completed.

Robert D. Zillich, 2d Lt, USAF, succeeded Lt Marrero in the Canal Zone. Lt Zillich was TDY in the Canal Zone a total of 114 days. A continuation of the radio and teletype communication system prevailed during the period Lt Zillich remained in Panama. An LPS antenna and radio equipment was installed at Chabunco, Chile, on the very tip of South America. Concurrently, a like system was installed in the Canal Zone at Albrook AFB. The facility at Albrook AFB completed the North End of the radio and teletype communications system that links the Canal Zone with several stations in South America. Two radio facilities were also removed during the period, Lt Zillich was monitoring our "Down South" workload. A radio facility at Guatamula City was removed and another at Quito, Ecuador. The 2866th also installed a weather intercept system in the Canal Zone to improve weather forecasting. A

4.

receiver site installed at Albrook AFB will gather weather data transmitted from North, Central and South America. This data is then combined to facilitate the forecasting of weather in the Central American area. 2d Lt Melvin F. Won succeeded Lt Zillich as our coordinating officer in Panama, 16 Jun 1969. As of the end of the Fiscal Year he was still deployed in the Zone.

During the latter part of FY 1968, the 2866 began an in-house maintenance program on the AN/FPN-16 radar sets. The first of these completed units was finished in January 1969. Overhauling this first unit presented many difficulties. Primary, was the difficulty in obtaining newly fabricated shelter panels. These panels were manufactured in the Sheet Metal Shops at San Antonio Air Materiel Area (SAAMA). Other minor difficulties were solved and the AN/FPN-16 overhauled by the 2866 was the first to be completed in GEEIA. It was airlifted to Barksdale AFB where we installed it. In February, we received our second AN/FPN-16 radar set, which was in final stages of completion in June 1969. Also, in June 1969, we received our third AN/FPN-16 radar set for overhaul.

In the third and fourth quarters of FY 69 a six man team removed eight Cap-Filler sites as part of the GEEIA Wide 416L phasedown program. The equipment consisted of AN/FPS-14 and AN/FPS-18 radar units. The same team made a round robin trip and removed the eight sites in a total time of 65 days.

In June 1969 the 2866 began installation of the last AN/FPS-77 weather radar unit. This job will extend into FY-70 after which the AN/FPS-77 program will be complete.

SUPPORT BRANCH

John E. Tanner, 1st Lt, USAF, Chief of the 2866 GEEIA Support Branch initiated several new supply policies during FY 1969. One of these new policies consisted of sending a Supply Specialist TDY with the team on major jobs of 30 days duration or longer. This Supply Specialist is very beneficial to the timely completion of maintenance jobs. He researches stock numbers, orders parts, and insures that parts for Vans are maintained, well stocked and in order. In conjunction with going into the field to support mission personnel, the Support Branch airlifted six trucks to the Canal Zone. Due to the heavy workload scheduled in Panama, two V-17 trucks and 4

6.

crew cabs were sent to Panama in October 1968. Having these trucks on site was a contributing factor in completing our assigned workload.

In previous years the 2866 has had to maintain a project 390, supply account in support of Air Force One. This account with its responsibilities was transferred to the 2862 GEEIA Squadron at Patrick AFB, after President Nixon took office.

ADMINISTRATIVE SECTION

During FY 1969, the Administrative Section published 1,074 "T" series Temporary Duty Orders. This was only slightly more than were published the previous year. Total expenditure for TDY was \$586,148.00. The total operating expense for FY 1969 including all salaries, procurement, and miscellaneous expense was \$2,649,308.00.

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15 JUN 1987

K215-53-3
JUN 1969-MAR 1970

HISTORICAL REPORT
1 JULY 1969 - 31 MARCH 1970
CENTRAL GEEIA REGION
TINKER AFB, OKLAHOMA
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016 CALL NUMBER (10AN) K215.53-3	005 IRIS NUMBER (10AN) 00917069	
026 OLD ACCESSION NUMBER (12AN)	014 MICROFILM REEL/FILM NUMBER 0000025913000 146	
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220 Historical Report of the Central GEEIA Region		
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HISTORICAL REPORT

1 JULY 1969 - 31 MARCH 1970

Director
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15 JUN 1987

CENTRAL REGION

GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY

AIR FORCE LOGISTICS COMMAND

UNITED STATES AIR FORCE

TINKER AIR FORCE BASE, OKLAHOMA

APPROVED:

Joseph A. Savuto
JOSEPH A. SAVUTO, COLONEL, USAF
Commander

PREPARED BY:

Raymond J. Benoit, Jr.
RAYMOND J. BENOIT, JR., SSgt, USAF
ACTING - Region Historian

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Organization

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INTRODUCTION

This fourteenth and final historical report of Central GEEIA Region attempts to provide the reader with an objective, chronological presentation of events that accurately reflect the region's problems and accomplishments during the period 1 July 1969 to 31 March 1970.

Insuring customer satisfaction has been the primary aim of Central GEEIA Region. This was proven in FY 2/70 and FY 3/70 by the regions attaining the highest scores under the GEEIA Management Performance System (GEMS). In FY 3/70 CGR attained the maximum score of 450.0 points, leading all the GEEIA Regions in GEMS. In FY 2/70 the GEEIA Management Performance System Trophy was won by CGR. Our personnel working together as a team continued to provide our customers with fast, effective job completions, thus insuring customer satisfaction.

Readers should keep in mind that manpower resources continued at a premium within CGR for the past fiscal year. With cuts in manpower due to DOD budget cuts, the region lost personnel resources.

however, increased importance continued to be placed on management of all engineering-installation resources thus insuring maximum capability from minimum resources.

No attempt will be made here to explain all the tasks completed within this region this year, however, by reading the entire history, each reader can realize the full impact of Central GEEIA Region on GEEIA and on the overall Air Force Mission.

MISSION PERFORMANCE UNDER GEMS - CGR'S POSITION

DATE -	2/68	3/68	4/68	1/69	2/69	3/69	4/69	1/70	2/70	3/70
MAX PTS -	(325.0)	(325.0)	(325.0)	(425.0)	(325.0)	(325.0)	(325.0)	(425.0)	(425.0)	(450.0)
MISSION										
ENS	205.7	185.7	244.0	292.0	285.7	313.4	312.1	410.8	403.0	445.2
GEN	203.1	251.2	260.4	331.2	264.2	265.3	286.2	415.0	423.8	450.0
WES	226.3	222.2	316.5	370.6	305.5	310.3	314.4	420.1	421.3	436.8
MAC	164.0	178.4	156.6	243.4	182.4	204.1	233.1	339.9	378.2	422.4
CON	212.6	312.0	302.8	326.4	266.4	297.7	302.7			
	4TH	3RD	3RD	3RD	4TH	4TH	4TH	2ND	1ST	1ST



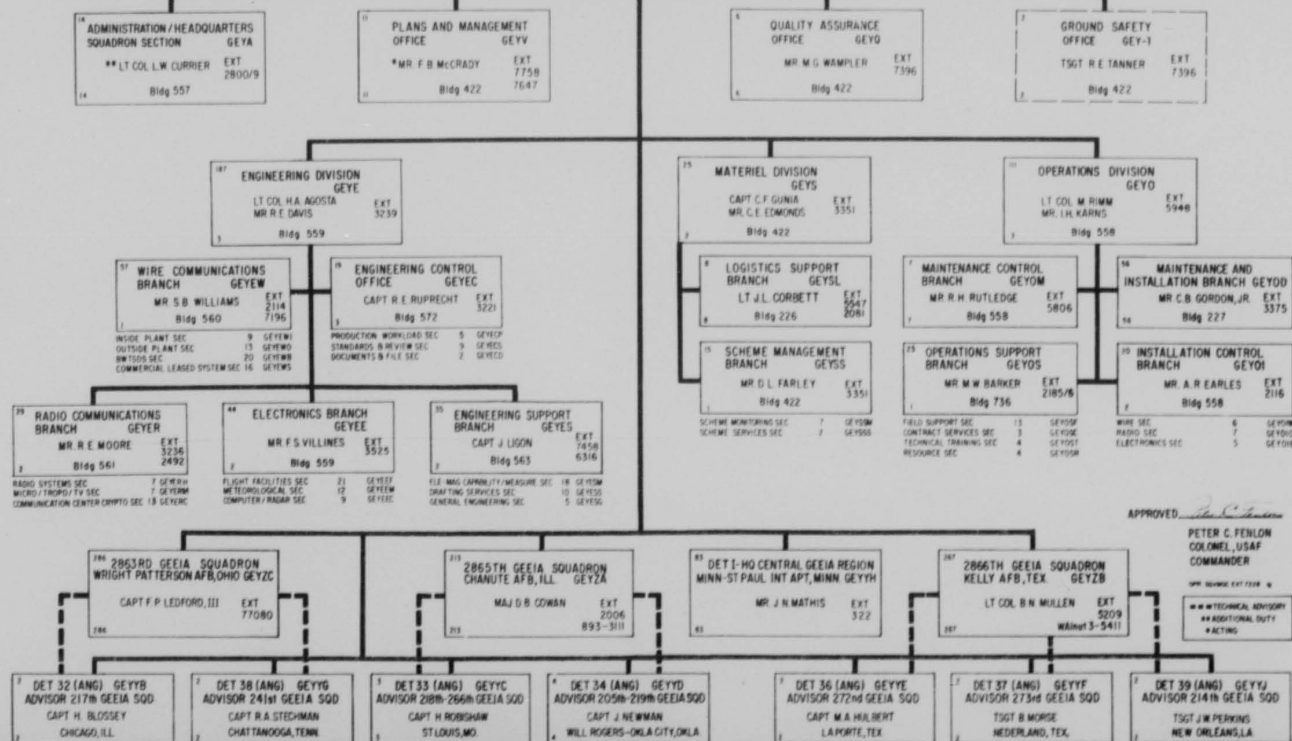
HEADQUARTERS GEEIA GEG
MAJ GEN FRANKLIN A NICHOLS
COL C Y SHULTZ, JR

327
COMMANDER GEY
COL PETER C FENLON EXT 2686
VICE COMMANDER
COL JOSEPH A SAVUTO EXT 2686
5
Bldg 557

CENTRAL GEEIA REGION

ORGANIZATION, MANNING & DIRECTORY CHART
TINKER AIR FORCE BASE, OKLAHOMA (73145)
NOTE: WHEN CALLING CENTRAL GEEIA REGION (AND OUTSTAGE
DIAL AREA CODE ARE) THEN DIAL TINKER AFB TELEPHONE 731-7400
AND AIR OPERATOR FOR APPROPRIATE EXTENSION.
WHEN CALLING BY AUTOMATED DIAL FOR
AND APPROPRIATE EXTENSION

1 JAN 1970



MISSION

Headquarters Central GEEIA Region is responsible for the management and implementation of the USAF ground communications electronics program for the engineering, installation, depot level maintenance and technical advice and assistance to USAF commands, DOD, and other government agencies as requested by Headquarters for various commands and agencies through Headquarters GEEIA.

Central GEEIA Region's area of responsibility includes 18 states in the Central United States, all of Mexico and Central and South America.

Accomplishment of the region mission presents highly complex technical and administrative problems due to the large number and variety of types of systems, the rapid changes in the state of the art, user command requirements, and continual change in work priorities.

Many of the systems represent the latest development in the field of electronics for communications systems, air traffic control and defense systems.

II

COMMAND SECTION



BIOGRAPHY

COLONEL PETER C. FENLON

Colonel Peter C. Fenlon has a career as a communications-electronics officer that began in 1942.

Born in Pelham, New York, he graduated from Pelham Memorial High School in 1935 and attended New York State College of Forestry at Syracuse University until June 1937.

After entering the service in March 1943 as an enlisted man, he was selected for OCS and was commissioned a 2d Lieutenant in the Signal Corps in December 1942 at Fort Monmouth, New Jersey.

He served as a Signal Officer in the IV Fighter Command in 1943, and performed the same duties in Fourth Air Force in 1944. He departed for Fifth Air Force in Japan in December 1945.

He served principally as a Signal Security Officer during his tour of duty in Japan and returned to the United States in July 1949 where he served as a Communications Officer with the 308th Bomb Wing, MacDill AFB, Florida, from August to November 1949. In December 1949 he became Deputy Director of Security in the newly formed U.S. Air Force Security Service.

He became Communications Security Officer for Air Defense Command at Ent AFB, Colorado in June 1952, remaining there until May 1954 when he was assigned his second tour to Japan.

Upon his return to Japan in 1954, Colonel Fenlon became Chief, Communications Systems Division, Headquarters Far East Air Forces.

Returning to the United States in June 1957, he became Chief, Telecommunications Branch, Headquarters, Strategic Air Command (SAC). At SAC, as he had been at FEAFF, he was command representative for communications matters associated with atomic operations.

From February 1960 to January 1961, Colonel Fenlon was Deputy Commander, 1st Communications Group Command (SAC).

While at Hq SAC, he participated in numerous conferences of the Unified and Specified Commands and the Joint Chiefs of Staff which led to the establishment of the Joint Strategic Target Planning Staff and development of the Single Integrated Operations Plan, governing strategic operation of all U. S. Military Forces.

Other highlights of his assignment at SAC were: Briefing of the Shah of Iran; commendation from General Burchinal for guidance on establishment of the USAF Command Post in the Pentagon; and successful completion of SAC's famous "Red Telephone System."

From January 1961 to April 1964, Colonel Fenlon served in the Directorate of Command Control and Communications, Headquarters USAF.

In May 1964, Colonel Fenlon was assigned as Deputy Chief of Staff, Telecommunications, in AFCS' European Communications Area, serving simultaneously as Director of Telecommunications, Headquarters United States Air Forces Europe.

He returned to Headquarters Air Force Communications Service in February 1967 and became, first, assistant, and, later, Deputy Chief of Staff, Plans and Programs, where he remained until his assignment as Commander, Central GEEIA Region, in August 1969.

Colonel Fenlon is married to the former Melba G. Stone, an ex-Air Force nurse with combat experience with the Army in North Africa and Italy, and flight nurse duty during the Korean War. They have a son, Peter C., Jr., age 14.

Colonel Joseph A. Savuto served as Vice Commander of Central GEEIA Region during the reporting period.

Colonel Savuto began his military career in enlisted status in 1939. He was commissioned through the aviation cadet program in 1943 and now holds a command pilot rating. He is a WW II and Korean War veteran.

He is a graduate of New Rochelle (NY), High School and received his B.A. degree in political science at the University of Alabama.

One of Colonel Savuto's most notable accomplishments was that he was one of the first recipients, Meritorious Service Medal. He received the medal for outstanding service as commander of the 2875 GEEIA Squadron, Tachikawa AB, Japan.

In the GEEIA/AFCS merger Colonel Savuto assumed the position of Deputy Chief of Staff for Engineering and Installations in the Southern Communications Area.

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III

OFFICE OF ADMINISTRATION

MANPOWER CENTRAL GEEIA REGION TOTALS

MILITARY

AUTHORIZED ----- 733

ASSIGNED ----- 71 OFFICERS
603 AIRMAN

CIVILIAN

AUTHORIZED ----- 461

ASSIGNED ----- 512

TOTAL ASSIGNED MILITARY AND CIVILIAN - 1186

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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 000059450000 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 (AFOMO) 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: 000059450006.
 - c. Det 7, HQ European GEEIA Region (Peace Ruby), located at Teheran, Iran. AFEMSOIN: 000059450007.
 - d. Det 8, HQ European GEEIA Region (Peace Indigo), located at New Delhi, India. AFEMSOIN: 000059450008.
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: 000059750042.

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SPECIAL ORDER GA-20, Hq AFIC, 15 Oct 69, Contd.

Page 2

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



JOHN H. VINES, Colonel, USAF
Director of Administration

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1 HQ USAF (AFDASA) 5240 Port Royal Rd, Springfield VA 22151 20330
3 ea HQ USAF (AFMGC) (AFOAPO) WA DC 20330
2 USAFMPC (AFPMG) Randolph AFB TX 78148
1 USAFMPC (AFPMBAU) Randolph AFB TX 78148
7 ARPC 3800 York St. Denver CO 80205
1 AUL (AUL2D) Maxwell AFB AL 36112
1 CG, Finance Center, USA (FINCY-D) Indianapolis IN 46249
1 Research/Coordination Sec (6MNR) NPRC (Mil) 9700 Pg Blvd, St Louis MO
2 CofEngrs DA (ENGRE-PR) Gravelly Point, WA DC 20315 63132
1 MASDC Davis-Monthan AFB AZ 85707
1 AGMC (AGBAAP) Newark AFS OH 43055
1 ea MCEFE, MCGAR, SGSPAD, SGOMW
2 ea MCGH, MCTEC, MCNA, ENAM, 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.

SPECIAL ORDER GA-21, Hq AFIC, 16 Oct 69, Contd.

Page 2

10. Hawkinsville Hospital Storage Site, Hawkinsville, Georgia, Installat on KHKQ, an off-base facility of Robins Air Force Base, was disposed of effective 3 September 1969, with the Commander, Warner Robins Air Materiel Area relieved of jurisdiction and real property accountability. Authority: AFR 87-5.

FOR THE COMMANDER



JOHN H. VINES, Colonel, USAF
Director of Administration

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 3 ea HQ USAF (AFMSG) (AFCOPO) WA DC 20330
 2 USAFMPC (AFPMC) Randolph AFB TX 78148
 1 USAFMPC (AFMPSAU) Randolph AFB TX 78148
 7 ARPC 3800 York St. Denver CO 80205
 1 AUL (AUL2D) Maxwell AFB AL 36112
 1 CG, Finance Center, USA (FINCY-D) Indianapolis IN 46249
 1 Research/Coordination Sec (6MNR) NFRS (M11) 9700 Pg Blvd, St Louis MO
 2 CofEngrs DA (ENGRE-PR) Gravelly Point, WA DC 20315 63132
 1 MASDC Davis-Monthan AFB AZ 85707
 1 AGMC (AGBAAP) Newark AFS OH 43055
 2 GEEIA (GEK) Griffiss AFB NY 13442
 1 ea MCEPE, MCGAR, SGSPAD, SGOMW
 2 ea MCGH, MCTEC, MCNA, EWAM, SGDDPF
 3 MCAMS
 4 MCGSCPP-1
 5 MCVN
 1 ea HWC, ACG, EWG
 2 ea GEEIA (G, V, B)
 5 Central GEEIA Region
 5 Eastern GEEIA Region
 7 MCEPE
 1 District Engineer, US Army Engineer District, Fort Worth, PO
 Box 17300, Fort Worth, Texas 76102
 1 District Engineer, US Army Engineer District, Savannah, PO Box
 889, Savannah, Georgia 31402

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GA-21

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 AFIC, with no change in location, effective 31 March 1970. Subcommand code assigned: P. CSC assigned: ROB. Servicing CCPO: JREZ. Authority: AFM 26-2.

FOR THE COMMANDER



JOHN H. VINES, Colonel, USAF
Director of Administration

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- 3 ea HQ USAF (AFMSG) (AFOAPO) WA DC 20330
- 5 MTMTS, WA DC 20315
- 2 USAFMPC (AFPMC) Randolph AFB, TX 78148
- 1 USAFMPC (AFPMASU) Randolph AFB, TX 78148
- 7 ARPC (ASCS) 3800 York St. Denver, CO 80205
- 1 AUL (AUL2D) Maxwell AFB, AL 36112
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- 1 Research/Coordination Sec (6MNR) NPRC (Mil) 9700 Pg Blvd, St Louis MO 63132
- 1 CofEngrs DA (ENGRE-PR) Gravelly Point, WA DC 20315
- 5 MCVI
- 4 MCGSCPP-1
- 3 MCAMS
- 2 ea MCGH, MCTEC, MCNA, EWAM, SGDDPF
- 1 ea MCEPE, MCGAR, SGVMW, MCACA, MCGSA
- 2 ea GEEIA (G, V, B, M)
- 2 SAC
- 2 AFCS
- 1 MCVI

AF WP--A--190 vh

GA-7

IV

QUALITY ASSURANCE OFFICE

CENTRAL GEEIA REGION
TINKER AIR FORCE BASE, OKLAHOMA
QUALITY ASSURANCE OFFICE

Annual Historical Report
1 July 1969 - 30 March 1970

1. PERSONNEL STRENGTH:

	<u>Officers</u>	<u>NCO</u>	<u>Civilian</u>	<u>Total</u>
Authorized:	1	3	4	8
Assigned:	0	3	5	8

2. STATEMENT OF MISSION: Develops procedures, regulations, and inspection techniques. Accomplishes and/or reviews reports of installation inspections of communications electronic facilities and systems, installed by installation squadrons or by contracted commercial firms, to insure standardization and adherence to USAF standards and specifications. Recommends changes in existing installation and quality assurance standards, techniques, and procedures as a result of deficiencies noted by inspections. Reviews and analyzes field reports of Quality Control Deficiency, and Unsatisfactory Reports to ascertain trends which may affect reliability or usefulness of communications facilities or equipment, and recommends corrective actions.

3. ORGANIZATIONAL CHANGES: After operating under the new Quality Assurance Program for approximately six months, it was determined that a revision to the manual was required. A Quality Assurance Conference convened in January 1970, with representatives from all GEEIA Regions. The GEEIA Manual 74-1 was reviewed and revised accordingly.

4. ADMINISTRATIVE PROBLEMS: Due to shortage of personnel, the mission is greatly hampered. The authorized one (1) inspector per each seventy-five (75) people for each squadron/detachment is far short of adequate manning. This office cannot furnish needed support, and the probability for improvement is not possible until additional personnel are provided. This office has had a reduction of two personnel.

a. Technical Sergeant Robert B. Logan was reassigned PCS to 1950 Communications Squadron, APO.

b. Mr. M. A. Darnell was reassigned due to reduction in force.

5. MISSION PROBLEMS AND PROGRESS: During this reporting period, this office conducted 53 in-progress, 35 final, and 6 contract inspections; 8 special studies, 11 MDM efforts, and 9 squadron/detachment semi-annual inspections. In summation, this Quality Assurance Office, in addition to

items previously mentioned, reviewed 24 DD Forms 6, Report of Packaging and Handling Deficiencies, 108 DD Forms 1599, Report of Item Discrepancy, 4 AFTO Forms 22, Technical Order System Publication Deficiency Report, 9 AFTO Forms 29, Unsatisfactory Report and Emergency Unsatisfactory Report, and 152 AFTO Forms 109/1682, Quality Control Deficiency Reports.

PLANS AND MANAGEMENT

v

PLANS AND MANAGEMENT OFFICE

CENTRAL GEEIA REGION

Annual Historical Report 1 July 1969 - 30 March 1970

MISSION

Provide planning and management for the Region CEM effort. Develop and implement Region policies and procedures relative to requirements for data to assure effective management of resources. Determine resource requirements and assure submission of data in support of budget estimates and financial plans. Review and evaluate reports on resources as provided by the host and act as a central point of contact within the Region for the Management of these resources. Provide management engineering services and render technical assistance in the field of management and industrial engineering to the Region complex. 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 inquiries. Act as Region focal point for AFLC directed programs such as LPMS, Cost Reduction, etc.; develop local Region procedures to implement and supplement Hq GEEIA directed management systems; develop and maintain standards as directed by higher headquarters. Responsible for operational and contingency planning and recurring operational and management analysis Region-wide. Maintain surveillance of host-tenant support agreements of all Region components and act as a focal point for tenant support by the host.

PERSONNEL

For the entire reporting period Mr. Frank B. McCrady served as Acting Chief of the Plans and Management Office.

SUMMARY

a. Total authorizations decreased from 13 to 11 during the reporting period. Two authorizations (Budget and Accounting Clerks) were abolished due to a directed reduction of manpower spaces within the Region which left an ending authorization of 11 manpower spaces.

b. Within the Financial Management area a very outstanding achievement was made in the management of region finances. An outstanding obligation rate was achieved by the region as evidenced by letter from the GEEIA Commander, dated 19 October 1969.

c. Within the Management Services function an outstanding achievement was made within the Cost Reduction area. The region exceeded the FY 70 goals in the first three quarters of FY 70 or the period covered by this history.

MANAGEMENT SERVICES

CENTRAL GEEIA REGION

Annual Historical Report

1 July 1969 - 30 March 1970

MISSION

Responsible for the Management/Industrial Engineering, data services statistical reporting and operational and contingency planning functions. Assist in the development of Region management system requirements as requested by Hq GEEIA. Provide professional management engineering services to the Region complex and serve as the Region Commander's consultant in Industrial and Management Engineering matters. Develop local Region procedures supplementing, and in accordance with Hq GEEIA development management system procedures as required. Provide technical assistance to appropriate Region support and operating activities in the field of management/industrial engineering. Act as the Region focal point for AFLC directed programs, i. e., LPMS, Cost Reduction Program, Zero Defects, Management Improvement Project, etc. Acts as Region focal point on data services requests and requirements between Region and local data services; and Region and Hq GEEIA. Acts as Region focal point for all matters concerning the GEEIA Management System. Develops and maintains standards as directed by Hq GEEIA (GEVE) through the Region Commander. Develops, coordinates and maintains Region operations, war and emergency plans in support of planned objectives of higher authority. Maintain surveillance of host-tenant support

agreements of all Region components. Conducts planning associated with the organization, discontinuance and/or movement of assigned organizational elements. Responsible for space coordination for Hq Central GEEIA Region. Reviews/processes inspection reports, acts as office of record and assures appropriate action on all reports of inspection, reports of audit, general accounting office reports, and OSI reports. Responsible for recurring operational/management analysis of the Region-wide activities. Conducts detailed studies and evaluations to isolate existing and potential problem areas. Presents problem areas and recommended solutions to Region Commander and Staff orally or graphically.

MANAGEMENT/INDUSTRIAL ENGINEERING

During the reporting period the major emphasis within this area was to up-date region labor standards. This effort was not accomplished in its entirety due to a lack of personnel and the fact this office has no control over the Industrial Engineers within the Region. In the Cost Reduction (CRP) area the FY 70 goals were received in September. In March 1970 the Region CRP goals were increased from \$79, 500 to \$106, 000 or 33% higher than the original FY 70 assessment. Weekly progress status reports were presented at the Commander's Weekly Staff Meeting. The Region exceeded the overall CRP goal within three quarters. In FY 70 the responsibility of the Administrative and Logistical

Space Report (RCS: LOG-Z12) was accepted by this function. Briefings on CRP, ZD and Suggestions were given at the Squadrons and the Detachment emphasizing the importance of the program and urging more active participation.

DATA SERVICES

Phase one of the GEEIA Financial Subsystem of the GEEIA Management System was implemented on 1 July 1969. This Subsystem provides the means to accumulate dollar costs by individual jobs. No major changes were made in other Subsystems of the GEEIA Management System. A new output product was developed for management use. This was the Monthly Utilization Analysis Report which provides a summary and percentage analysis of manhours expended by Action Taken Series. This shows how personnel assigned by Duty Code, i. e., Direct Labor, Supervision, Overhead, etc., expended their time within the Action Taken Series, i. e., Engineering, Installations/Maintenance, General Support, Leave, etc. This has proved to be a very valuable management tool.

MANAGEMENT ANALYSIS

During the reporting period the Management Performance System received very strong emphasis from the Region Commander. As a result, the Region increased effectiveness until we won the GEEIA Management Performance System Trophy. First place was reached in the third quarter of FY 70. This was the first time that Central GEEIA Region had achieved this degree

of effectiveness. Engineering completions for the fiscal year were 99.4% of those required. Installations were completed at a rate of 97.4%. Both of the above records are an outstanding accomplishment. TDY trips to sub-commands having operational difficulties, constant surveillance and improved management attention have all contributed to a very successful and efficient year of operation. Work units on hand generally increased from 1,908 at the beginning of the year to over 2,000 on 30 March 1970. New workload entering the system amounted to 674,398 manhours for Engineering and Maintenance/Installation. The Management Summary Brochure, used by the Commander and Staff, was enlarged approximately 50% for improved coverage of Region activities.

FINANCIAL MANAGEMENT

CENTRAL GEEIA REGION

Annual Historical Report

1 July 1969 - 30 March 1970

MISSION

Financial Management, Plans and Management Office, develops, justifies, defends and executes the Annual and Quarterly Operating Budget in support of the approved programs for which Central GEEIA Region (CGR) is responsible. Financial Management maintains a system for funding and recording financial transactions in support of the assigned mission of CGR, its subordinate squadrons, and detachments. This office is responsible for presenting summaries and studies to the Commander and higher headquarters on the financial status of funds allocated for this headquarters, its subordinate squadrons and detachments.

PERSONNEL

Captain John H Weddle was the Chief of Financial Management throughout the reporting period. The organization had six authorizations throughout the reporting period. The only new employee to be assigned during this period was Mrs. Grace Treat, GS-4, who replaced Mrs. Barbara Dill GS-5, when Mrs. Dill accompanied her husband on his assignment to Taipei, Taiwan.

ANNUAL AND QUARTERLY OPERATIONS OPERATING BUDGET

The FY 71 Operating Budget was submitted in consonance with procedures established on the implementation of Project PRIME during FY 69 and FY 70. Significant changes for FY 71 were that CGR was required to budget for BEMO expense equipment and the rental of BEMO expense equipment in lieu of purchase for the first time.

FUNDING AND RECORDING FINANCIAL TRANSACTIONS

Project PRIME as mentioned above made the funding and recording of financial transactions a more difficult procedure since all financial transactions must be traced entirely through the accounting system. FY 70 saw the implementation of control room like boards on the financial status of each subordinate unit as well as individual control boards for the control of contract services and supplies data. These have proven a valuable asset with the austere funding policy made necessary by the overall program to reduce federal expenditures.

GEEIA FINANCIAL SUBSYSTEMS

Throughout this period, CGR has continued to prepare and submit to Hq GEEIA, GEEIA Forms 90A and 90B. These forms are prepared using GEEIA Form 56 and standard costs developed from historical records for all new installation and maintenance jobs. New Forms 90A and 90B are also submitted for major or significant changes in old schemes or jobs. During this period procedures were developed at Squadron level for reporting of management Workload Identifier (WI) costs to the GEEIA Financial Subsystem. This procedure involves the use of the Manhour Accounting Subsystem to define percentages in order to reverse costs charged against management WIs and to charge those costs against the actual WIs involved.

VI

ENGINEERING

1

ENGINEERING CONTROL BRANCH
ANNUAL HISTORICAL REPORT
1 JULY 1969 - 31 MARCH 1970

1. Personnel Strength:

	<u>Officers</u>	<u>Airmen</u>	<u>Civil Service</u>	<u>Total</u>
Authorized:	4	8	7	19
Assigned:	4	6	10	20

2. Statement of Mission: To manage the workload of the Engineering Division, operate a mechanized engineering data collection system reflecting assigned workload and production rate, to analyze the technical effort expended on engineering projects, to provide statistics, graphs and reports of the engineering effort to provide technical data to the Plans and Programs Division for impact to the GEMS, to provide financial estimates for the Engineering Division, provides the division historical report, evaluates new and forecasted workload, maintains a technical library, reviews schemes within the division, provides engineering changes for schemes, in addition to these normal functions, Engineering Control provides manning for special projects in the Engineering Division.

3. Organizational Structure: The Engineering Control Branch is divided into three sections and managed as follows:

Engineering Control Branch	Major Joe E. Broadway Jr., Chief
Production Workload Section	Lt. Gerald D. Burchard, Chief
Standards and Review Section	Mr. Albert I. Rauscher, Chief
Technical Library	Ann Billie L. Dold, Librarian

4. Mission Problems and Progress: In the period between January 1970 and April 1970 we noted a total of 335 schemes completed, 109 engineering jobs completed and 32 Pre-CEIPs completed, with March being our "best" month (122 schemes, 31 jobs, 9 Pre-CEIPs). January showed us 64 schemes completed, 23 engineering jobs and 8 Pre-CEIPs. In February we completed 79 schemes, 24 jobs and 8 Pre-CEIPs.

CENTRAL GEEIA REGION
TINKER AFB, OKLAHOMA
ENGINEERING DIVISION
ENGINEERING SUPPORT BRANCH

Annual Historical Report

1 July 1969 - 30 March 1970

1. PERSONNEL STRENGTH:

	Officers	Airmen	Civil Service	Total
Authorized	3	18	18	39
Assigned	5	24	19	49

2. STATEMENT OF MISSION:

a. Provided circuit conditioning, path loss measurements for radio and cable systems, alignment and measurement of antenna systems; Radio Frequency Interference and Radiation Hazards Reduction programs, Quick Fix Interference Reduction Capability and Systems Implementation Tests.

b. Provided electrical, mechanical, civil, and architectural engineering services which included, but was not limited to, instrument surveying, review and inspection of supporting structures, monitoring site concurrence letters, construction completion dates and related scheme reports. Provided plant-in-place management, contract drafting supervision, reproduction services, and files maintenance.

c. Formulated drafting policies, guidance, and actual drafting services. Provided quality control inspection of contract drafting.

3. ORGANIZATIONAL CHANGES:

a. Branch Office. Captain Joe Ligon served as Branch Chief until February 1970 at which time he was reassigned to Southeast Asia.

Captain Joe Leachman has been the Branch Chief since February 1970 until the present time.

b. Electromagnetic Compatibility and Measurements Section.

(1) Personnel Losses: One (1) Civil Service engineer resigned, one (1) Civil Service secretary transferred, two (2) military engineers transferred, one (1) enlisted man transferred, and one (1) enlisted man was discharged.

(2) Personnel Gains: One (1) Civil Service secretary, two (2) military engineers, and three (3) enlisted men.

(3) Personnel Promotions: One (1) Civil Service engineer to GS-11, and three (3) military personnel were promoted to various ranks.

c. Drafting Services Section.

(1) Personnel Losses: One (1) Airman transferred to SEA. Three (3) Airmen retired from military service, and one (1) student hire transferred.

(2) Personnel Gains: One (1) Civil Service draftsman temporary indefinite hire, five (5) military draftsmen, one (1) student hire, and seven (7) personnel were returned to Drafting Services from General Engineering.

(3) Personnel Promotions: Two (2) A1C promoted to Sgt, one (1) Airman promoted to A1C.

d. General Engineering Section.

(1) Personnel Losses: Seven (7) military and civilian personnel, on loan from Drafting Services Section, were returned.

(2) Personnel Gain: One (1) military surveyor was put on loan from AFCS.

4. ADMINISTRATIVE PROBLEMS AND PROGRESS:

a. Electromagnetic Compatibility and Measurements Section:

Due to the abolishment of three engineering positions on 31 Mar 70, leaving only two civilian and two military engineers available for assignment, this Section has faced a severe manpower problem. Essential work has been accomplished by borrowing engineers from other Branches, and by using military technicians for many tasks which properly require engineers.

b. Drafting Services Section:

With the assumption of certain Plant-in-Place records from Eastern GEEIA Region many problems arose. Incompatibility of records from Eastern with records at Central had to be resolved. Many additional manhours were expended to rectify this situation and definite progress has been made. Because of a heavy reliance on contractual drafting, many administrative problems were created. The resolution of these problems was handled in a very professional manner by personnel of this Section and steady progress was realized.

c. General Engineering Section.

Many problems were encountered due to loan and borrowing of personnel.

5. MISSION PROBLEMS AND PROGRESS:

a. Electromagnetic Compatibility and Measurements Section:

(1) Radio Frequency Interference and Quick Fix Interference Reduction Capability: Thirty-two (32) projects were completed, including Intorad II actions and other assistance required by Air Force agencies, in resolving problems associated with siting and operation of Radar Systems, Communication Systems, Navigational Aids, Weather Services devices, and other communications and electronic facilities. Two-hundred-nine (209) Site Concurrence Letters (SCL) electromagnetic compatibility actions were accomplished. Fifty-six (56) Pre-CEIP engineering tasks were accomplished.

(2) Microwave Radiation Hazards: Eight (8) projects were completed, each involving surveys of Electromagnetic Radiation Hazards (EMRH) to personnel, electro-explosive devices, and/or POL.

(3) System Implementation Tests and Measurements Tasks: Four (4) projects were completed, including implementation tests on the BUIC III.

(4) Circuit Conditioning Tasks: Eight (8) projects were completed.

(5) Measurement Tasks: Fourteen (14) projects were completed.

(6) Personnel attended the following courses of instruction:

(a) EMC Course, Keesler AFB, Miss - Two people.

(b) Circuit Conditioning Course, Keesler AFB, Miss -
Two people.

(c) Crypto School, Lackland AFB, Tex.

(d) Circuit Conditioning School, Ft Monmouth, New Jersey -
Two people.

(7) Assigned vehicles traveled approximately 19,525 miles in support of the Section mission.

b. Drafting Services Section.

(1) The implementation of the GEEIA Drawing Record System in accordance with AFM 100-19 and GEEIAM 100-2 moved steadily forward in spite of limited resources available.

(2) The administrative, Plant-in-Place, reproduction and record files were transferred back from General Engineering to Drafting Services Section in order to have a more harmonious situation in work flow.

(3) With an increase of reproduction workload during this period, many difficulties arose with delivery and pickup of reproduction between the supporting agency (OCAMA) and Central GEEIA Region. Many additional manhours were expended by reproduction personnel in travel time to meet mission requirements for reproduction service.

c. General Engineering Section.

Receipt on a permanent basis of electronic surveying equipment has resulted in a precision measurement capability for the region. Through the use of this equipment, precise geographical coordinates of facilities is determined by means of an engineering technique known as trilateration. This technique measures the distance of the legs of a triangle and then the angles are computed. Consulting engineering services have been expanded by the elimination of administrative details. Over 350 Site Concurrence /Site Requirement Letters were reviewed for technical adequacy during this period. In addition, the technical adequacy was checked and engineering requirements for E/I facilities were included in 74 Military Construction Projects that totaled over 51,800,000 dollars for this same period. Training of personnel, both military and civilian, for this mission is being accomplished.

ELECTRONICS BRANCH
ANNUAL HISTORICAL REPORT
1 July 1969 - 31 March 1970

1. Personnel Strength:

	Officers	Airmen	Service	CTS	Total
Authorized	4	0	41	0	45
Assigned	4	0	46	0	50

2. Statement of Mission: Institute, prescribe and control the application of installation concepts, criteria, and standards necessary to implement ground C-E-M systems, subsystems or facilities that: Furnish meteorological, navigational and control guidance to airborne aerospace objects or weapons; provide capability to search, detect, and acquire unknown objects in air or space environments; process, produce and compute specific control and guidance requirements to aerospace vehicles.

3. Organizational Structure: The Electronics Branch is divided into three sections and managed as follows:

Electronics Branch	Mr. Fritz S. Villines, Chief
Flight Facilities Section	Mr. Olvis L. Edwards, Chief
Meteorological Section	Mr. Billy H. Diggs, Chief
Computer Section	Mr. Harold G. Wood, Chief

4. Mission Problems and Progress:

a. Military Airlift Command: Engineers of the Computer Section provided engineering assistance to MAC Headquarters, Scott AFB, Illinois for preparation of the Military Airlift Command Integrated Management System (MACIMS) Development Plan. The plan is under comprehensive study and revision by ESD/MITRE.

b. Tactical Security Support System: The Computer Section, Electronics Branch, was tasked by Hq GEEIA to accomplish site survey for and accomplish engineering installation of the new intrusion Detection Alarm System for Hq TAC Training Facility at Lackland AFB, Texas. Site survey and engineering plan has been completed.

c. NCMC:

1. NORAD Expansion: Engineering assistance was provided by the Electronics Branch to Hq ADC and NORAD for AE design of the three new buildings to be constructed in the NCMC complex. These new facilities complement the Aerospace Defense Commands' Integrated Command Control System (ADCICCS). Facility is in design stage.

2. Input Message Processor (IMP): A site survey was accomplished for ESD/contractor installation of the Input Message Processor (IMP) at the NORAD Cheyenne Mountain Complex, Colorado. ESD contract is to Burrough's Corporation for installation of the facility with GEEIA installation of associated Remote Input Message Processors (RIMP). Prototype testing at Hancock Fld, Mass. is

scheduled for 27 April 1970.

3. AN/FPS-85 Interface: A site survey was accomplished for ESD/contractor/GEEIA installation of a second AN/FPS-85 data link terminal and appropriate interface with the appropriate data processors.

4. SAIDS-NCMC: The Electronics Branch provided technical assistance to ESD/MITRE in accomplishing site survey of Cheyenne Mountain facilities for feasibility study of the Space Analysis Intervention Display System (SAIDS). Contract award has not occurred to date.

d. TAC Format Message Composers: The Electronics Branch provided pre-CEIP engineering assistance to Hq GEEIA and Hq TAC for CEIP preparation for the Bunker-RAMO 700 Format Message Composer program. Site surveys were accomplished at nine (9) sites. The GEEIA Engineering Implementation Plan for the program is complete.

e. 465L Equipment Removal: A CEM scheme was prepared for removal of the 465L Remote Communications Control (AN/FYQ-4) of the SAC Command and Control Systems (SAACS/RCC) at the 70th Bomb Wing Command Post, Clinton Sherman AFB, Oklahoma. This action was required due to base phase out.

f. Control Tower Program (General): Control tower relocations were accomplished during FY70 at Laughlin, Holloman, Reese and

McConnell. Holloman received the last AN/GSA-92 control console and AN/PRC-19B. Consoles were installed at the other locations. The new control tower at Kelly, Laredo and Tinker will receive the new AN/GSA-135 console within a few months. The Kelly and Laredo 4-channel comm equipment (P/O AN/GSA-135 System) will be completely preassembled and wired at Griffiss AFB by 4 May 70. After receipt of these systems at Kelly and Laredo, the installation time required for the new control tower will be cut from about four months (for the AN/GSA-92) to about one month or less. The operational/technical parameters and milestones for the AN/GSA-135 consoles were established at a meeting at Hq GEEIA December 1969 with AFCS, AFLC and the GEEIA Region.

g. UHF/VHF Modernization Program: Some of the first generation VHF equipments (AN/GRT-18, RT-723/OR and R-1250) have been installed at various facilities. A great deal of problems developed in the multi-channel RT-723 set since the set was modified by the factory to reduce radio frequency interference. Presently, factory representatives have been successful, in most instances, in restoring the sets to operational status.

The second generation UHF/VHF fixed channel transmitters and receivers (AN/GRT-21, AN/GRT-22, AN/GRR-23, AN/GRR-24) are now ready for operational testing and evaluation at Hq AFCS. This Region will receive the equipment for the RFI test after completion of the operational testing and evaluation. The multi-channel UHF solid state transceiver, AN/GRC-171 is still non-operational. The

basic problem with this set is the spurious frequencies generated and radiated by the unit. Lack of high "Q" varactors for the frequency generating unit was the cause of the RFI as described by the MELPAR engineers in a meeting held recently at OCAMA.

h. RAPCONS:

1. The Vance and Sheppard fixed RAPCON installations were started late in calendar year 1970; commissioning flight checks for both facilities are scheduled during April 1970. The installation of the Holloman RAPCON is also underway and should be completed by the end of FY 70.
2. Design criteria has been prepared for expanded fixed RAPCON facilities for Webb, Laughlin and Laredo AFBs; site concurrence letters have been published. The new ASR-7 search radar will be provided for these bases.
3. Equipment has been earmarked for fixed RAPCONS for Cannon and K.I. Sawyer AFBs (FPN-47/FPN-16). Surveys have been made and site concurrence letters have been prepared. CEIP assistance for a RAPCON with ASR-7 radar was provided for a new facility at Grand Forks AFB.
4. CEIP assistance was provided for the separation of remote site radio equipments at four locations as required by AFCS Regulation 100-28.
5. Four installations of the GP-1 antenna tower with metal platform were completed during the period. These four locations

were completely modernized through this program with UHF couplers, new antennas, etc. CEIPs for this type of modernization were approved for two added locations; schemes are in preparation. An early start is anticipated on two other bases (installation).

6. The Vance AFB RAPCON constitutes the pilot installation of the 4-channel communications system as well as the RAPCON Console Canopy (the same equipment is also being installed at Sheppard and Holloman). Data is being finalized based on these installations and will be available for all future retrofit and new installations of this equipment.

i. VORTAC'S: The NAV-AIDS Section at Central GEEIA Region has continued feasibility studies for collocation of VOR and TACAN equipments into VORTAC facilities within our Region. These studies have involved the following Air Force Commands; SAC, ATC, TAC, MAC, AFCS and AFRES. Results of the studies have shown a requirement for additional data. To gather the data site tests have been performed at a number of Air Force bases and auxiliary fields with Central GEEIA Region's mobile VOR van (AN/MRN-22) and AFCS mobile TACAN equipments (AN/TRN-6 and AN/TRN-17).

j. Mobile VOR Van (AN/MRN-22): The Central GEEIA Mobile VOR Van was used in conjunction with AFCS TACAN's (both mobile and fixed) to perform numerous VORTAC site tests at:

Randolph AFB, Texas	ATC
Reese AFB, Texas	ATC

Laughlin AFB, Texas	ATC
Larado AFB, Texas	ATC
Vance AFB, Oklahoma	ATC
Scott AFB, Illinois	MAC
Hondo MAP, Texas	ATC

Deployment of the VOR van on these specific site tests has provided training and familiarization to four additional Central GEEIA engineers and technicians. This training involved VOR equipment operation, aircraft usage of the ground station, evaluating terrain for proper VOR-TACAN site preparation and FAA flight inspection techniques.

k. ILS Monitor: The NAV-AIDS Section has continued assisting OCAMA (Service Engineering) in development of a substitute ILS monitor. The prototype ILS monitor (C-8356/GRN) was initially installed at Cannon AFB, New Mexico in March 1970. The NAV-AIDS Section assisted during installation and later modified the prototype to allow satisfactory operation. This Section is continuing to work with OCAMA Service Engineering for an ILS monitor which will operate/monitor with normal installation specifications.

l. Glide Slope Test Van (AN/MRN-8): The Central GEEIA Region ILS Glide Slope Van was involved in several deployments for normal ILS installations within Central GEEIA Region and for augmentation of other GEEIA Regions. The van was used to conduct site tests at:

Altus AFB, Oklahoma	MAC
Richards-Gebaru AFB, Missouri	ADC

with satisfactory results on two of the three cable systems. One system installed during adverse weather conditions is not functioning but the systems at Little Rock AFB, Arkansas and Barksdale AFB, Louisiana are exceeding initial expectations. Additional systems are in the process of being installed.

2. A test program has been initiated to determine the pneumatic resistance of, investigate and test new splicing methods and determine the feasibility of pressurizing meteorological equipment cabling, to provide more reliability. New cable splicing techniques have been developed and authorized for trial use on meteorological equipment cabling. The new method uses a heat shrinkable tubing with newly developed adhesives which according to preliminary tests adhere well to polyethylene cable insulation.

o. Metro Pre-CEIP Assist: Pre-engineering for CEIP assistance has been accomplished or is in progress for the following:

<u>Title</u>	<u>No of Bases</u>
Riometer	1
Digital Wind Equipment	1
Category II RVR Equipment	3
Weather Satellite Tracking Equipment	1
Runway Supervisory Units	2

p. Momentary Wind Sampling: Scheme action is presently being accomplished for Momentary Wind Sampling for 17 bases.

Nellis AFB, California

George AFB, California

Presently the Central GEEIA Region ILS Glide Slope van is in shipment for augmentation to Murted TAFB, Turkey. Operation of the van will be performed by two Central GEEIA rgn engineers. AN/MRN-8 van performance has been exceptional as has the Central GEEIA AN/MRN-22 VOR van. No flight check on deployment time has been lost due to equipment failures. Continuing workloads will require the further deployment of both vans.

m. Pilot to Forecaster: The NAV-AIDS Section has provided scheme engineering and on-site engineering to allow dual usage of the single equipment (C-1737) pilot to forecaster. Normal control of the C-1737 is by microphone for a single pilot to forecaster desk position. Central GEEIA Rgn NAV AIDS have gone to handset control of the single C-1737 from both the pilot-to-forecaster desk and weather radar positions. Handset usage had reduced back-going noise levels to increase the audible clarity of the transmission. This dual usage allows single C-1737 installation instead of two C-1737's. The above usage has been installed at 19 AFBs within Central GEEIA Region.

n. Meteorological Cable Pressurization:

1. Problems with meteorological cables have been reduced during the past period. Three experimental pressurized cable systems have been installed. Semi-annual checks have been accomplished

q. Themis Weather Project: Removal from Sewart AFB and re-installation of an AN/CPS-9 Weather Radar at Oklahoma State University for the Themis Weather Phenomena Project was completed March 1970.

RADIO COMMUNICATIONS BRANCH

ANNUAL HISTORICAL REPORT

1 July 1969 - 30 March 1970

1. The basic mission of the Radio Communications Branch was to provide, through its subordinate sections, engineering and engineering assistance for radio communications systems, microwave/tropospheric scatter/television systems, and communications crypto systems. The Branch prepared and submitted work specifications, cost estimates, engineering and installation plans, procurement documents, base support documents, and C-E schemes to accomplish its mission. The Branch provided engineers for contract monitoring, on-site engineering of emergency requirements, and on-site conferences with team chiefs at the start of each installation. Numerous tdy trips by engineers were essential to mission accomplishment.

2. The personnel strength of the Radio Communications Branch is shown below:

	OFFICERS	AIRMEN	CIVIL SERVICE	TOTAL
AUTHORIZED	5	0	24	29
ASSIGNED	7	1	28	36

3. The Radio Systems Section (GEYERH) is responsible for the engineering of LF, HF, UHF/VHF and certain other specialized radio communications systems.

a. Site surveys were conducted at seven SAC bases for the purpose of providing Hq GEEIA information on the proposed 487L rack re-configuration. This came at the time where the estimated available workload manhours exceeded the engineering manhours available, but not to the extent that unusual problems were encountered.

b. Re-engineering of "special CE support" HF-SSB schemes in Panama Canal Zone and South America was accomplished to provide for additional facility functions because of operational concept changes. These included installation instructions for remote control of the transmitter site antenna azimuth control, and quick manual transfer of the antenna to the standby amplifier at the transmitter site. In addition, emergency pre-engineering CEIP assistance was provided in the preparation of a RF coaxial cable switching matrix for the transmitter facilities.

c. Pre-engineering CEIP assistance was provided both AFCS and SAC in the preparation of a CEIP for Tactical Satellite Communications (TACSATCOM) AN/TRC-157 ground radio terminals. Extensive data research was necessary before actual siting and supporting RFI surveys could be completed.

d. A high priority was assigned to a project providing special assistance to SAMSO in the preparation of purchase requests for procurement of RF cable facilities. The Section provided on-site engineering to the GEEIA installation team.

e. Two Section engineering personnel attended and satisfactorily completed the cryptographic systems course at Lackland AFB, Texas. This educational background will aid the Section in the planning and engineering of systems where interfacing of crypto devices and radios is required.

4. The Micro/Tropo/TV Section (GEYERM) is responsible for the engineering of microwave, tropospheric scatter and television systems.

a. The major problem within the Section was the same as reported in the last period, that of obtaining enough technical data on major equipment items to insure correct scheme engineering.

b. Two contract statements of work were successfully prepared for the engineering, furnishing, and installation (EF&I) of CCTV facilities which will provide service to areas which GEYERM personnel were not authorized to enter or to receive any information about.

c. The original design of a meteorological system which is not normally in the workload of this section was accomplished.

d. The Section completed 7 CCTV schemes, 13 job numbers, and 2 additional contract statements of work. Eight of the 13 job number completions were for pre-CEIP engineering assistance.

e. One engineer was loaned to the Communications Center Crypto Section for 60 days, and one engineer completed the 6 week cryptographic systems course at Lackland AFB, Texas. The positions of Section Chief, 1 GS-12 Project Engineer, and 1 GS-11 Technician were abolished.

5. The Communications Center/Crypto Section (GEYERC) was responsible for the engineering of communications electronic cryptographic equipment and systems.

a. The major problem within the Section was the same as in the 3 previous periods, that is, the maintaining of an adequate and stable work force. This was a continuing problem created by the following:

- (1) The high turnover rate of assigned civilian personnel.
- (2) Inadequate staffing and the resultant use of "loan" personnel.
- (3) The high turnover rate of assigned military personnel.

The change in the staffing of the Section for the reporting period was as follows:

	OFFICERS	CIVILIANS
LOSES	3	1
GAINS	1	0
LOANED TO GEYERC	3	1

3

b. The Section completed 88 schemes, 9 work orders, and 29 pre-CEIP assists. Approximately 20% of the schemes required advance Bills of Material (BOM) due to short lead times for scheme installation. Due to priorities and short lead times, 9 schemes were engineered on site. Eighteen engineering change request/authorizations (ECR/A) were accomplished because of changes in requirements by the customer after scheme engineering was completed.

c. The positions of 2 GS-11 Technicians were abolished.

CENTRAL GEEEA REGION
TINKER AIR FORCE BASE, OKLAHOMA

ENGINEERING DIVISION
WIRE COMMUNICATIONS BRANCH

Annual Historical Report
1 Jul 69 - 30 Mar 70

1. PERSONNEL STRENGTH:

	Officers	Airmen	Civil Service	TOTAL
Authorized	2	0	54	56
Assigned	1	1	61	63

2. STATEMENT OF MISSION:

The Wire Communications Division accomplished engineering and engineering assistance for government-owned inside and outside plant telephone facilities; issued and evaluated Communication Service Authorizations (CSAs); prepared Base Wire Communication Programs; accomplished engineering functions in support of the ICBM Intersite Communications as tasked.

3. ORGANIZATIONAL CHANGES:

No significant organizational changes occurred, although the Branch was poised for serious difficulties due to personnel cuts identified by AF Project 703.

4. PERSONNEL CHANGES:

Project 703 identified eight civilian spaces to be lost to the Branch. This is shown above in the personnel strength as a drop to 54 civilian spaces authorized. One civilian was lost by RIF action. A replacement was provided. A Clerk Typist was loaned from this Branch to activate the MTST function. An engineer was loaned to another Branch for the reporting period (9 months). The Chief, BWCP Section was detailed for ninety days to serve as Acting Chief of the Engineering Control Branch. Three engineers were furnished to augment PACGEEIA for 90 days.

5. ADMINISTRATIVE PROBLEMS AND PROGRESS:

Starting with FY 70, responsibility for funding of one-time construction charges for leased telephone services passed from GEEIA to the host commands. Although some commands had appeared apprehensive about the new procedures, no particular problems were encountered. Overall for this period, no significant administrative problems arose.

6. MISSION PROBLEMS AND PROGRESS:

a. With a great deal of assistance from the project engineer and others of this branch, the new central telephone office at Kelly AFB was placed in service on 23 Jan 1970.

b. The Aerospace Data Facility being installed at Buckley ANG Base is approximately 40% completed. Completion target date is June 1970. Two engineers of this Branch are working full time at the site.

c. Engineering assistance was provided OCAMA for preparation of a procurement specification of a new Land Line Telephone Key System. This system now under procurement by OCAMA will be utilized in approximately 73 USAF Control Towers, world-wide.

d. No additional guidance was received concerning GEEIA's role in support of the Hardened Intersite Cable System for the Minuteman ICBM. As documented in the Historical Report for 1 July 68 - 30 June 69, AFLC planned to revise T.O. 00-25-108 as it pertains to the MSS and Central GEEIA Region responsibilities.

e. Production Figures:

(1) Schemes Completed Engineering Phase	272
(2) Schemes Completed (CSA Installation)	144
(3) BWCP Brochures Completed	40
(4) CSAs Prepared	2178
(5) CEIP Assist Projects	10
(6) Traffic Studies Completed	15

MATERIAL

VII

MATERIEL DIVISION

The Materiel Division, assigned the function of managing the Central GEEIA Region's materiel elements to insure maximum support of the engineering, installation and maintenance mission, has experienced significant results in the effective supply support of the workload assigned during the past nine-month period.

The supply support of such high-interest installations as the Space and Missile Systems Organization (SAMSO) schemes and the FPN-47 Fixed RAPCON Installation is further expanded in the history of the Scheme Management Branch which follows.

In the Logistics Support area, subjects such as Mobile Van Bench Stock; supply support for the repair and manufacture of panels for the AN/FPN-16 In-House Workload; and TACAN Antenna Emergency Replacements are also enlarged upon in this history.

Changes in key personnel which occurred during this period were:

- a. Mr. Charles E. Edmonds, Deputy Chief, performed the duties of the Materiel Division Chief from 1 July 1969 to 7 August.
- b. Captain Charles F. Gunia was assigned as the Materiel Division Chief for the period 8 August 1969 to 30 March 1970.

Personnel strength of the Division, as of 30 March 1970,
is reflected below:

	<u>Officers</u>	<u>Airmen</u>	<u>Civilians</u>	<u>Total</u>
Authorized	2	6	21	29
Assigned	2	6	21	29

SCHEME MANAGEMENT BRANCH

1. Specific accomplishments by the Scheme Services Section for the reporting period are listed below:

a. Research Activities:

(1) Total funds expended in support of Communications-Electronics (CE) Schemes was \$13,680.24.

(2) Total number of Bills of Material (BOM) researched and processed was 168 consisting of 8,111 line items.

<u>Days Prior to Date Material Required (DMR)</u>	<u>Schemes</u>
0-30	5
31-60	11
61-90	12
91-120	25
121-180	47
Over 181	<u>68</u>

Total Schemes Processed 168

b. Field Services Activities:

(1) A total of 107 bases and sites was visited.

(2) Residual CE Scheme Property was disposed of on nine (9) schemes; value \$24,750.02.

(3) Schemes were inventoried by Central GEEIA Area

Representatives as follows:

<u>Number</u>	<u>Line Items</u>	<u>Value</u>
106	5,115	\$701,526.00

(4) Discrepancy reports were processed as follows:

<u>Nr Schemes</u>	<u>Form</u>
2	DD 6
6	AF 1599

(5) Schemes were processed as indicated:

	<u>Schemes</u>	<u>Item \$ Value</u>	<u>Line Items</u>
Transfer of Accountability and AFTO Forms 88 (16 by GEYSSS)	116	\$4,138,320	8,479
AFTO Forms 88 Only	139	\$530,990	6,997
Amended Coded 96	48	NA	NA
Cancelled	282	NA	NA

2. Specific accomplishments by the Scheme Monitoring Branch for the reporting period are listed below:

a. As of 30 March 1970, no schemes were delinquent by Forecast Support Date (FSD) and 9 were delinquent by Date Material Required (DMR). This is compared to last year, 30 June 1969, in which 4 schemes were delinquent by Forecast Support Date (FSD) and 36 schemes were delinquent by DMR.

b. During this 9-month period, supply was completed on 327 schemes and 73 schemes were cancelled consisting of 4,137 scheme line items.

c. Total Obligation Authority Funds submitted to bases for Local Purchase of scheme material during this period was \$17,568.

d. Scheme 2006A0D0/D1/D2/D3 - CRWU-B-0011-Buckley
ANG, Colorado - Space and Missile Systems Organization
(SAMSO):

Material on above schemes has been shipped complete; however, additional on-site engineering has been required during installation. This has generated additional material requirements and, to date, all material has been supplied in sufficient time to preclude any work stoppages.

e. FPN-47 Fixed RAPCON Installation:

FPN-47 Fixed RAPCON Installations are in process at Vance AFB OK, Sheppard AFB TX and Holloman AFB NM involving 15 schemes which include the installation of Indicators, FPN-47 Console Canopy, four Channel Key Equipment and FPN-16 Radar. Initial supply action has been completed on all schemes; however, constant resupply action has been involved due to the complexity of the overall installation requiring on-site engineering, component part shortages and failure of major equipment.

LOGISTIC SUPPORT BRANCH

1. Vehicles:

Physical inventory of vehicle status as of 30 March 1970

revealed the following:

	<u>Replacement Category</u>					
	<u>Auth</u>	<u>O/H</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>
CGR	24	24	8	5	1	10
2863 GEEIA Sq	81	81	17	8	0	56
2865 GEEIA Sq	62	62	20	8	1	33
2866 GEEIA Sq	80	81	24	12	4	41
Detachment I	30	29	5	12	2	10
TOTAL	277	277	74	45	8	150
Condition Code Percentage of On Hand Vehicles			27%	16%	03%	54%

2. Status of Bench Stock as of 30 March 1970:

One hundred percent completion of Mobile Van Bench Stock.

All excess items turned in to Host Base Supply.

3. AN/FPN-16 In-House Workload:

Five (5) Complete overhauls completed from 1 July 1969 to 30 March 1970.

4. TACAN Antenna Emergency Replacements:

a. Two (2) each Antennas supplied to Southeast Asia.

b. Three (3) antennas supplied to Hq GEEIA for scheme installation.

c. Forty-three (43) emergency replacements within Central GEEIA Region.

d. Serviceable antennas on-hand in Base Support as of 30 March 1970:

(1) Eleven (11) Low-Band Antennas.

(2) Eight (8) High-Band Antennas.

(3) One (1) each of both High and Low Band Antenna with 10° uptilt.

OPERATIONS

VIII

HISTORICAL REPORT
CENTRAL GEEIA REGION
OPERATIONS DIVISION

PERIOD COVERED
1 July 1969 through 31 March 1970

PART I
OPERATIONS DIVISION

1. Personnel Strength:

Officer 1
Civil Service . . . 2

2. Mission: Management of the operation and implementation of all Air Force ground C-E-M maintenance and installation of the Central GEEIA Region area of responsibility. Specific functions are defined under the respective Branch portions of this report.

3. Organizational Changes: Lt Col Raymond N. Bostock, Jr., served as Chief of the Operations Division until 22 December 1969. On that date, Lt Col Michael Rimm became Chief when Col Bostock received PCS orders for overseas assignment. Mr. Ivan H. Karns was Deputy Chief of the Division. The Division continued to operate effectively with the four branches (Operations Support Branch, Installation Control Branch, Maintenance Control Branch, and Maintenance and Installation Branch) and the Commander's Scheme Control Room.

4. Administrative Problems and Progress:

a. Seven persons received Outstanding Performance Ratings, one

received a Sustained Superior Performance, and one a Quality Salary Increase for their efforts during the past fiscal year.

b. The GEEIA Certificate of Merit was awarded to seven persons in the Operations Division for their outstanding contributions to mission accomplishment. They were Mr. Ivan H. Karns, Mr. Robert G. Whitten, Mr. Robert H. Rutledge, Mr. Robert M. Walden, Mr. Eugene R. Pecora, Mr. Gilbert Richardson, and Mr. John E. Lewis.

c. No reportable injuries occurred during the year as the result of accidents.

d. One Cost Reduction item was submitted and validated during the year.

e. Many letters of appreciation commending the outstanding performance of our personnel were received from our customers and other organizations.

f. Authorized strength of the Division dropped from 134 to 111 by 1 April 1970. The personnel cut was a portion of DOD Project 703. The 111 personnel remaining were transferred from AFLC on 1 Apr 1970 to AFCS pending completion of the GEEIA/AFCS merge.

PART II

COMMANDER'S SCHEME CONTROL ROOM

1. Personnel Strength:
 - Officer 1
 - Airman 1
 - Civil Service . . . 2
2. Mission: Maintain Control Boards depicting pertinent information

on all in-progress workload. Focal point for input and distribution of GEMS computer data.

3. Mission Progress and Problems:

a. During this period, Control Room personnel posted approximately 11,000 changes to the seven control boards maintained by GEYO-1. Vu-Graph transparencies were prepared for the Commander's daily briefing, later, the briefings were cut to three per week and held within the Control Room utilizing the information contained on the control boards, thus deleting the requirement for transparencies. This saved approximately 20 hours of labor per week by Control Room personnel.

b. Scheme status sheets (approximately 10 pages in length) reflecting data kept on the control boards were prepared and distributed daily to the Staff. This was later cut to one output per week and then abolished completely.

c. Approximately 65,000 Forms 56/56A were forwarded to Stat Services by the Control Room and a like number of Forms 104-6 were returned to the Programmers. Control Room personnel made distribution on 38 different computer products on a daily, weekly, bi-monthly, and monthly basis.

PART III

MAINTENANCE AND INSTALLATION BRANCH

1. Personnel Strength:

Airmen 0

Civil Service . . 64

2. Mission:

- a. Responsible for effective and timely accomplishment of the approved maintenance and installation workload within the assigned geographical area.
- b. Provides organic support to the Inventory Managers, as required.
- c. Directs the management of a single-point work center cost system, as directed by Hq GEEIA.
- d. Develops and revises labor standards and methods improvements in support of scheduled and unscheduled workloads.
- e. Responsible for three subordinate elements -- Navigational Aids/Systems Communications, Radar/Computer and Support Sections -- which accomplish the following:
 - (1) Programmed and emergency depot level maintenance, installation, modifications on radar approach control, tactical air navigation, instrument landing system, ground control approach, direction finder, removal and modification of search height finder, guidance tracking, gap filler, bomb scoring and meteorological ground radar equipments, systems, and facilities associated with "L" systems, special command and control computers, television, launch and control systems, and provides mobile depot level maintenance and service testing support to the Inventory Managers on all components associated with the above systems.
 - (2) Provides technical assistance to the operating activities, as required.
 - (3) Production control functions in direct support of scheduled and unscheduled workloads.
 - (4) Provides information for the development and revision

of labor standards and methods improvements in support of programmed and unscheduled workloads.

3. Mission Progress and Problems: This organization performed and accomplished the following:

- a. Scheduled Pre-IRANs - 45.
- b. Scheduled IRANs - 36.
- c. Emergency and non-scheduled jobs - 12.
- d. Modification jobs - 14.
- e. Special Projects:
 - (1) Project Directive to support the Inventory Manager in the specialized repair of AN/TPS-39 components.
 - (2) Special repair (overhaul) of two each AN/FPN-16s.
 - (3) Special repair (overhaul) of AN/FSA-4 components.
 - (4) Special modification on the AN/FPS-77 Weather Radar set.
 - (5) Modifications on SAC/RBS systems at two locations.

4. Training:

- a. Three formal management training courses were completed during the year.
- b. Five formal technical training courses were completed.
- c. Extensive OJT has been continuous on new equipments throughout the nine-month period by the use of CFS personnel and assigned equipment specialists.

5. At the close of the reporting period, this Branch is in preparation for a functional transfer to Kelly AFB, Texas, (1827 Engineering Installation Squadron) as result of AFCS/GEEIA merger with completion of the move planned for 12 August 1970.

PART IV

INSTALLATION CONTROL BRANCH

1. Personnel Strength:
Civil Service . .18
2. Mission:
 - a. Receive and act upon the assigned C-E-M installation workload for the Region or as directed by the Operations Division.
 - b. Designate and assign the C-E-M installations workload to organic forces and identify installations workload beyond Region capability.
 - c. Respond to all requests for unprogrammed installation workload and emergency assistance.
 - d. Provide installation data on approved programs to the GEEIA workload document; provide C-E-M installation workload information to higher headquarters and provide Region focal point for Headquarters "Command Status" reporting system.
 - e. Coordinate on CEIPs, AF Forms 524, Expedited Action Program Document/PCSP Minor Change Request, and other programming documents.
 - f. Maintain and furnish required data on installation team location and equipment.
 - g. Take positive action to assure completion of the C-E-M installation workload on or before the forecast support date.
 - h. Perform other functions assigned that are detailed in division responsibilities or as directed by the Operations Division.
3. Training: Continuous on the job training has been effected.
4. Mission Progress and Problems:

- a. A total of 37 AN/FPS-77 Weather Radars were installed and completed by July 1969.
- b. An AN/CPS-9 Weather Radar was installed at Oklahoma State University in support of the THEMIS Weather Phenomena Project, monitored by White Sands, New Mexico.
- c. Partial cutover of 4400 lines for the New Central Telephone Office at Kelly AFB was completed 23 January 1970.
- d. Shortages in organic skills; i.e., splicers, construction, inside and outside plant types, continued to pose problems in the accomplishment of tasks as scheduled.
- e. Det 1, Central GEEIA Region, Minneapolis-St Paul International Airport, installed the BUIC III at Fortuna AFS, North Dakota, starting 23 June 1969 and completing 29 August 1969. This was the last of four BUIC III installations in Central GEEIA. The Fortuna AFS installation completed Central GEEIA's requirement in the BUIC III program.
- f. The AUTOSEVOCCM program, in its permanent configuration, was started. This phase included SECORD Consoles and Wide Band Terminals. Fourteen installations were completed during this period using three dedicated teams.
- g. The STRAWHAT phase of the DSSCS program was completed with expenditure of 2200 manhours at one location. The project was hand-capped by the requirement for all SSIR cleared personnel.
- h. The 487L Add-On project was installed with several antenna configurations at Canal Zone, Cheyenne Mountain, and Richards-Gebaur.

i. Low-level conversion of communication centers was accomplished at Howard and Albrook, CZ; IDHS Comm Center at Ent AFB, Colorado, and ADC Comm Center at Chidlaw Building, Colorado Springs, Colorado. This program required change-out of technical controls, teletype equipment and crypto devices.

j. A total of 566 scheduled installation schemes were completed during this period. All were completed as scheduled except two. Of the 566, 155 were radio schemes, 111 were wire schemes, and 300 were radar/computer/flight facilities schemes (which included 40 schemes involving ADC phasedown of 416L equipment).

PART V

MAINTENANCE CONTROL BRANCH

1. Personnel Strength:
 - Airman 1
 - Civil Service . . . 7
2. Mission:
 - a. Take positive action to assure the completion of the C-E-M maintenance workload on or before the forecast support date.
 - b. Designate and assign the C-E-M maintenance workload for completion by organic forces.
 - c. Respond to projected changes and unprogrammed maintenance workloads, including emergencies, and identify maintenance workload beyond Region capability.
 - d. Provide required maintenance input on approved programs to the maintenance schedules; provide maintenance workload information

to requesting activities; prepare periodic status reports and briefings concerning the maintenance program; and prepare and maintain project data to show method of completion, equipment down time, manhour costs, pre-DIM forecast, etc., and establish milestones for completion of maintenance work projects.

e. Maintain and furnish required data on maintenance team location and equipment.

f. Responsible for coordination and scheduling regional maintenance workload with utilizing activities.

g. Receive and act upon the assigned maintenance workload for the Region or as directed by the Operations Division.

3. Training: Continuous on the job training has been effected.

4. Mission Progress and Problems:

a. Central GEEIA Region assumed the GEEIA maintenance responsibility of five additional states on 1 October 1969. This workload was transferred from Eastern GEEIA Region and included the states of Michigan, Ohio, Indiana, Kentucky, and Tennessee.

b. The 2863d GEEIA Squadron, Wright-Patterson AFB, Ohio, was also placed under the command of this Region. All workload, WINS, etc., were transferred in the GEMS to Central GEEIA Region coded numbers.

c. The outside plant IRAN workload for cable repair on a scheduled basis was accepted by this Region for the first time. This workload was programmed this year for completion in FY-71. This work amounted to approximately 87 jobs and 94,000 manhours.

d. Twenty-eight AN/FPS-77 safety modifications were accomplished

in the third quarter of this fiscal year.

e. In the navigational aids overhaul/exchange 5-year program, the following work was accomplished during FY-70:

<u>Equipment</u>	<u>Type Work</u>	<u>Quantity</u>
GCA/Mobile RAPCON	Exchange	9
FPN-16	In-House Overhaul	4
FPN-16	Exchange	2

f. This Region accomplished the first AN/MSQ-2 Radar Bomb Scoring Radar exchange for SAC in March of this year. This will continue to be accomplished on other sites as they become available from the SRA.

g. Since 1 July 1969, approximately 279 scheduled maintenance jobs were completed and account for approximately 179,918 manhours. Also, 91 emergency IRANS were completed for approximately 11,900 manhours.

PART VI

OPERATIONS SUPPORT BRANCH

1. Personnel Strength:

Officer 1
Airmen 2
Civil Service . .27

2. Mission:

a. Evaluate the approved CEM-MI workload document and establish requirements for tools, aerospace ground equipment (AGE), vehicle load lists, mobile facility configuration and special vehicles or equipment.

- b. Estimate and forecast future skill requirements by AFSC, submit necessary changes to existing manning documents, maintain status on availability of common skills, and maintain data on M&I team locations to show skills, equipment and AGE configuration.
- c. Coordinate on CEIPs and other programming documents to establish requirements for additional skills, training, AGE and tooling to support new or expanded programs.
- d. Coordinate on all matters pertaining to provisioning, source coding, tooling, and AGE/prototyping activities to insure the timely availability of required items, and attend conferences on these matters to provide input regarding GEEIA support requirements.
- e. Provide technical advice and assistance on M&I matters to using activities.
- f. Responsible for review, development, coordination, preparation, master filing and dissemination of all technical data, including methods and procedures in support of the CEM-MI program, and is Region focal point for development and publication of all technical policy instructions or procedures pertaining to CEM maintenance and installations.
- g. Collect and process M&I manhour accounting and equipment utilization data, and collect M&I budget data as directed.
- h. Monitor utilization and location of tools, equipment and special item resources within the Region and direct redeployment to meet mission needs and submit new requirements with justification for funding and procurement.
- i. Perform on-site field inspections of active installation

- programs to identify problem areas and determine corrective measures or additional support requirements.
- j. Advise or assist commodity areas on realignment of pre-DIM, DIM, PIS and installation schedules disrupted by emergency requirements and provide prototype preplanned maintenance workloads on assigned equipment.
 - k. Act as OPR for all Air National Guard Squadron activities.
 - l. Perform nontechnical review and process all statements of work/exhibits submitted for procurement and insure all documents required have been provided in suitable form for procurement action.
 - m. Receive and disseminate all contractual documents applicable to the Region, assure timely action on correspondence pertaining to contract management, and maintain necessary files on materials related to contracts originated by the Region or activities for which the Region has assigned responsibility.
 - n. Establish suspense system for review and updating Security Requirements Checklist in accordance with procedures established in the Industrial Security Regulation DOD 5220.22R.
 - o. Initiate required action to insure GEEIA/Contract Administration Agency Agreements are established in accordance with GEEIA directive for all contracts wherein the Region has been requested to provide contractor surveillance support to the Contract Administration Agency. Provide technical personnel for contract surveillance as required.
 - p. Initiate and process purchase requests to the appropriate

procurement agency for contractual action when required and/or directed by higher headquarters. Provide assistance to the procurement and contract administration activities when requested.

q. Act as OPR for M&I technical training requirements within the Region Headquarters and for subordinate units. Evaluate the technical skills available in subordinate GEEIA Squadrons, and implement necessary training to insure that technical capability exists organically.

r. Furnish ANG units a schedule of available GEEIA installation projects suitable for ANG participation in the GEEIA workload as a realistic OJT program; coordinate with Hq GEEIA to insure that adequate training programs are being sustained for ANG squadrons, and is Region focal point for assisting and supervising Air Force advisors assigned to Region headquarters with duty at ANG squadrons.

s. Provide guidance to subordinate elements on technical training needs; coordinate with Hq GEEIA and other Air Force agencies for special technical training to meet projected workload requirements; and is responsible for maintaining necessary training records.

3. Training: Continuous on the job training has been effected.

4. Mission Progress and Problems:

a. Expended 203 mandays for development and distribution of CEM maintenance checklists and control of GEEIAM 100-8, Team Chiefs Handbook, for Region headquarters and work centers.

b. Reviewed and coordinated on approximately 242 programming

documents, furnished work unit codes, local purchase information, and equipment rental fund estimates for GEMS input on Forms 56/56A. Expended 181 mandays furnishing information for establishing new schemes.

c. Programmed for a total of 56,176 manhours of training. As a result, 95 personnel received technical training representing 24,720 manhours. Seventy-two spaces were cancelled due to budget limitations and merger plans.

d. Programmed for training in the management and professional fields for 38 personnel representing a total of 4,180 manhours.

e. Managed the Engineering and Technical Services program under AFM 66-1B for a total of 103 AFETS and 2 Contract Field Services (CFS) personnel.

f. A total of 55 schemes were selected for accomplishment by the ANG forces in the period 1 July 1969 to 31 March 1970 for a total of 27,411 manhours. In addition, the ANG augmented on 16 other schemes. Seven ANG squadrons provided approximately 39 personnel for augmentation to Turkey.

g. Arranged to have ANG personnel work with the 3d Mobile Comm Group, Tinker AFB, to gain experience necessary to upgrade. Set up the preliminary plans for an extensive training program for ANG personnel in the navigational aids fields with the 3d Mob.

h. Administered the CGR Special Security Investigative Requirements (SSIR) program. The SSIR program achieved its highest level of cleared personnel for this Region.

i. The Resources Section implemented finite controls to

insure that all data related to overtime/holiday pay would flow through this office. They received approximately 270 requests for overtime/holiday pay. Two hundred forty-six approved requests involved a total of 6032.50 hours. Of these hours, 4508.75 were overtime pay hours, 240.25 were holiday pay hours, and 1283.50 were compensatory time off hours. Overtime/holiday pay was used to support critical navigational aids for installation/maintenance and commissioning flight checks after installation/maintenance. Additionally, it was used to support major air command mission essential installations and maintenance of other ground environment, electronics systems/equipment throughout the free world.

j. As single point receiver of all AFTO Form 216 (Pre-IRAN Survey Record and Certificate) and AFTO Form 217 (Certificate of IRAN Accomplished), the Resources Section received, analyzed, reproduced and made internal and command distribution of approximately 350 each of the job completion certificates. In addition, approximately 250 GEEIA Forms 95 (Weekly GEEIA Team Chief Report) were received attached to AFTO Forms 216 and 217 and were distributed to the Maintenance Control Branch.

k. As OPR for the Region augmentation program, the following actions were taken this past three quarters of FY 70. A total of 70 personnel (12 engineers and 58 installers and maintenance technicians) were deployed to other regions, both overseas and CONUS, for a total of 6504 mandays. This Region was augmented with 16 personnel from other regions for a total of 1451 mandays.

l. Material and data was collected and prepared for approximately 200 special briefings and status reports.

m. Information on assignments by AFSC of Central GEEIA Region's direct labor force was collected daily from squadrons and detachments. This information was analyzed, verified, and compiled into a report which was sent to Hq GEEIA with information copies to the Region staff each work day throughout this period.

n. Submitted to Hq GEEIA (GEO) the monthly Manhour Availability Requirement Forecast (RCS: 2-GE-K12, GEEIA Form 21) to report the Region personnel assignments, manhour availability forecast, and manhour requirement forecasts. Separate reports were submitted for Engineering and Installation/Maintenance. This report included workload by AFSC/skills of the authorized and assigned military/civilians, also the borrowed/loaned to other regions, the manhours available, manhours required for the forecasted next six-month period.

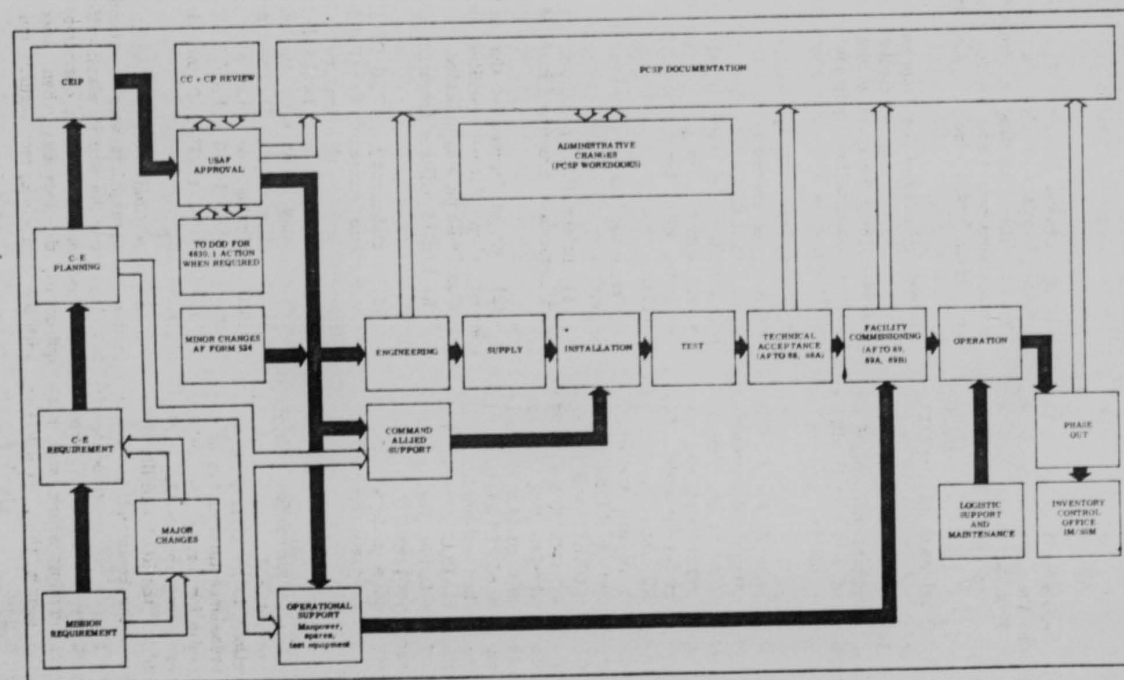


Figure 3-1. Implementing and Documenting Standard C-E Facilities.

23 August 1968

AFM 100-18(C1)
3-13

DETACHMENT 1

IX

The mission of Detachment 1, Central GEEIA Region was to accomplish depot level surveys, maintenance, emergency repair, modifications, installations and removal of government owned ground communications, electronic and meteorological (CEM) equipment. Production control, inspection, quality assurance, industrial engineering, materiel support, and technical services were provided in support of the mobile depot maintenance teams. It was also a focal point for technical assistance and evaluation and emergency and unscheduled requests from Air Force installations in the assigned primary area of responsibility, which included Minnesota, Wisconsin, Upper Michigan Peninsula, North Dakota, South Dakota, Montana and Wyoming.

Since 1 January 1967 the organizational structure of Detachment 1 has been the Detachment Chief's Office, Support Branch, Radar Branch and Communications Branch.

Detachment 1 had technical skills to maintain equipment and systems in the following fields: Search Radar, Height Finder Radar, Guidance, Tracking, Bomb Scoring, Meteorological, Ground Control Approach, Tactical Air Navigation, Radar Approach Control, Direction Finding, Instrument landing, Computer, Data-Link, Radio Communication, Presentation and Data Processing.

The commands supported by Detachment 1 were: ADC, AFCS, SAC, TAC, AFRES, AWS AND ANG.

Detachment 1 had an allocated personnel strength of 83 (29 class act and 54 wageboard). There was very little personnel turnover during the past year.

The Support Branch was staffed to provide Industrial Engineering Services, Production Control Planning and Scheduling, Quality Assurance and Supply Support. Administrative Services were also provided by the Support Branch through monitorships as additional duties. There were monitors for Cost Reduction and Zero Defects. The Detachment 1 Information Officer was in the Support Branch and provided news stories and photos for the GEEIA News and also wrote a monthly newsletter the DET 1 SCOOPSHEET.

One of the greatest achievements of Detachment 1, during the past nine months, was the completion of the modification and overhaul of 16 SAC communication centers in approximately half the scheduled repair time and with a validated Cost Reduction savings of \$85,545.60 in per diem and salary costs.

Detachment 1 has always been in the forefront with BUIC Computer installations and removals. Activity during this reporting period consisted of a BUIC III installation at Fortuna AFS, N D; installation of new BUIC consoles at 3 field sites; 2 emergency repair jobs; 1 Pre-IRAN and 1 IRAN. All of this work was accomplished without outside technical advice or assistance. Since Contract Technical Representative help was rejected at a Cost Reduction savings of \$5,860.64 for one year, our equipment specialists have provided all of the technical assistance on BUIC Computer jobs.

During the past nine months, Detachment 1 has furthered their reputation as the most competent work center for FD Radar work, assiting on FD Radar jobs throughout the Zone of Interior.

2863 GEEIA Squadron

X

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The 2863 GEEIA Squadron history, because of time requirements, is being mailed directly to Griffiss from the squadron. This history will be included in Central GEEIA Region history by the historian at Detachment 5.

2865 GEEIA SQUADRON

XI

I. INTRODUCTION AND GENERAL INFORMATION

A. This report will be divided into sections consisting of Personnel and Administration, Operations, Quality Assurance, Support and Special Programs and Projects.

B. The past year has been very productive and has seen the closing chapter in the proud history of the squadron. The squadron has been under the command of two officers this year. Captain Enrique Esparza commanded from 1 April 1969 to 1 August 1969 and Major David B. Cowan from 1 August 1969 to the end of the existence of the squadron as the 2865th GEEIA Squadron, 1 May 1970.

C. Many management functions were introduced to improve the operations of the squadron, as is demonstrated by the squadron's record breaking year. For the first time in the squadron's history, four consecutive fiscal quarters of work were completed without any delinquencies.

D. This report is for the period 1 July 1969 - 31 March 1970, at which time the squadron was absorbed by AFCS.

II. PERSONNEL AND ADMINISTRATION

A. Budget and Finance:

1. The 2865th was authorized \$417,000 as an Operation and Maintenance Budget Authority through the third quarter of which \$377,437 was expensed for TDY. This was an increase of 4.9% over FY69 for the same period. The increase was generated by the greater portion of the workload being performed at locations without government facilities and increased per diem rate effective 30 December 1969.

2

2. The problem area this fiscal year has been budgeting and funding for expendable hand tools and clothing. This problem arose due to the interpreting of regulations by our host base. Guidance was requested from Central GEEIA Region Headquarters who provided an interim solution.

3. The start date of the GEEIA Financial Subsystem was 1 July 1969. Cooperation from the host base has been excellent in initiating the system; to date the squadron has experienced no problems with it.

4. The following data provides the breakdown of expenditures:

<u>CATEGORY</u>	<u>FY 69</u>			<u>FY 70</u>		
	<u>AUTH THRU 3 QTR</u>	<u>EXPENSE</u>	<u>%</u>	<u>AUTH THRU 3 QTR</u>	<u>EXPENSE</u>	<u>%</u>
Civ Salaries	23,334	23,332	100.00	25,923	25,922	100.00
TDY	363,381	359,776	99.00	377,697	377,437	99.93
Rental, Equip	40	40	100.00	69	68	98.55
Contract Svs	1,109	1,108	99.90	633	632	99.84
Awards, Mil	15	15	100.00	150	150	100.00
Supplies, Stock Fund	18,680	16,618	89.96	7,762	7,761	100.00
Supplies, Local Purchase	2,660	2,591	97.41	4,766	4,765	99.98
TOTAL O&M	409,219	403,408	98.60	417,000	416,735	99.92
Mil Pay	1,049,400	1,049,336	100.00	849,699	849,699	100.00
TOTAL DIRECT	1,458,619	1,452,816	99.60	1,266,699	1,266,434	99.98

3

B. Personnel:

1. Squadron strength comparisons are presented below:

	<u>A/O 1 Jul 69</u>		<u>A/O 31 Mar 70</u>	
	<u>Auth</u>	<u>Assigned</u>	<u>Auth</u>	<u>Assigned</u>
Officers	11	12	11	12
Enlisted	197	177	197	185
Civilians	4	4	4	4
TOTAL	212	193	212	201

2. Officer losses for the year:

Capt Burroughs, Willie E.
 Capt Dunn, Gary E.

3. Officer gains for FY 70:

Major Cowan, David B.
 2d Lt Yaeger, Dale C.

4. Senior NCO losses for FY 70:

CMSgt Ager, Robert C.
 SMSgt Smith, John M.
 MSgt Beaudreau, Ernest L.
 MSgt Deatherage, Charles J.
 MSgt Garcia, George

5. Senior NCO gains for FY 70:

SMSgt Ayer, Cleon
 SMSgt Mitchell, Louis L.
 MSgt Burgess, Robert L.
 MSgt Taylor, Richard L.

6. Seventy-two personnel within the squadron received an increase in grade. Promotion were as follows to the various grades:

<u>Capt</u>	<u>1st Lt</u>	<u>MSgt</u>	<u>TSgt</u>	<u>SSgt</u>	<u>Sgt</u>	<u>A1C</u>
1	5	1	9	9	32	15

4

7. Commendation Medals were presented to the following personnel:

Capt Gary E. Dunn
SMSgt John M. Smith
SMSgt Charles H. Haught
MSgt George Garcia
TSgt Kenneth Hannigan
TSgt John D. Kilpatrick
TSgt Claire C. Olson
TSgt Donald J. Riley
TSgt James C. Stone
TSgt Clive J. Vaughn
SSgt James C. Giles
Sgt William H. McDuffie, Jr.
Sgt George A. Barnett
Sgt Matthew M. Masula
Sgt Richard C. Nutt
A1C Roderick A. Pierce
A1C Alan R. Sandine
A1C Thurman E. Parish
A1C Stephen S. Spurgeon
A1C Colin S. Moir

C. Administration:

1. During the period there were no major personnel changes in the Office of Administration. New procedures were established to expedite correspondence distribution. The entire publications/forms system was updated and streamlined. Special attention was given to quality control of APR and base action rosters.

2. There were 683 T-series special orders published during this period.

3. Sixteen new or revised regulations/supplements were published. A complete screening was accomplished to determine applicability of existing squadron regulations/supplements.

1

D. Safety:

1. During the reporting period, the safety section investigated eight accidents. Two of the eight accidents were reported IAW AFR 127-4, and AFM 127-2 to Hq GSEEA. One of the two accidents was a private motor vehicle accidents; the second was a government motor vehicle accident.

2. Eight inspection trips were made during this period. Fourteen schemes were inspected on these trips. All hazards noted were corrected and the Commander received trip reports with recommendations on how to prevent future reoccurrence of these discrepancies.

3. A total of six news articles were written and published during this period. In addition, a new incentive safety suggestion program was established. The entrant with the most original suggestion concerning accident prevention wins a \$25.00 savings bond.

E. Training:

1. The Squadron Training Office is also under the Office of Administration and has had numerous improvements during the reporting period.

2. The Airman OJT Roster is now being used in conjunction with the CDC Roster to provide a more current and accurate means for controlling the progression of all personnel on upgrade training.

3. In order to increase the level of understanding of all personnel, AF Form 623s are being checked both prior to and after TDIs. This has also resulted in more accurate and complete records of all personnel.

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4. This squadron's Training Office was chosen as a model to be visited and studied by a team of training personnel from our new major air command (AFCS).

5. During this period, the upgrade training rate has remained in the top position within Central GSEIA Region. At the end of this reporting period, this squadron led the GMT rating with approximately 93%, with the exception of Aerobics, which our host base has not yet scheduled. The base range is closed so no small arms training can be conducted.

6. The following courses were attended during the reporting period:

<u>School/Title</u>	<u>No. of personnel</u>
O/S Plant Installation 3AZR36150-1	1
TSEC/KY3 3AZR30650D-3	1
KWT-6 SSBF/O Maint 4 ASF 30474-084	1
NCO Academy 70-1	1
NCO Leadership School 70-B	1

7. The squadron currently possesses 136 military drivers licenses.

III. OPERATIONS

A. Organization:

1. The Operations Branch is divided into three separate sections - Wire, Electronics, and Workload Control. The branch strength averaged eight officers and 130 enlisted personnel.

2. New management procedures were established by the squadron to enable the Commander to assure that all management personnel possess the current status on all schemes. Electronics and Wire OICs brief the Commander daily on all schemes in progress. This assures that any problem areas can be discussed by the personnel concerned so that problems can be resolved more readily.

3. Squadron officers continued their visitations into the field and served as Project Officers at Elkhorn, NB, McConnell AFB, KS, Malmstrom AFB, MT, and Richards-Gebaur AFB, MO. This has insured more cooperative relationships between the operating agency and the squadron in accomplishing the workload.

B. Electronics Section:

1. The Electronics Section has completed two assigned programs during this period - the removal of four gap filler radar sites and six long range radar sites. Most of these jobs were completed during the winter months with sub-zero temperatures and high winds. All personnel performed admirably under these adverse conditions, completing all schemes on time.

2. The section also undertook various crypto programs for Central GEEIA Region, developing installation and checkout procedures for the systems.

3. NORAD Cheyenne Mountain Complex has been the scene of varied and complex work for computer personnel. New Type III Consoles are being installed, logic cabinets reterminated, and conduit installed.

8

This work also involved installing cable terminal boxes under the desk of the CINCNORAD. The entire job was closely coordinated with ADC and CINCNORAD.

4. A CPS-9 Weather Radar Set was relocated from Sewart AFB, TN, to Oklahoma State University for warning and study of tornadoes. This job involved dismantling the electronics gear and tower, and hauling all of the equipment to Oklahoma for re-installation. The scheme was completed on time with a tremendous effort by Wire personnel to overcome Civil Engineering errors on the tower pads, accompanied by a commendable response by Electronics technicians to the challenge of old, ill-maintained radar equipment.

5. The mission personnel have been TDY an average of 90% and have performed jobs throughout the Central GEEIA Region area.

C. Wire Section:

1. The Wire Section remained deployed an average of 90% of the year.

2. There were a total of fourteen personnel serving some TDY in Southeast Asia.

D. Support to SEA:

1. The following is a breakdown by month of the 2865th GEEIA Squadron's augmentation to Southeast Asia:

<u>MONTH</u>	<u>NUMBER OF PERSONNEL</u>	<u>TOTAL MANDAYS</u>
Jul	1	31
Aug	1	31
Sep	7	60
Oct	6	186
Nov	6	180
Dec	6	186
Jan	7	217
Feb	7	196
Mar	5	155

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E. Scheme Completions:

1. During this abbreviated fiscal year, there have been 124 schemes/work orders completed. This figure includes 93 C-E schemes and 31 work orders. This compares to a total completion of 190 schemes/work orders during FY 69.

2. The following is a presentation of completions compared by month to FY 69:

a. <u>Completions by month:</u>	<u>FY 69</u>	<u>FY 70</u>
July	11	13
August	17	17
September	15	14
October	16	11
November	15	17
December	14	16
January	10	13
February	16	13
March	19	10

b. <u>Completions by Commodity:</u>	<u>FY 69</u>	<u>FY 70</u>
A - Inside Plant	17	13
B - Outside Plant	32	13
C - Other Comm	4	2
J - Microwave	0	0
K - Crypto	20	18
M - Metrological	48	18
N - Nav aids	15	14
P - Public Address	0	0
R - Radio	7	10
S - Antenna O/P	10	5
V - CCTV	5	8
W - Nav aids Radar	5	1
X - Radar	21	17
Y - Data Processing	6	5

IV. QUALITY ASSURANCEA. Purpose:

1. The 2865th GEEIA Squadron's purpose of having a Quality Assurance Branch is to give the customer the best quality product and to provide the best quality installation possible.

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2. The ultimate goal is maximum inspection coverage of all processes and procedures pertaining to the maintenance and installation tasks accomplished by the squadron.

3. The Quality Assurance Branch is directly responsible to the Commander and is presently staffed by a 1st Lt, a CMSgt, a MSgt, and a TSgt.

B. Accomplishments:

1. Improvements caused by this squadron Quality Assurance Program have been extremely high. During FY 70 this branch performed self inspection and follow up on these items:

- a. Team Chief Handbooks
- b. Material Deficiency Reports and Control Program
- c. Qualification of Crypto Training Records
- d. Bench Stock Management and Storage
- e. Maintenance of BEMO Property Records
- f. TDY Safety Surveys
- g. Manhour Accounting
- h. Organization and Function
- i. Corrosion Control
- j. Hand Tool Management
- k. EAID Authorization
- l. Administrative Security
- m. Zero Defects
- n. Cost Reduction Program
- o. AF Form 623 and JTS
- p. Publications
- q. Clothing Inspections
- r. Certification of Seat Belts

2. During this period, the Quality Assurance Branch inspected 105 installation/rehabilitation schemes and work orders for workmanship.

3. The 2865th CESEA Squadron Quality Assurance Branch inspected 124 completed documents for correctness of AFTO 88 and other material contained in the completed scheme.

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V. SUPPORT

A. Organization:

1. The Support Branch is divided into two organizational functions - Supply Section and Transportation Section.
2. A loss of one heavy equipment operator has left the Transportation Section manned by two personnel. The vehicle driver (AFSC 55151) is performing as vehicle dispatcher (AFSC 60350) since no dispatcher replacement was provided.

B. Support to SEA:

1. Support to Southeast Asia was provided with specialized tools used by 2865th CEETA Squadron personnel augmenting in SEA.

C. Accomplishments:

1. The Support Branch conducted an EAID authorization and account purification review of all tools and test equipment. From this review, \$15,000 of equipment and \$4,000 worth of miscellaneous supplies were turned in.
2. An intensive program for the control of corrosion of tools, equipment and vehicles prevented deterioration of equipment and substantially reduced replacement expenditures for these items.
3. The branch and both sections have maintained the high standards shown by their outstanding rating from the annual General Inspection (1969).

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VI. SPECIAL PROGRAMS AND PROJECTS

A. Zero Defects:

1. This program has had a year of revival and progress that has resulted in an outstanding participation rate.

2. Awards during the year were:

a. Bronze	75
b. Silver	121
c. Gold	18

3. CARE Forms submitted were:

a. Received	81
b. Approved	63
c. Pending	4

4. Council Objectives, Job Standards, and Unit Goals are established and monitored by the Council.

B. Cost Reduction Program:

1. The 2865th CEEIA Squadron Cost Reduction Program did very well in FY 70 in spite of the shortened reporting period. Of the yearly goal of \$24,400, the squadron has \$11,100 worth of Cost Reduction Items approved with \$17,100 pending at the end of the first three fiscal quarters.

2. There were nine items submitted of which eight were approved. The largest single item was for \$5,600.

C. Suggestion Program:

1. The Suggestion Program participation has been outstanding for FY 70. The interest in the program is demonstrated by the fact that the squadron met its quota for FY 70 in November 1969, only five months into the fiscal year.

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2. Suggestions submitted by quarter:

	<u>FY 69</u>	<u>FY 70</u>
a. 1st	4	14
b. 2d	11	34
c. 3rd	7	16
d. 4th	<u>8</u>	<u>n/a</u>
TOTAL	30	64

3. There were three cash awards presented during the fiscal year for a total of \$150.

D. Barracks Renovation:

1. During the past year, there have been several changes contributing to the improvement of the barracks.
2. In September and October 1969, all rooms, halls, and latrines were painted.
3. All rooms have new drapes and traversing rods.
4. Pool tables have been recovered and cues repaired for the game rooms. New coffee tables and a new television has been placed in the dayrooms.

2866 GEEIA SQUADRON

XII

2866 GEEIA SQUADRON

SQUADRON HISTORY

1 JULY 1969 - 31 MARCH 1970

1. Statement of Mission.

Responsible to the Region Commander for completion of the assigned communications-electronics scheme and maintenance work order workload on or before the GEEIA Completion Date (GCD).

2. Command Section.

During this period, Bernard N. Mullen, Lt Col, USAF, and Herman P. Jones, Major, USAF, continued as Commander; and Chief, Operations Branch; respectively. Two new officers were assigned to the squadron. 2nd Lt Geraldine C. Dahlquist was assigned as Chief of the Administrative Unit, replacing Captain Carson P. Parker, who was separated on 31 March 1970. CWO-4 Howard E. Johnson was assigned as Chief of the Quality Control Branch, replacing 1st Lt David Domzalski, who was assigned to Southeast Asia.

3. Operations Branch.

a. During this period, the Operations Branch completed 120 communications-electronics schemes, 46 maintenance IRANS, 41 pre-IRAN inspections, and 8 emergency maintenance jobs.

b. On 23 Jan 70, the new 5000 line telephone central office on Kelly AFB was cut into service without incident or interruption to service. This large project had begun on 4 March 1968, and often employed a total work force of more than forty technicians, including the squadron team, contracted civilian teams, Air National Guard personnel and augmentees from the Eastern and Western GEEIA Regions and from the 2865 GEEIA Sq at Chanute AFB, Illinois.

c. Television played a major part in the squadron workload with some 3000 manhours spent in installations at Goodfellow AFB and Randolph AFB, Texas. The closed circuit television facility at Goodfellow AFB was installed for use by Security Service for classroom lectures and consisted of a complete television studio, video recorders, reproducers, control room video switching equipment and monitors. The television installation at Randolph AFB, beginning in late October and finishing in early December, provided up-to-date weather information to student pilots at Randolph AFB.

d. In the area of crypto and teletype installations, the squadron worked not only within the Central GEEIA Regions geographic area of responsibility, but also at various locations throughout the world. Schemes associated with project "Strawhat" involved some 3000 hours at Hq USAF Security Service at Kelly AFB. At Sheppard AFB, Texas, the digital subscriber terminal equipment (DSTE) installation was a first-of-its-kind and provided fourteen classrooms with equipment for the initial training of operators and maintenance personnel.

e. Maintenance was largely directed toward the overhaul, installation, and turn-around of ground control approach radar (GCA) units. Three AN/FPN-16 GCA radar units were completely overhauled in-house during this period.

f. In January, the installation of a complete RAPCON facility at Sheppard AFB was begun. This is a new and unique facility and is only the second such project installed by the Air Force. It required the development and implementation of new and sophisticated installation techniques. The RAPCON facility consisted of five separate communications electronics schemes. They were: an AN/FPN-47 Airport Surveillance Radar, and AN/FPN-16 Precision Approach Radar, OA-4754 indicators, a RAPCON Console Canopy, and a four channel key system. Also involved were associated equipment such as an AN/GPX-9B IFF/SIF system, and AN/GPA-70 and AN/GPA-30 video mapping group and radio equipment.

g. The policy of deploying liaison officers to the Canal Zone was continued during this period. At the beginning of the period, 1st Lt Melvin W. F. Won was serving in this capacity. On 6 Oct 69, he was replaced by 1st Lt William C. Haldenwang. The work involved radio, antenna and cryptographic schemes at the Canal Zone; Easter Island; Chabunco, Chile; and Quintero, Chile.

h. In addition to these jobs, squadron members also served as augmentees throughout the world. Personnel were sent to Europe to assist in cryptographic installations, to Southeast Asia to assist in GCA radar installations and wire and antenna construction schemes, and to various areas within the United States to aid other GEEIA Squadrons.

4. Support Branch.

Many changes and innovations were implemented by the Support Branch. One was the establishment of seven mobile bench stock vans specially stocked to support the GCA, ILS, TACAN, TVOR, and MSQ commodities. They averaged approximately 1200 line items per van and were set up with mechanized listings and location systems. Many times, the number of add-on requisitions by IRAN teams was limited because of the mobile parts vans. The squadron received four new high profile construction trucks and one low profile truck equipped to better handle the antenna construction and cable installation portion of the GEEIA mission. Each new truck had the capability of two of the old army V-17 and V-18 construction vehicles in use previously. The new trucks could provide powered post hole digging up to 18 feet in depth and 3 feet in width. Also, the trucks were capable of pulling and setting a seventy foot pole by virtue of a hydraulically operated derrick mounted on each vehicle.

5. Administrative Unit.

During this period, 1 Jul 69 to 31 Mar 70, the Administrative Unit published 896 "T" series temporary duty orders. This was slightly less than were published the previous year. The total expenditure for TDY was \$422,353.08. The total operating expense for this period including all salaries, procurements, and miscellaneous expenses was \$2,048,847.65.

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15 JUN 1987

Jul 1968 - Jun. 1969

K 215,53-4



GROUND ELECTRONICS ENGINEERING
INSTALLATION AGENCY

EASTERN REGION

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IRIS WORKSHEET		006 OLD REEL NUMBER
016 CALL NUMBER (10AN) K215.53-4	005 IRIS NUMBER (10AN) 00917070	
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EASTERN

GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY REGION

KEESLER AIR FORCE BASE, MISSISSIPPI

15 JUN 1987

1 JULY 1968 - 30 JUNE 1969

Prepared by
Ruth B. Gibson
Acting Historian
Hq Eastern GEEIA Region



Approved By:

Lewis L. Bradley, Jr.
LEWIS L. BRADLEY, JR, Colonel, USAF
Commander, Hq Eastern GEEIA Region

12 AUG 1969

AIR FORCE LOGISTICS COMMAND, UNITED STATES AIR FORCE

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COLONEL LEWIS L. BRADLEY, JR.
COMMANDER, EASTERN GEEIA REGION

Colonel Lewis L. Bradley, Jr, a native of Rockdale, Texas, entered the Service in September 1940. Prior to entering the Service, Colonel Bradley was an electrical engineering student at Texas A&M. He holds a degree in Military Science from the University of Maryland. Colonel Bradley also attended the Air Tactical School and the Air Command and Staff College.

Upon entering the Service in 1940, he was a radio operator on the B-18 Aircraft, and a control tower operator. In mid-1941, he was assigned as a student at Scott AFB where he completed the Radio Operator and Mechanics School.

Receiving an Aviation Cadet appointment in January 1942, he attended flying schools at Corsicana and Waco, Texas. He attended Advance Flying School at Kelly AFB, graduating in November 1942.

Following the flying schools, he was assigned to the Air Transport Command (ATC). During this time, he was stationed at St. Joseph, Missouri, and Wilmington, Delaware, where he served as an instrument flying school instructor and ferried a wide variety of aircraft.

From September 1944 to August 1945, still in the Air Transport Command, he was a transport pilot and check pilot, stationed at several bases in both North Africa and India.

Returning to the States in 1945, he was assigned to Hamilton AFB, California, as a transport pilot. Moving from Hamilton to Travis AFB,

California, Colonel Bradley was Flight Radio Officer in charge of the Pacific Division, Radio Operators.

In June 1948, through June 1950, he was Group Communications Officer with the 1504th Air Transport Group in Guam. Colonel Bradley then went to the Pentagon, Directorate of Communications-Electronics, as a Radio Frequency Allocations and Assignment Officer from June 1950 through June 1955.

From June 1955 through July 1956, he represented the United States as the U. S. member of the European Radio Frequency Agency, and as the Chief of the Radio Frequency Branch J-6, U. S. European Command (CINCEUR), in Paris.

Returning to the States, Colonel Bradley attended the Air Command and Staff School at Maxwell AFB from August 1958 through June 1959.

Beginning July 1959 through October 1961, he was a staff officer in the Directorate of Telecommunications at Headquarters USAF. In October 1961, he was transferred to the Air Force Command Post, serving as Chief of Telecommunications, supporting the Command and Control Communications of the Air Force Command Post and the National Military Command Center.

Departing the Pentagon in December 1964, Colonel Bradley was reassigned to Vietnam as Commander of the 1964th Communications Group, and as Director of Communications-Electronics for the Second Air Division now Seventh Air Force, at Tan Son Nhut AB. From Vietnam he was assigned as Chief of Telecommunications for Headquarters Pacific Communications Area at Hickam AFB, Hawaii. From Hawaii, he was assigned as Vice Commander, Eastern GEEIA Region, and in June 1968, assumed command of Eastern GEEIA Region.

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Married to the former Marilyn Hawman of St. Joseph, Missouri,
they have one son, Robert, age 14.

His outstanding awards include the Legion of Merit, the Air Force
Commendation Medal, the Army Commendation Medal, and others.

Colonel Bradley is an active amateur radio operator and enjoys
golf, tennis, photography, and woodwork.

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COLONEL THOMAS J. COUMBS

VICE COMMANDER, EASTERN GEEIA REGION

Colonel Thomas J. Coumbs entered military service as an enlistee in the Army from Seattle, Washington, on 10 March 1942.

He graduated from Advanced Twin Engine Flying School at Douglas, Arizona, and received his Reserve commission on 10 March 1943. His first assignment was with the 30th Bombardment Group (B-24) at March AFB, Riverside, California.

During World War II, Colonel Coumbs flew a tour of combat as B-24 Aircraft Commander in the Aleutian Islands. Upon his return to the ZI, he served as a Four Engine Instructor Pilot and as Chief of the Flight Test Section at March AFB until his separation from military service in January 1946.

He was recalled to active duty for a short tour in 1947 to attend the Squadron Officers School. Upon graduation he reverted back to inactive status. He was again recalled to active duty in October 1950 to serve during the Korean War.

In 1951, Colonel Coumbs was accepted for attendance at the Ground Radar Officers School at Keesler AFB. He graduated from this course in July 1951 and was assigned as Radar Maintenance Officer with the 25th Air Division at McChord AFB, Washington. He remained on this assignment until recalled to pilot duty in November 1952. For the remainder of the Korean War, Colonel Coumbs served as a B-29 Aircraft Commander flying combat missions out of Yakota AFB, Japan.

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Following the Korean War, Colonel Coumbs served as a Flight Test Maintenance Officer with the 95th Bombardment Wing (B-36) at Biggs AFB, El Paso, Texas. He held this position until reassigned back to the electronics field with the Strategic Air Command, First Radar Bombardment Scoring Group. During his tour with the Group from 1954 until 1962 he served as Automatic Tracking Radar Maintenance Officer, Detachment Commander and Special Project Officer. He activated sites at Tonapah, Nevada; Salt Lake City, Utah; and Boise, Idaho. Colonel Coumbs, while Commander of the site on Guam, was responsible for moving the equipment and personnel to Ironwood, Michigan, where he activated one of the first Low Level RBS Sites for the Command. During his tour at Ironwood, Michigan, as Commander of the Site, he had additional duties as Commander of the new Radar Bombardment Scoring Train during initial operation of this facility in the south-central portion of the United States. At the same time he was the senior coordinator with the U. S. Army for operation of the Nike Sites in high altitude RBS operations at Chicago, Detroit and Milwaukee.

Colonel Coumbs attended and graduated from the Staff Officer Electronics Course at Keesler AFB in April 1963. He was assigned to the 1930th Communications Squadron at Elmendorf AFB, Alaska, where he had the responsibility for 23 remote communications detachments located throughout the State of Alaska.

In June 1964, while still in Alaska, he was further assigned as Chief of Maintenance for the Alaskan Communications Region. After promotion to Lt Colonel in April 1965, he was further assigned as Director of Plans and Programs for the Region where he remained until August 1967.

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Colonel Coumbs has served with the Eastern GEEIA Region since September 1967, first as Chief of Plans and Management Office, then as Director of Operations, and subsequently as Vice Commander of the Region in June 1968.

He is a rated Command Pilot and has been actively flying during most of his Air Force career. He has actively participated in most sports and is particularly fond of bowling, golfing, hunting and fishing. He is the proud possessor of a trophy dall sheep that he brought out of the Brooks Range during his tour in Alaska.

Colonel Coumbs, though he was born and spent the early years of his life in California, calls Seattle, Washington, his home. He has been married to his wife, the former Viola L. Carlson, also of Seattle, since October 1942. The Colonel has two sons: James, who graduated from the University of Alaska in May of this year; and Richard, a junior in Biloxi High School.

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LT COLONEL ALERD M. HEDVALL
CHIEF, OPERATIONS DIVISION

Lt Colonel Alerd M. Hedvall was born at Denton, Nebraska, on 9 April 1924. At the age of fifteen he moved to Seattle, Washington, where he resided until entry on active duty during March of 1943.

Colonel Hedvall's initial assignment was to the Signal School at Fort Monmouth, New Jersey. Following successful completion of this course, he was accepted into the Aviation Cadet program and graduated from Navigation School in 1945. He later completed Bombardier School and pilot training to include Glider and Helicopter School. He completed both Communications and Electronics Schools and has had a varied career pursuing both the flying and communications and electronic fields. He has had overseas assignments to Okinawa, Korea, Germany, Turkey and Vietnam.

He is married and has one daughter. An avid fisherman, he enjoys hunting, camping and all other outdoor sports.

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MR. LAWRENCE S. HALSELL, JR
CHIEF, ENGINEERING DIVISION

Mr. Lawrence S. Halsell, Jr, was born in Fernandina, Florida, on 25 March 1917. Following completion of his schooling and active military duty in the Army, he began his Federal Civil Service career with the Signal Corps in Atlanta, Georgia. Since that time he has progressed into positions of increased scope and responsibility.

Mr. Halsell was assigned as Chief, Maintenance Engineering Section, and then as Chief, Ground Communications Division, Warner Robins Air Materiel Area, Robins AFB, Georgia, during the period 1951 - 1959. He has been in his present position as Chief, Engineering Division, Eastern GEEIA Region, since 1960.

He is married and has three children. The family resides in Gulfport, Mississippi. The Mississippi Gulf Coast offers ample opportunity for boating which is Mr. Halsell's favorite sport.

MR. LESTER B. HENRY
CHIEF, MATERIEL DIVISION

Mr. Lester B. Henry was born on 12 September 1924. He is married and the father of three children. A graduate of Semmes Tech High School, Mobile, Alabama, he is also a graduate of the Executive Development Program, Spring Hill College, Mobile, Alabama, and the Staff Supply Officer's OAR 6411 School, Amarillo, Texas.

Mr. Henry served in the United States Navy from May 1943 to December 1947, receiving an Honorable Discharge. His career with Civil Service began in January 1942 as a Stock Keeper at Brookley AFB, Alabama. Since 1942, Mr. Henry has been elevated from a CAF-1 to a GS-12, Staff Materiel Officer.

Mr. Henry was one of the original employees in Supply at the conception of GEEIA. He served on the Board at HQ AFLC at the time of the GEEIA/MDA merger and assisted in developing the organization and establishing policy and procedures for the merger. His knowledge of the overall AFLC Logistics/GEEIA Operations enables him to perform in all functions of Materiel management. Mr. Henry has received the following awards: Sustained Superior Performance Award - October 1961 and December 1962; Quality Step Increase - January 1964; Outstanding Performance Rating and Quality Step Increase - March 1968; and Outstanding Performance Rating - March 1969. Mr. Henry is also the recipient of approximately 15 letters of Appreciation/Recognition and Commendations.

LT COLONEL JACK E. BROWN
CHIEF, PLANS AND MANAGEMENT OFFICE

Lt Colonel Jack E. Brown was born in Stamps, Arkansas, on 13 August 1923. He interrupted his education at Oklahoma State College in 1942 to enlist in the U. S. Army Signal Corps. He transferred to the Army Air Corps and graduated from flying training in August 1944. Subsequent assignments were to the 461st Bomb Group (H) and 98 Bomb Group (H), 15th Air Force, in North Africa and Italy until May 1945. Lt Colonel Brown was released from active duty in 1946.

Recalled to duty in 1951, he was assigned to the Strategic Air Command from 1951 to 1962 where he flew with the 90th, 68th and 55th Strat Recon Wings. He was assigned as Chief of Telecommunications, 1956th Comm Group, Fuchu, Japan, from 1964 to 1967. He also served as Chief of Telecommunications, 1974th Comm Group, Thailand, from November 1965 to June 1966.

Lt Colonel Brown holds the aeronautical rating of Master Navigator and his military decorations include the Distinguished Flying Cross, Air Medal with two Oak Leaf Clusters and others.

Additional education was received at the University of Tulsa (Oklahoma) from 1946 to 1948. His education while on active duty includes the Squadron Officer School in 1961, Air Command and Staff College in 1963 and Industrial College of the Armed Forces - National Security Management in 1968.

Lt Colonel Brown joined Eastern GEEIA Region in August 1967.

CAPTAIN RONALD D. PADGETT
CHIEF, QUALITY ASSURANCE OFFICE

Captain Ronald D. Padgett, a native of Charleston, South Carolina, entered the service in June 1966. Prior to this date, he was a secondary level mathematics teacher in his home town. He graduated from The Citadel in May 1965 with a B.S. degree in Education.

His first extended active duty assignment was at Keesler AFB, Mississippi, where he attended Communications Officer School as a pipeline student. He graduated in April 1967 and was assigned to Headquarters, Eastern GEEIA Region in the Resources Branch of the Directorate of Operations. In this office he primarily served as Project Officer for the Augmentation and Emergency Maintenance Programs. In August 1968, he was assigned to the Eastern GEEIA Region Quality Assurance Office and assumed the duties of Chief, Quality Assurance in September of the same year.

Captain Padgett is married to the former Ruth Jones of Lexington, South Carolina. He has instructed springboard diving for local swimming teams and has been a member of several Region athletic teams and has been a member of several Region athletic teams. His hobbies include diving, bowling and golf.

CAPTAIN B. G. ROBINSON

CHIEF, ADMINISTRATION/HEADQUARTERS SQUADRON SECTION

Captain Robinson, a native of Chicago, Illinois, was born on 11 September 1931. After graduation from Wilson Junior College, he enlisted in the U. S. Air Force and was commissioned through the Aviation Cadet Program. He holds the aeronautical rating of Senior Navigator and is a graduate of Chicago Teachers College.

Following his tour of duty in Vietnam as Base Executive Office at Da Nang Air Base, he was reassigned to Eastern GEEIA Region.

Captain Robinson is married and has three children. His non-professional interests include water sports, ancient history and Biblical literature.

PREFACE

The past year has witnessed tremendous breakthroughs in the technology of Aerospace Systems. Command and control of engineering, installation and the maintenance of the highly sophisticated and technical ground electronics equipment are the lifeblood of GEEIA. Without this support which GEEIA furnishes on a worldwide basis, the missions of the major air commands of the Air Force could not be accomplished.

Support requirements levied upon GEEIA have been increased time after time and then increased again.

We at Eastern GEEIA Region have gladly taken up the challenge of seemingly impossible tasks. Finding patterns where none previously were apparent, bringing order and economy of means to new areas of responsibility, these are the tasks which strengthen our beloved country. However formidable or disagreeable they may be in part, they are indispensable for life in today's scientific environment. Proudly we have welcomed the opportunities, privileges and hardships concomitant with being a member of the first team.

Eastern GEEIA Region has geographic responsibility from the sub-zero and barren Arctic to the humid and steaming Tropic. Our personnel are to be found over much of the world's surface. Extended TDYs and long and arduous hours only seem to bring forth more of the spirit of self-sacrifice, dedication to country, acceptance of responsibility and willingness to efficiently accomplish the task at hand.

The spirit that has made possible our successes is, in a sense, a reflection of the attitudes and expectations of earlier pioneers who were convinced there was a better way, a shorter way, a way that might seem more difficult (to fly rather than remain on the earth); a way that might seem foolish (a great circle route); but a new way there must be -- Try it we will!

Trained, tenacious and thinking -- this is the GEEIA man. Although this work is referred to as a history, we at Eastern GEEIA Region like to think of it as a beginning - representative of the first steps in the life of the new Aerospace Technology.

I

SECTION I

ORGANIZATION: Headquarters Eastern GEEIA Region is commanded by Colonel Lewis L. Bradley, Jr, who assumed command on 17 June 1968 with Colonel Thomas J. Coumbs serving as Vice Commander. Covering the assigned area of responsibility extending from the Arctic Islands, eastern half of Canada from the 95th Meridian including Iceland and Greenland, and that part of the United States east of the Mississippi River down the Atlantic Missile range, including the Azores, Bermuda, Puerto Rico to Capetown, South Africa and Mahe Island in the Indian Ocean, Eastern GEEIA Region has played a vital role in the U. S. Air Force within the United States and to the far corners of the globe.

Eastern GEEIA Region Headquarters, located at Annex #3, Keesler Air Force Base, Mississippi, exercised command jurisdiction over four Squadrons, two Detachments and eight Air National Guard Detachments:

- 2860 GEEIA Squadron, Robins AFB, Georgia¹
- 2861 GEEIA Squadron, Griffiss AFB, New York²
- 2862 GEEIA Squadron, Patrick AFB, Florida³
- 2863 GEEIA Squadron, Wright-Patterson AFB, Ohio⁴
Det 1, Keesler AFB, Mississippi
- Det 32, GEEIA Engineering Liaison Office, Patrick AFB, Florida^{*}
- Det 33 (211 GEEIA Sq), Olmsted SAP, Middletown, Pennsylvania
- Det 34 (270 GEEIA Sq), Philadelphia IAP, Pennsylvania

1. History 2860 GEEIA Squadron, July 1968 - June 1969 (Exhibit 1).
 2. History 2861 GEEIA Squadron, July 1968 - June 1969 (Exhibit 2).
 3. History 2862 GEEIA Squadron, July 1968 - June 1969 (Exhibit 3).
 4. History 2863 GEEIA Squadron, July 1968 - June 1969 (Exhibit 4).
 * See Engineering Division, page 29.

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Det 35 (212 GEEIA Sq), Worcester ANGB, Massachusetts

Det 36 (213 GEEIA Sq), Roslyn ANGS, New York

Det 37 (214 GEEIA Sq), New Orleans MAP, Louisiana

Det 38 (241 GEEIA Sq), Lovell Field, Chattanooga, Tennessee

Det 39 (243 GEEIA Sq), South Portland, Maine

Det 40 (202 GEEIA Sq), Cochran Field, Macon, Georgia

The structure of Region Headquarters consisted of three Divisions
and three Staff Offices:

Operations Division

Plans and Management Office

Engineering Division

Quality Assurance Office

Materiel Division

Administration and Headquarters
Squadron Section

The following pages present brief resumes and relate some of
our achievements during this reporting period.

OPERATIONS DIVISION

It has been a particularly gratifying year for this Division. There have been many changes and improvements. The relocation of the Region from Brookley AFB to its new facilities at Annex #3, Keesler AFB, Mississippi, without any deterioration of our mission reflects the professionalism and dedication of our personnel. Our Division presently consists of three branches and one office: Maintenance Control Branch (GEMOM), Installation Control Branch (GEMOI), Operations Support Branch (GEMOS), and Command and Control Office (GEMC-1). The Command and Control Office was placed directly under this Division in September 1968. This was due directly to the growth and refinement of the Crew Chief Management concept that was placed into effect just over one year ago. We have had the pleasure of helping to shape this concept into one of the most significant management tools this Region has known. It has expanded the concept of management in that it provides our top level management a visibility of possible future exceptions which can be dealt with before they become major problems. All mission areas of this Division have been significantly improved by the utilization of this tool. As a brief example of these improvements, during the first quarter of FY 69 we had 58 per cent of our schemes being completed on time. Each quarter has shown a marked improvement as our management system became more refined. At the close of the Fourth Quarter, FY 69, we had achieved 91 per cent of the schemes completed on time. This same increase in efficiency has occurred in our maintenance workload. At the beginning of FY 69, only 66.6 per cent of our work orders were completed on time. Since December 1968,

we have been maintaining 100 per cent on time completion of work orders.

Maintenance Control Branch: Organization structure in accordance with AFLCR 23-17, Appendix 2, dated June 1968, was achieved on 28 August 1968.

The functional transfer of the Branch from Brookley AFB, Alabama, to Annex #3, Keesler AFB, Mississippi, was accomplished without detrimental effect to the mission function. No DLM (Depot Level Maintenance) jobs were rescheduled or became delinquent as a result of the transfer.

The Branch retained all key personnel during the relocation. Two clerical positions were vacated by functional declinees and subsequently filled from Keesler AFB registers.

The number of maintenance jobs completed on time with no exceptions during FY 69 are as follows:

1st Qtr 69	203
2nd Qtr 69	183
3rd Qtr 69	189
4th Qtr 69	<u>233</u>
TOTAL FY 69	808

(165 of the above total were emergency work orders.)

The Branch delinquency rate has been consistently low throughout the year. The average percentage of delinquencies to jobs completed on schedule is .012 per cent.

At the beginning of FY 69, an average of 66.6 per cent of the work orders were completed on time. Since December 1968, 100 per cent were completed on time, an improvement of 43.4 per cent.

Program accomplishments are:

a. Project Scope Coral: The maintenance support for Project Scope Coral was defined by GPD and Eastern GEEIA/TAC Comm Area/15th Weather Wing Agreement. The emergency response is limited to six hours, the limiting factor being distance and travel time from the 2862 GEEIA Squadron to Homestead AFB, Florida. To date, four emergencies have been received on this project. The emergency rate has been low due to the use of a Peaking Program which provides both O&F and DLM as required every 90 days on each piece of CEM equipment supporting this project.

b. TACAN: During this period, the following number of MDM TACAN jobs were accomplished: Pre-IRANS: 11 each; IRAN: 10 each; Emergency TACAN Antenna Replacements: 35 each; Emergency Tech Assists: 7 each; Routing Tech Assists: 4 each; In House Overhaul of TACAN Antennas: 51 each. This work was accomplished without any delinquencies.

c. ILS: As part of the program of the Air Force to upgrade its ground navigational aid on a timely basis, the Radio Section has begun the ILS Exchange Project. During March and April 1969, the first swap out was accomplished at MacDill AFB, Florida, within a nominal time frame of 22 days. The second pilot swap out is in progress at Pope AFB, North Carolina. Based upon experience gained from these two jobs, a Program Directive is being developed for the remaining sixteen systems. Eastern GEEIA Region will accomplish six of these swap outs. The schedule will also be based on SPA overhaul output.

d. SAACS EMS Modification (465L): The TCTO for electro magnetic suppression of 465L is presently being accomplished as

scheduled within the Maintenance Control Branch. These TCTOs are quite extensive and are beyond the SAC capability to install and still retain operational capability. The solution to this dilemma was to have the 2862 GEEIA Squadron accomplish major portions of the modifications to printed circuit boards and equipment drawers in house using test mock ups and spare Remote Communications Central from OCAMA. These modified components are then transported to site and installed and tested. To date, seven sites have been completed with one in progress at Coose AB, Canada, and eight others remaining to be accomplished. As a result of effective program management, the downtime on site has been cut from 72 hours to approximately twelve hours.

Installation Control Branch: The Installation Control Branch, consisting of the Electronics Section, Wire Section and Radio Section is totally responsible for all CEM installations requirements levied on Eastern GEEIA Region.

On 28 August 1968, in accordance with AFLCR 23-17, CEEIAM 23-1 and GEG 232125Z Aug 1968, reorganization was completed from Division to Branch level with three operating sections as indicated above.

Effective 4 November 1968, the relocation of this element of the Region from Brookley AFB, Alabama, to Annex #3, Keesler AFB, Mississippi, was completed. The Installation Control Branch (and Maintenance Branch) occupies Building #6 on the Annex. The relocation was consummated efficiently and without any degradation of mission effectiveness.

The following data is indicative of mission performance during FY 69:

Schemes Completed	1204
Schemes Completed on Time	987
Percentage Completed on Time	82%

FY 1/69	58%
FY 2/69	83%
FY 3/69	95%
FY 4/69	91%
Average	82%

Radio Section: Some of the more important accomplishments of the section were:

a. The section continued the management of the 487L and 433L systems. As the year drew to a close, both of these programs were almost completed. Many hours have been expended on the management of these difficult programs; however, our completion dates have been met for the majority of these items. Twenty-nine (29) 433L systems were installed, utilizing 87,000 installation manhours. Eight (8) 487L installations were accomplished, utilizing 48,000 manhours.

b. The Scope Control program has been active throughout the year with major installations completed at four out of five stations. As the year closed out, the last station was in progress and on schedule.

c. In December 1968, Project Scope Coral was assigned to the section and Mr. Fitts was appointed to monitor the program and initiate actions to develop and obtain agreements with the participating agencies. These actions were accomplished within 60 days. No new requirements or problems for this program are foreseen at the close of the year.

d. The AUTOVON program has been quite active throughout the year. Several major installations have been accomplished; however, major difficulties have been encountered. These difficulties have

caused numerous delays and several engineering changes in our attempt to meet the scheduled completion dates. Four installations have been completed using 12,000 manhours.

During the year the Radio Branch was changed to the Radio Section. A training program was implemented and completed to cross train our programming personnel on operations functions and our operations personnel on programming functions. In September and October classification action was taken to reclassify all personnel to program analyst positions.

On 4 November 1968 the Region's move from Brookley AFB to Keesler AFB was accomplished. During this transfer all clerical personnel were lost and until 11 November 1968 the section was without clerical support. A Clerk-Stenographer, GS-4, was hired on 17 November 1968 but our GS-3, Clerk-Typist position, was lost through the freeze and RIF procedures. At the close of the year the section remained short one clerk-typist. On 4 November 1968, the GEEIA AWS Liaison Office was deactivated from the section and relocated at McGuire AFB, New Jersey. On 20 April 1969 all GS-9 Program Analysts assigned to the section were promoted to GS-11 based on an appeal to the Civil Service Commission. This action made all program analysts assigned to the section of equal grade.

Wire Branch: The relocation of the Wire Branch offices from Brookley AFB to our new location in Building #6, Annex #3, Keesler AFB was accomplished on 4 November 1968 as scheduled. Local communications and clerical personnel problems were resolved to provide the most equitable utilization of existing personnel and communications facilities supporting the GEEIA mission. The cable installation for

the new addition to Building #1535 (AFSC Headquarters) at Andrews AFB was a significant accomplishment for GEEIA. The building construction was an intricate design of five each two story wings. As the construction of each wing completed, GEEIA would expedite the completion of cable installation in that wing so the customer could occupy the new premises with communication capabilities at the earliest possible date. Much urgency was pressed upon GEEIA to complete the cable installation almost as fast as the contractor would complete a new increment of construction. Close coordination was effected between GEEIA and the construction contractor in order to achieve the near simultaneous completion of building construction and cable installation. Approximately 5,000 feet of cable, ranging in size from 303 pair to 2,424 pair, was installed. The cable installation effort required 7,071 manhours and covered the period from 23 August 1968 to 31 December 1968. The installation was performed by the 2850 GEEIA Squadron.

HQ GEEIA directed transfer of a portion of European GEEIA workload to Eastern GEEIA Region. We were directed to assume full responsibility for the Engineering and Installation of the first 34 AUTODIN DSTE Terminals for Europe. As of 1 June 1969, Engineering actions were completed on 28 schemes, one scheme was cancelled and five schemes are scheduled for Engineering completion prior to 30 June 1969. Delayed shipment of the DSTEs has delayed installation implementation actions. As of 1 June 1969, only two DSTE terminals for Europe were included in the initial callout. Based on a 31 July 1969 on site availability of subject DSTEs, we anticipate installation actions to be complete by September 1969. Completion of the remaining

actions is contingent upon availability of the DSTEs. Shipping schedule which is based on an installation priority is not known at this time.

Eastern GEEIA Region was tasked with the responsibility for the relocation and installation of communications equipment from the existing USSTRIKE Command facilities to their new headquarters building at MacDill AFB, Florida. The transition from the present facilities to the new headquarters building had to be accomplished in a relatively short time frame and in a manner to preclude degradation of USSTRIKE Command's overall mission. The GEEIA workload encompassed equipment relocations, new installations and removal actions. More than twenty separate major schemes were assigned which required the simultaneous and overlapping effort of all types of GEEIA's specialized skills as well as closely coordinated commercial support. A joint occupancy date agreement was consummated in November 1968 to permit GEEIA installation crews early building access for accomplishment of all possible preliminary C-E actions. The complexity and magnitude of this coordinated task necessitated establishment of an on site GEEIA senior team chief representative. Approximately 28,000 GEEIA manhours were expended in the installation and relocation of the following USSTRIKE Command C-E facilities:

- a. Communications Center
- b. Base and house cable distribution
- c. AUTODIN facility
- d. Data transmission network
- e. EMATS
- f. Channel Tech-Control Facility (AFSSO and COMM)
- g. Voice cyphony

- h. AUTOSEVOCOM
- i. Radio facilities
- j. Securing of the government owned and leased commercial facilities
- k. Weather equipment

This coordinated task was accomplished by Eastern GEEIA Region in a highly professional manner. Close coordination was maintained with the using command at all times to insure C-E continuity support of the USSTRIKE Command overall mission. This is but another example of the GEEIA "Can Do" spirit in action.

Electronics Section: Site surveys and concurrences were completed for Conversion of Range Telemetry Systems (CORTS) 469L.

SAC/TAC Weathervision was reprogrammed to accomplish approximately 25 per cent of installations organically rather than contractually as originally programmed. This was due to changed requirements incidental to SAC/TAC reorganizations and delay in MCP funding.

Eastern GEEIA Region portion of SAMSO program was completed. It consisted of two secure data terminals at satellite tracking facilities.

Microwave links between Dow Hill NASA S Band Radar facility and Antigua communications center were installed.

Tri-nested rhombic antenna was installed at Cape Kennedy in record time to support Apollo 9 mission.

Range safety TV microwave relay station was completed at Kennedy Space Center linking vans, vertical assembly building and range control center.

Discrepancies in crypto remote control indicator lights on Eastern Test Range were cleared.

UHF receiver facility was installed at Langley AFB, Virginia, for TAC departure control.

Special aircraft control search center was installed at Myrtle Beach, South Carolina, for TAC.

Operations Support Branch: Operations Support Branch consists of four diverse sections -- Resources, Field Support, Contract Services and Technical Training. This branch has enjoyed a particularly gratifying and productive year, especially considering the wide range of our mission activities. The November 1968 move of the Region from Brookley AFB, Alabama, to Annex #3, Keesler AFB, Mississippi, saw no disruption of our vital services due in large measure to our highly skilled and dedicated personnel. The following highlights a few of the outstanding contributions made by this branch:

During this fiscal year, we processed and obtained approval for 23,400 mandays of augmentation requests along with 12,212 manhours of overtime. This year saw the completion of the contract portion of Scope Control I & II, BUIC III, and SLBM along with the awarding of 28 new contracts and the completion of 61 Statements of Work. We analyzed 714 schemes and 230 ECR/As for installability and completeness. We provided highly skilled technicians for contract surveillance of 87 projects and for 76 technical assists in the field. The branch has provided our eight Air National Guard squadrons with 38,500 manhours of GEEIA scheme work. We have obtained 286 military and civilian school spaces in special training for Eastern GEEIA Region personnel. The following contains detailed accounts of our Sections' activities for FY 69:

Field Support Section: During FY 69 the Field Support Section performed its mission of providing technical assistance to GEEIA squadrons, furnishing GEEIA Field Inspection Representatives (GFIRs) for contract surveillance, and analyzing Communications-Electronics schemes and Engineering Change Requests/Authorizations to determine training requirements, specialized equipment, tools, personnel skills, manhours, and Work Unit Codes. During the fiscal year the Wire Unit analyzed 434 schemes and 166 ECR/As and the Electronics Unit analyzed 280 schemes and 64 ECR/As. Throughout FY 69 the Field Support Section has shown steady improvement in meeting the completion dates of schemes reviewed. During the first quarter, 15 schemes were late being completed; during the remaining quarters the figure dropped from 13 to 6 to 2 for a total of 97 per cent completed on time. GEEIA Field Inspection Representatives provided contract surveillance for the installation and testing of SLBM sites at MacDill AFB, Florida, Charleston AFB, Maine, and Fort Fisher, North Carolina, and SCOPE Control at Loring AFB, Maine, Thule, Greenland, and MacDill AFB, Florida. GFIRs also monitored contracts for Closed Circuit Weathervision Television facilities at Homestead, Pope, Eglin, Pease, Selfridge, Ramey and Myrtle Beach AFBs. During FY 69, Field Support GFIRs performed contract surveillance on 87 projects.

Among the most notable achievements was the technical assistance provided to the GEEIA squadrons during the relocation of tech control facilities for STRIKECOM and IRAN of the 302 Key System at MacDill AFB. Field Support Section personnel assisted in the installation of the MRN-7 and MRN-8 for Instrument Landing Systems at Craig AFB and Maxwell AFB, FPS-90 at Punta Salinas, Puerto Rico, BUIC III installations, TPS-40

at Eglin AFB, cable pressurization problems at MacDill AFB, and others for a total of 76 tech assists.

Many members of the Field Support Section broadened their technical background while on site during new facility installations and in attending advanced specialized schools. Field Support personnel attended training courses on the FPS-26, CCA Radar, Cable Pressurization, GRN-9 TACAN, GSA-125 Computer, TPN-17 Radar, Collins URC equipment, Corrosion Prevention and Control and Industrial Management Improvement.

In the area of publications, the Field Support Section is tasked with writing revisions and supplements to ECEIAR regulations, letters and HOIs. The Field Support Section also wrote and revised Division Policy DOIs and policy letters. One member of Field Support aided HQ GEEIA in the revision of GEEIA Manual 100-8, Team Chief Handbook.

Field Support personnel are called upon to perform many diversified tasks to meet the changing requirements of the United States Air Force. Through ambitious training programs and diligence, the Field Support Section is able to adapt to any situation with a high degree of professionalism.

Contract Services Section: During the past fiscal year, the Contract Services Section has continued to meet its mission requirements even though profound changes have taken place in the organizational structure. An organizational change throughout the Region changed all Branch levels to Sections; thus the change from Contract Services Branch to Contract Services Section. Also during the year, one (1) position was lost from the Section which required major internal changes to handle the Section workload. The Section continues to feel the impact of the lost position. Four (4) positions, including the secretarial position, remain in the section.

The fiscal year saw 25 Statement of Work (SOW) numbers assigned, 61 Statements of Work processed and 28 contracts awarded. Also falling into the Contract Services Section's area of responsibility were ESD and HQ GEEIA contracts such as Scope Control I and II, Scope Scoop/Scope Sand, SAC/TAC Weathervision, BUIC III and SLBM. During the year, Contract Services responsibility in the Scope Control II, SLBM and SAC/TAC Weathervision programs was completed and responsibility for Scope Sand was completed with the exception of acceptance documentation at one site.

Assistance was provided to HQ GEEIA in preparation of procurement package, Bidder's Conference and Technical Proposal Evaluation for a GEEIA EI Services contract to provide Engineering/Installation service as required during the upcoming year. The contract is expected to be awarded around 1 July 1969 and will provide the services formerly provided by the EGEEIAR Call Procurement Arrangement (CPA) contract, which lapsed during the year.

Contract Services also processed requirements for Micro-Filming, Traffic Surveys and Studies, and Selectric typewriters during FY 69.

Technical Training Section: This office has monitorship responsibilities over eight Air National Guard squadrons. The assigned strength of Eastern GEEIA Region's ANG squadrons as of 31 May 1969 numbered 43 officers and 1,051 airmen. This office has conducted two ANG Workloading Conferences, providing the ANG with 38,500 manhours of scheme work. The Region conducted an Orientation and Indoctrination briefing in February 1969 in lieu of the Annual GEEIA Commander's ANG Conference. All of the ANG squadrons were represented. During the conference, this office strove to convince the ANG squadrons of the

benefits that could be derived by placing their support personnel and officers at an active duty organization for their field training as opposed to their current practice of keeping them at their home station. There was also a reemphasis placed on the establishment and utilization of workload control centers. As of this date, all eight of our ANG squadrons have in operation a workload control center. EGEEIAR Regulation 100-1 was rewritten to orientate the Air Force Advisors' position in regard to the concept of workload control centers. This concept placed the ANG squadrons into a realistic working environment with the Air Force Advisors in their true position as advisors and monitors. Three of the Air National Guard squadrons are participating in the In-house Repairable Program. A total of 4,300 manhours have been expended on this program during their Unit Training Assemblies.

The Commander or Vice Commander of this Region has been attending the I. G. Exit Critique for each ANG squadron. This office has prepared a detailed brochure concerning the squadrons for each visit. The special training function of this section obtained training courses for 286 military and civilian personnel. At the end of 1962, we had submitted requests to HQ GEEIA for 126 military slots and 111 civilian slots for the forthcoming year. This office took aggressive action to meet the sudden training requirements generated by this Region's short fuse acquisition of the European AUTODIN Installation Program. We obtained two allocations immediately for the AUTODIN course and submitted a request for four additional slots.

The Technical Training Section was instrumental in establishing within this Region, HQ GEEIA's plan for the cross utilization of 40

Radio/Radar personnel into the Crypto field. This office also performed the leg work involved in providing 24 of our 303X4 personnel training in 361X0 field at the 202 GEEIA Squadron.

Resources Section: There were no formal changes in the mission of the Resources Section; however, a concerted effort was made to align the efforts of this office toward our stated functions and objectives. Several internal reports were discontinued and/or changed in scope or frequency. The most significant of these were:

- a. Upstream Review: This control and report had fulfilled its purpose and was discontinued as of 5 March 1969.
- b. Critical Skills Control: Specific message reporting was discontinued during March 1969 after this data was incorporated in the GE-011 input.
- c. Program Deficiencies Report: Frequency reduced to "Occasional."
- d. Material Scheme Completions Report: Discontinued after April submission of the March 1969 report.
- e. K-89 Report: This "in shop" workload status report was transferred to the Maintenance Control Branch as of 15 June 1969.

During the fiscal year, seven new employees have reported for duty in the Section. Only three of our total personnel have more than one year of experience in their present position. All positions are currently filled. The Resources Section of the Operations Support Branch is the Region control point for the augmentation program (GEEIAR 100-12). During the current fiscal year, Eastern GEEIA Region supported approximately 54 augmentations to the remaining four GEEIA regions and

HQ GEEIA. At various times throughout the year, the total number of personnel on augmentation has ranged from a minimum of 67 to a maximum of 108 personnel. Eastern GEEIA Region has maintained an average of 90 men per week on augmentation, amounting to approximately 23,400 mandays of work during the present fiscal year. At present there is a total of 65 personnel on augmentation with requests for 33 additional personnel for the remainder of FY 69. Much progress has been made during the year to develop and publish control procedures. A series of letters and messages between the Region and Squadrons progressively evolved in a closed-loop reporting system. GEMO DOI 100-4 (Region Assistance, Manpower) was published on 5 June 1969. A companion document, EGEEIA Sup 1 to GEEIAR 100-12, is in publications channels. These control procedures were followed by a plan for monthly verbal briefings on Resources to the Region staff.

Approved overtime holiday pay requirements for FY 69 were as follows:

<u>QTR</u>	<u>NO OF REQ</u>	<u>HOURS</u>	<u>COST</u>
1	73	2,937	\$16,397.26
2	53	2,263	13,107.52
3	72	2,689	15,002.31
4	<u>116</u>	<u>4,323</u>	<u>28,997.42</u>
TOTAL	314	12,212	\$73,504.51

Due to peaks in the Region workload and augmentation program as well as worldwide shortage of certain AFSCs, this Region experienced periodic skills shortages necessitating rescheduling of some CONUS jobs. The most critical shortages were 306X0 (Cryptographic), 361X0 (Outside Wire and Antenna), and 361X4 (Cable Splicing). A continuing

impact resulted from directed augmentation which pre-empted skills that often had to be pulled back from Stateside work already in progress.

Command and Control Office: FY 69 was a very significant year for the Command and Control Office. In August, the function was removed from the Resources Section and made a separate office under Operations Support Branch. In September, the Command and Control Office was put directly under the Operations Division with an authorization of four people.

During the year many advances and refinements were made to the GEEIA Command and Control System:

- a. The Command and Control Reports were interfaced with Materiel Division system, thus eliminating a dual reporting system.
- b. Daily messages were also eliminated since the report was now sent into the Materiel Division system.
- c. Our Direct Labor report was expanded to show where every direct laborer was on a daily basis.

The Region move to Keesler facilitated a new Command and Control Room. The new boards are made of plexiglass and utilizes indirect lighting which gives a very dramatic effect to the Control Room.

ENGINEERING DIVISION

The Engineering Division accomplished its mission during the past fiscal year in an outstanding manner. Following are representative examples of the type engineering performed and other significant happenings.

Electronics Branch:Feasibility Study - Navigational Aids and Communications

Facilities, Sondrestrom AB, Greenland: In December 1968, Eastern GEEIA Region was tasked to conduct a feasibility study for navigational aids and improvement of radio coverage for Sondrestrom AB, Greenland. The navigational aids involved in this study were for TACAN, VOR and ILS systems. The radio communications portion (VHF/UHF) was to find a means of increasing local coverage. To accomplish this, an Engineering team performed site surveys, conducted site certification tests for the on-base TACAN, prepared a Facilities Utilization Plan and obtained necessary data for plotting the theoretical radar coverage provided by the existing Ground Control Approach. Using this data, detailed studies were prepared for each facility and emergency Communications-Electronics Installation Plans (CEIPs) completed in record time.

"Scope Coral" Project: Emergency engineering assistance was provided for a high priority Command Post VHF facility at Homestead, Florida. The site test, facility utilization plan and all necessary engineering actions were completed within an extremely compressed schedule of less than two weeks.

AN/FPN-16 Shifting Video Display: Engineering assistance was rendered to evaluate shifting video display on the AN/FPN-16

and established that the shift was due to ground traffic and aircraft reflections parallel to the approach runway and from a large paved area in front of the radar antenna. As a result of this study, the AN/FPN-16 has been programmed for relocation during FY 70. HQ GEEIA has requested OCAMA to investigate this reflection phenomenon further and establish siting restrictions and caution notes in applicable Technical Orders.

Radio Communications Branch:

MacDill AFB STRIKE Command Headquarters Building: The Engineering Division was assigned extensive responsibilities in support of the new STRIKE Command Headquarters building. This included overall technical management and integration of all cryptographic, teletype, technical control, radio and telephone facilities involved. This tremendous task was accomplished by first performing detailed scheme engineering for 21 schemes and Statements of Work, as well as defining allied support required of the Base. The myriad actions involved in this workload included on-site review of each scheme by the responsible engineer immediately prior to the installation start date. This assured installability with the construction then in place and adequacy of the allied support. In addition, a project engineer was provided at the site to maintain constant liaison with the using agency and to assist the installation teams as problems arose.

Digital Subscriber Terminal Equipment (DSTE) - Europe:

In November 1968 the Engineering Division was tasked with complete engineering for 34 overseas DSTE AUTODIN schemes at various locations in England, Germany, Spain, Italy and Crete. Even though these schemes

had short leadtime and their priority was changed two times, all milestones were met and schemes completed on schedule.

Emergency Message Automatic Transmissions System (EMATS):

During the second and third quarters of FY 69, the Communications Center Cryptographic Section provided engineering for three teletype Terminals (Wright-Patterson AFB, Andrews AFB and the Pentagon) for use in a test program to develop a government-owned system to replace the presently leased Emergency Message Automatic Transmissions System. As a direct result of these engineering efforts, the system checked out very successfully and future implementation will result in a savings of approximately \$400,000 per year.

CONUS Automatic Digital Network Digital Subscriber Terminal

Equipment (AUTODIN DSTE): During the last half of FY 69, pre-engineering site surveys were accomplished to determine allied support requirements for 114 DSTE terminals at 74 bases within the Eastern GEFIA Region area of responsibility. These surveys involved all U. S. Air Force major air commands, several Districts of the Office of Special Investigation and Air Force Systems Command contractor's plants. The support requirements developed will be included in the Communications-Electronic Implementation Plans (CEIPs) when submitted for approval.

Air Force Eastern Test Range (AFETR) Schemes in Support of

Advanced Research Projects Agency (ARPA): Since the initial site surveys were performed in August 1968, the engineering for fourteen schemes in support of ARPA has been completed. Twelve of these schemes required either amendments or Engineering Change Request action, and five required re-survey to keep pace with the constantly changing mission requirements of the ETR. This program provided the facilities

necessary for encryption of selected hi-density data and lo-speed teletype format communications circuits interconnecting the six ARPA sites, which are at various geographical locations on the Eastern Test Range. Engineering complexity was increased tremendously due to the type, i.e., van-mounted facilities, of installations involved. In addition, the hi-density data at all sites is processed by computers which are inherently noisy. This added the requirement for noise isolators which, in turn, imposed larger space requirements in already overcrowded equipment locations.

Defense Communications System (DCS) High Frequency Communications Consolidation: In early January 1969, Eastern GEEIA Region was tasked with providing emergency pre-engineering Communications-Electronic Implementation Plans for the relocation of DCS HF facilities from Army sites to Andrews AFB, Maryland. This assignment carried a very high priority and very high interest at HQ USAF since the job was awarded to the Air Force over the Army and Navy. In addition, the system required augmentation at Andrews with nine tri-nested Rhombic antennas. An engineer was sent to Andrews on 14 January 1969 to develop the engineering plan and accomplish siting. Results of pre-engineering, based on operational requirement, provided for three circuits to be operational by 1 July 1969 (Phase I) and Phase II complete by 1 September 1969. Concurrent with the approval cycle of the CEIP, Eastern GEEIA Region designed the nine rhombic antennas, provided siting data and support structure requirements to the base, prepared a Statement of Work for procurement of antenna towers and completed detailed engineering plans for Phase I, for which installation started on 15 May 1969. Engineering for Phase II was completed on 16 June 1969.

Automatic Secure Voice Communication (AUTOSEVOCOM): The Engineering Division was assigned twenty-four schemes for automatic secure voice communication facilities with engineering completion dates phased from February 1969 to October 1969. This workload, which was originally planned for engineering by contract, will be complete ahead of schedule.

Closed Circuit Television Weather Briefing System: This project, as initially conceived, was to provide twenty bases within the Eastern GEEIA Region area of responsibility with a simplex video, duplex audio communication system for weather briefing. A contract was awarded in FY 67 for engineering, furnishing and installing the twenty initial bases. Thirteen of these are now complete. Six additional bases have had the weather briefing systems approved and a seventh is pending approval. All of these systems are in the process of being completed.

Antigua Unified S-Band Microwave System: This project provided for a permanent microwave system in support of the Unified S-Band Site at Antigua. GEEIA Statement of Work was written for a contractor to engineer and furnish a system to meet operational requirements of the Eastern Test Range and NASA. Subsequent procurement action resulted in the selection of a successful bidder. However, in a later meeting, the contractor presented an alternate proposal, stating that the required operational date could not be met. As a result, GEEIA agreed to engineer the schemes, with the contractor providing all necessary engineering data, drawings and installation plans. These schemes were organically engineered, all engineering milestones met and approximately \$40,000 saved.

Closed Circuit Television Surveillance for the Emlin Vertical Probe Launch Facility: The Emlin Vertical Probe Launch 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 Air Weather Service. Visual surveillance of the Santa Rosa Island site will be accomplished by means of nine television cameras, located within the retractable roof type launch bays, between the outside launch pads and in the instrumentation buildup areas. Control of these cameras will be delegated to the Launch Control Officer or the Range Safety Officer at various times during the countdown sequence. Related monitors will be strategically located for launch operations and safety personnel. A video tape recording capability will be included. To accomplish engineering support for this project within the extremely short leadtime allocated, a task force of two engineers was formed and the assignment completed in 17 mandays.

Engineering Services Branch:

Circuit Conditioning: Circuit conditioning required to make an existing communications circuit capable of meeting the more rigid requirements of new, more sophisticated equipments, has been an area of increasing activity. Measurements have been made at fourteen bases and scheme actions initiated for seven sites. Thirty-two (32) TDY trips were made during the past year for circuit conditioning purposes. The first 50 kilobit conditioning was accomplished at Ramey AFB during December 1968. Seven more sites are scheduled to receive this wide-band conditioning during the next six months.

Reproduction Capability: The Engineering Division has established a "self contained" reproduction capability in the Drafting Services Section. This in-house reproduction of drafting products has been a major factor in assuring timely publication and distribution of schemes.

Wire Communications Branch: Engineering was completed on 336 schemes and job orders. Also, 1572 Commercial Services Authorizations were issued. Schemes included:

a. A Western Electric Type 304 switching system which was returned from Southeast Asia, was reconfigured into two systems to satisfy requirements for Eglin AFB, Florida. An engineer provided on-site evaluation of the equipments and is now completing on-site engineering/installation of the two systems.

b. An emergency project at Eglin AFB to widen Florida State Highway 189 necessitated relocation of the primary telephone cables adjacent to the highway. The short leadtime planning factor required immediate response and close coordination between the Florida State Highway Department, contractor and GEEIA Team.

c. Coordination was effected with General Telephone Company of Florida for a cost proposal to provide a 3400 line commercially leased, government maintained telephone central office for MacDill AFB, Florida. The detailed cost proposal has been received, outlining the basic system, maintenance responsibilities and equipments to be furnished. The proposal is being staffed at this time for approval prior to issuance of the detailed Communications Service Authorization.

d. Phase III AUTOVON Schemes: Technical data required to accomplish engineering of the interface between the Automatic Electric Company AUTOVON trunk circuit and government owned telephone central offices equipped with North Electric, Stromberg-Carlson and Kellogg equipments were received. The AUTOVON schemes for Eglin AFB and Keesler AFB were selected as the prototypes for engineering for bases equipped with other than Automatic Electric Company equipment. After engineering was completed, material availability problems required numerous substitutions and engineering changes to permit the installations to be completed on schedule. During the installation phase of the schemes, DCA disapproved the request for access codes. As a result, Keesler AFB was re-engineered to provide for network initial and operator outdial. This system was cut over on 6 June 1969. The Eglin AFB scheme was re-engineered to provide network in-out dial for Eglin Main only, with operator control for all the satellites. This job is currently in the installation phase with a scheduled cut over date of 14 July 1969.

Eastern GEEIA Region Engineering Liaison Office, Patrick AFB, Florida:

a. Air Force Eastern Test Range Support: GEEIA support to the AFETR, accomplished by the EGEEIAR Engineering Liaison Office, included some 109 engineering products. Typical of the emergency support provided the ETR space program was a requirement to complete an installation within forty-eight hours to support a TITAN III launch. This assignment was completed in an outstanding manner within the time allotted.

b. Engineering assistance resolved extremely complex problems during installation of a high frequency single sideband radio amplifier and exciter to support an important Navy operations requirement in the South Atlantic.

c. Two engineers were assigned as Government Installation Field Representatives (GIFR) for a very high priority project in direct support of Southeast Asia. The technical ability of these engineers was largely responsible for the successful completion of this project within a very short time frame.

d. Engineering assistance was provided the on-site installation team at Antigua to assist in installing a microwave system in support of the Apollo Program. Among the problems resolved by the engineer was the relocation of an elliptical waveguide run to assure that electrical properties would not be jeopardized. He also assisted in path calculations/alignment and successfully overcame problems with a defective preamplifier and an inoperable FLOTROL battery charger-eliminator. The engineer's quick response contributed greatly to the successful completion of this microwave system and, in turn, the Apollo Program.

e. Engineering for the two million dollar program for improving high frequency antennas on the Eastern Test Range was virtually completed during FY 69. The major part of the program consists of twenty-four tri-nested Rhombic antennas of three different configurations to satisfy communications requirements at four major stations. These antennas are the largest and best performing Rhombic antennas ever built for long distance, twenty-four hour per day reliability for high frequency radio communications.

f. Engineering for expansion of the Matrix switching capability, in correlation with the improved antenna program for Ascension Island, was completed during FY 69. This expansion is being accomplished under an original concept, using a different form of switch than was used in the initial Matrix. This permits use of fewer switches while retaining original flexibility. The resultant savings, which have been approved as a Cost Reduction Program item, amount to \$45,000.00.

Engineering Control Branch:

GEEIA Engineering Management System: A total of approximately 1380 engineering products were completed during last fiscal year. Through maximum use of the Engineering Control Room concept, in conjunction with the GEEIA Engineering Management System, engineering delinquencies were reduced to a minimum of two.

Pre-Communications-Electronics Installation Plan (CEIP) Assistance: Effective 2 December 1968, the Engineering Division assumed responsibility for programming and accomplishing Pre-CEIP assistance in accordance with GEEIAM 100-10. So far, 42 jobs have been completed under the new procedure.

Plant-in-Place Program: A 100 per cent "on time" completion rate has been maintained since 1 December 1968.

Management Improvement: Approval and funds were obtained for rental of three IBM Magnetic Tape Selectric Typewriters for use in the Engineering Division. The machines were installed during the early part of June and progress is under way to convert typing of repetitive type products to magnetic tape. By producing Scheme Status Reports,

Allied Support Reports, Statements of Work, portions of scheme packages and numerous other recurring documents in this manner, the typing workload for the Division will be expedited. This should also provide some relief to the serious problem which has been created by the shortage of typists.

Manpower Losses: The Division experienced severe reductions in manpower authorizations during FY 69. A total of 18 positions was withdrawn by higher headquarters.

Engineer Recruiting Program: A college engineering recruiting program was continued in conjunction with Keesler AFB Civilian Personnel Office. However, the hiring freeze imposed on the Region in November 1968 curtailed our recruiting efforts. During February 1969 the program was reinitiated on a very limited basis. Response from prospective graduates has been negative due to the fact that industry had made firm, attractive offers.

Personnel Recognition:

Air Force Commendation Medal	4
AFLC Outstanding Company Grade Officer of the Year (Officer selected as Region nominee)	1
Air Force Association Logistics Execu- tive Management Award (Region nominee)	1

Cost Reduction Program: Cost reduction items totalling approximately \$181,000.00 were submitted.

Employee Training Program: Base-provided management training, discontinued at Brookley AFB in December 1967 due to the phaseout, has been resumed at Keesler AFB. Technical training to update/upgrade

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the proficiency of Engineers and Technicians is continuing as quotas
are made available.

MATERIEL DIVISION

The organization and mission of the Materiel Division is in accordance with AFLCR 23-17. It has the same stature as a wing level materiel function and is composed of a Scheme Management Branch and a Logistics Support Branch. Functional responsibilities remained basically the same this past year with the Scheme Management Branch retaining the HQ GEEIA approved "Single Manager" concept of scheme management by individual commodity. This concept is essentially the same as the "Crew Chief" concept later implemented by AFLC. Application of this same management technique in the Logistics Support Branch is by individual squadron/detachment for both EAID and Depot Level Maintenance (DLM) support. The increased command emphasis on meeting customer command requirements by the required operational date necessitated increased attention in all areas of logistics management. As a result of this, two positions in the Scheme Management Branch have been utilized, as required, in a management analyst type function to gather data, pinpoint and analyze problem areas, make studies, etc, for presentation to Branch and Division supervisors. These presentations have proved to be quite valuable and have made a significant contribution to the progressive improvements noted in all areas.

The Materiel Division continued its second year under the leadership of Mr. Lester B. Henry. Capt Edwin W. Rider arrived from Turkey in the latter part of May as a replacement for the Division Deputy Chief, Capt Virgil D. Esworthy, who retires 31 July 1969. Mr. Gene C. Reich was promoted to Chief of the Wire Section, Scheme Management Branch. He replaced Mr. Dale O. Easterling, who retired after 40 years

service. Two civilian positions were lost in this branch as a result of the civilian manpower austerity program. Three other GS-9 losses which occurred in the Scheme Management Branch while the Region was still at Brookley AFB were all replaced by the end of June. Two out of three military positions in the Logistics Support Branch which were converted to GS-9 slots were filled, a replacement was hired for the secretarial positions, and three new NCOs joined the ranks. One of the military members was discharged upon completion of his initial enlistment and TSgt McGahee was presented the Air Force Commendation Medal upon his retirement from the service in July 1968.

Off Base Visits: Division personnel increased their number of TDY trips this past year even though somewhat restricted due to other priority workloads and the tight restrictions on filling vacant civilian positions. A total of 22 staff assistance visits were made, including nine to customer activities in direct support of scheme installations. Mr. Jackson attended the Middle Management Course at Springhill College in Mobile, Alabama. Mr. Henry made two of these staff visits himself and also attended a Materiel Conference at HQ GEEIA in February. This conference was very productive in every respect. Two major highlights were the procedural changes which were developed in call out of scheme materiel and the changes in EAID procedures implemented by GEEIA as a result of this Region's suggestion. These changes insure positive control over programmed and directed shipments of newly authorized EAID equipment.

Workload/Accomplishments: From July 1968 through 31 May 1969, approximately 3,000 maintenance work orders were carried in the GEMS

system. Of this total, 381 required special supply action and assistance by Logistics Support Branch personnel. During this period, considerable effort was expended in establishing support to the AN/MSQ-77 IRAN Program in SEA.¹ This program had been accepted by GEEIA on the basis of a GEEIA-SMAMA-SAC Workload Conference. The short lead time involved dictated extremely close coordination between Detachment 1, 2863 GEEIA Squadron, the organization tasked and Materiel personnel in the Region, HQ GEEIA and SMAMA. Four Bills of Material containing 711 line items were developed, researched and processed all within 13 days. After 591 of these items had been requisitioned through host base channels, this program was cancelled due to the SM/IM inability to support all the materiel requirements for this program. The Scheme Management Branch had a fluctuating monthly workload that ranged from a maximum of 943 schemes to a minimum of 721 during FY 68. The total workload averaged 830 schemes and approximately 41,500 items managed monthly. Approximately 549 new schemes were received during the year and 580 valued at approximately \$12,000,000 were completed with three held in abeyance. Beginning in July 1968, schemes delinquent in the materiel phase had been reduced to 108 from a previous high of 360 in January 1968. These delinquencies were due primarily to hard core supply problems. One of the most critical shortages was for a C-1737, Control Monitor, which OCAMA was unable to provide. Aggressive action, including HQ GEEIA command attention, eventually was able to resolve this problem as well as several of the other critical materiel shortages until by the last quarter of the fiscal year, there was an

1. AN/MSQ-77 IRAN Program (Exhibit 5).

average of only eight schemes delinquent for materiel each month. One of the most significant types of schemes programmed for installation is the Digital Subscriber Terminal Equipment (DSTE). Major items of equipment are provided by the Tobyhanna Army Depot in Pennsylvania. These are being aggregated with minor items at Griffiss AFB prior to shipment to site. To date, three out of the 34 schemes which this Region will install have been released for shipment. Another project of special interest is Rivet Jewel, the East Coast Consolidation of DCS and non-DCS HF Facilities at Andrews AFB. The Bill of Material for Phase I of this project was submitted to HQ GEEIA on 23 April 1969 with a Materiel Required Date (MRD) of 15 May 1969. Even though the original bill of 327 items was increased by 50 items and several items had to be purchased in the local area, no appreciable delays were incurred in this phase.

Major Problem Area: The most significant support problem encountered concerned the URN-3 TACAN Antenna. The Region's Specialized Repair Activity at the 2861 GEEIA Squadron, Griffiss AFB, experienced difficulty in obtaining parts for this program and the level of serviceable assets of low and high band antennas became extremely critical in December 1968. Investigation isolated the problem to the low priority being used by the prime depot for repair of major components. Through direct special arrangements with the Inventory Manager at OCAMA, this was corrected and temporary authorization was obtained for repair of some components by GEEIA. It is not unusual for in-house maintenance work orders to be 100 per cent supply complete within two days after the requirement has been identified. This, in turn, has

of this program. Through their efforts, a complete support program was set up at Homestead AFB, including special levels and a prepositioned TACAN antenna for maintenance support as well as scheme installation support. It is noteworthy that every proposed procedure was accepted and incorporated into the final TAC-GEEIA-AWS agreement. Through close coordination between supply personnel in this headquarters and the 2862 GEEIA Squadron, 102 line items were identified and supplied to support maintenance requirements for radio, radar and other navigational aids. To date, there have been 224 items supplied out of the 258 identified for support of weather equipment. When an urgent requirement was levied to install an Aircraft Control Facility in support of this same project, it posed a real challenge to our entire system. The Bill of Material consisting of 124 items was called in to HQ GEEIA on 4 February 1969 and all items were received on site on 14 February 1969, one day in advance of the required date. This Region has also provided extensive support to the Apollo Program from its very inception. The relatively recent installation of three Air Force Eastern Test Range Facilities was another real challenge to the logistics system. These short lead time schemes involved a microwave system at Antigua, radio receiver equipment at Ascension and a unique antenna system at Malabar, Florida. All three were supplied and installed in record time. Each proved to be 100 per cent operational during check out and were first used during the successful Apollo 9 launch. Another major priority project in the final stage of completion is the 18 scheme installations for the new multi-million dollar STRIKE Command Headquarters building at MacDill AFB. Supply action was

enabled the Region to restore service at all but the most distant locations in less than 48 hours. To keep downtime to the absolute minimum by minimizing in transit time, antennas have been prepositioned at three strategic locations, namely; Robins, Sondrestrom and Homestead AFBs. The one at Homestead AFB is in direct support of the Presidential support Project Scope Coral.² These actions have enhanced our capacity to restore service to this critical radio navigational aid in the shortest possible time.

Special Accomplishments: The Materiel Division played a major role in the overall success of the Region's move to Annex #3, Keesler AFB. A total of over 580,000 pounds of supplies and equipment was loaded at Brookley AFB and transported to the Annex, where it was off-loaded and placed into position in each individual office. To preclude any loss of working time, the equipment was moved in two increments over consecutive weekends, starting on 1 November 1968. In each instance, the property was in place and ready for use by 0700 hours the next duty day. Two Materiel teams led by Lt Raymond H. Jacobson were positioned with one at each location to insure proper coordination with supply, transportation and other Region personnel assisting in the move. All these personnel put in many long hours with the longest day being 22 hours. On 21 November 1968, the last building was turned back to the Brookley AFB Real Estate Office, thus ending the Region's long tenure at Brookley AFB. Project Scope Coral, established to support Presidential aircraft at Homestead AFB, received much attention during February 1969. Logistics Support Branch personnel made trips to Patrick AFB, Homestead AFB and OCAMA to set up the materiel portion

completed for over 1,000 items and not a single delay occurred for lack of materiel. This past year has seen the Materiel Division reach the highest level of achievement in its history. Prior to 1 July 1967, the materiel delinquency rate for scheduled work orders was 44.4%. By 1 July 1968, the materiel delinquency rate was reduced to less than 2.5%. This rate has been maintained consistently below 1% each month this past year. A similar reduction has been achieved in the number of supply exceptions and the lag time occurring on site for lack of materiel for both Depot Level Maintenance (DLM) and scheme installations. The progressive improvement made in the materiel support of scheme installations these past twelve months has been most significant. This improvement has been achieved under less than ideal conditions. There has been a rapid increase in the complexity of communications and electronic equipment, frequent mission changes by customer commands, an 8.8% increase in short lead time requirements and the overriding priority of funds and equipment for Southeast Asia. In spite of these major limiting factors, the materiel received on-site/on-time increased from a low of 29.5% for July 1968 to a new high of 91.1% for May 1969 with the last quarter of the year maintained at 87.9% to surpass the goal of 85% which had been established locally at the beginning of the year.³ This unprecedented high level of materiel support to maintenance and installations has significantly contributed to the high job completion rate and the zero delinquent rate for Forecast Support

³. Scheme Materiel Call Out Effectiveness - FY 69 (Exhibit 7).

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Dates (FSD's) reached on 20 May 1969. Now the job completion rate is rarely less than 100 per cent and delinquent FSDs are almost unknown. This has indeed been a banner year in the history of the Materiel Division and the "Can Do" Eastern GEEIA Region.

PLANS AND MANAGEMENT OFFICE

This office monitored the planning and negotiations relative to the move of Eastern GEEIA Region to Keesler Air Force Base, Mississippi, which took place during the month of November 1968. The support received from Keesler AFB has been satisfactory with the exception of Civil Engineering and Engineering Data Services Center (EDSC) requirements.*

This office was responsible for planning for the Ribbon Cutting Ceremony¹ which took place on 19 November 1968. This ceremony was held to dedicate the new Eastern GEEIA Region installation. Guests were invited from the local community. Also in attendance were Major General McGehee, Commander Keesler Technical Training Center, and Brigadier General Nichols, Commander GEEIA.

This office monitored the Open House Ceremonies which were held on 14 December 1968. These ceremonies were open to the public and were intended to give the public better understanding of the GEEIA Mission and areas of responsibility. Various displays were set up including a demonstration of the operation of the UNIVAC 1004 Data Processor which is used in the GEEIA Management System.

The Eastern GEEIA Region Host/Tenant Agreements for the squadrons, detachments and Air National Guard units were reviewed for adequacy and accuracy. The Air National Guard Unit Mobilization Plans were reviewed, updated and forwarded to HQ AFLC for final approval.

* Reference Eastern GEEIA Region Relocation in separate section.
1. Ribbon Cutting Ceremony Agenda, 19 Nov 68 (Exhibit 8).

Hq Eastern GEEIA Region Emergency-Essential positions were reviewed, updated and forwarded to HQ AFLC for final approval. These Emergency-Essential positions were reviewed during the months of July and December 1968 by each Division/Staff Office. Emergency-Essential personnel are used to support our War and Contingency Plans. An Eastern GEEIA Region Disaster Preparedness Plan was formulated during January 1969. This office acted as monitor for the Eastern GEEIA Region Squadron Commanders' Conference held at Region Headquarters, Annex #3, Keesler AFB, Mississippi, during the week of 13 - 17 January 1969. This office provided brochures, arranged for quarters and transportation for the conference attendees.²

During the Annual General Inspection conducted 9 - 15 April 1969, this office provided information brochures, arranged for quarters and transportation for team members. Upon receipt of the published report, this office coordinated, assembled, published, transmitted and monitored actions on replies to the Inspector General items. Summary of the Report indicated that Eastern GEEIA Region was effectively performing its mission.

Management Services Branch:

Management Analysis: In June 1968 GEEIA Letter 500-14, "How Goes It" Information, was received and established a new management requirement for keeping the Commander and Staff informed on our performance, problems and selected areas that are vital in accomplishing our mission. Our initial "How Goes It" briefing was held in August 1968 and covered twelve topics. The September and October

2. EGEEIAR Commanders' Conference Agenda, 13 Jan 1969 (Exhibit 9).

briefings were expanded to include topics from the Management Performance System, Management Analysis Digest and other selected areas. In November 1968, the "How Goes It" briefing reached full maturity. The November briefing covered 33 topics and contained 88 flip chart pages of in depth data. Also, in November 1968, the data contained in the "How Goes It" briefing was published in brochure form for widespread dissemination to squadrons, Region headquarters, detachments and Air National Guard components. In December 1968, the Squadron Performance System was revised and greatly expanded to include 21 rated elements plus a surprise subject. The major objective accomplished during the revision was to attain compatibility between the HQ GEEIA Management Performance System and the Region's Squadron Performance System. The initial rating under the expanded criteria was for the Third Quarter, FY 69. A new trophy has been procured and will be awarded to the first place squadron in the Fourth Quarter, FY 69 competition. The "How Goes It" Analysis brochure for May 1969³ contains all pertinent statistical data from July 1968 through May 1969.

Cost Reduction Program: During FY 1969, Eastern GEEIA Region's Cost Reduction goal was established at \$31,000 and we have validated to date a total of \$109,800 at HQ GEEIA. We can take tremendous pride in the success of our Cost Reduction Program during this year. The amount validated in FY 1969 represents 354% of our goal. Our success is extremely gratifying when considering the stringent restrictions on reportable CRP items imposed by the program.

3. "How Goes It" Analysis brochure - May 69 (Exhibit 10).

We look ahead with enthusiasm and dedication toward a more viable Cost Reduction Program during FY 1970.

Zero Defects Program: During FY 1969, we have attempted to make the Zero Defects Program more credible, viable, and to increase our participation through personal leadership by the supervisors and commanders throughout the Region. Zero Defects objectives have been established for all positions in the Region and we are meeting these goals in a satisfactory manner. Through the Third Quarter, FY 69, we have presented 453 Zero Defects Awards. On 8 May 1969, a Zero Defects Seminar was conducted at this headquarters by a representative from HQ GEEIA and attended by region and squadron Zero Defects Monitors. The agenda consisted of a film on Zero Defects, a general discussion of the overall program within GEEIA and changes in the program required by AFLCR 25-2, Air Force Logistics Command and GEEIA Supplement 1 thereto.

USAF Suggestion Program: During FY 69, Eastern GEEIA Region has placed a concerted emphasis upon revitalizing our Suggestion Program. While no rigid quotas are established for this program, we are attempting to motivate our people to aim for a 7 1/2 per cent participation rate each quarter or an overall rate of 30 per cent for both military and civilians during each fiscal year. We are promoting the program as a challenge to solicit new ideas and better ways of accomplishing our mission. As an added incentive, the Suggestion Program can bring substantial monetary benefits to those with beneficial ideas. The Region finished FY 1/69 with a 5.8 per cent participation rate and our accumulative rate was 24 per cent at the end of FY 3/69. We anticipate finishing the fiscal year by meeting our

goals for participation. Successful promotion of the Suggestion Program requires constant motivation to convince our personnel that their ideas can contribute to better and more efficient methods of accomplishing our mission.

Financial Management Branch:

Eastern GEEIA Region FY 1969 Annual Operating Budget in the amount of \$20,866,600 was not received until October 1968. During the remainder of the fiscal year, we received increases to make a total Operating Budget of \$21,291,171 by the end of June 1969. This amount provided for \$7,359,095 in Direct Military Personnel Expense, \$13,817,576 in Direct O&M Expense, and \$114,500 in Net Change in UOO Authorization.

Total O&M cost incurred by Eastern GEEIA Region to support Southeast Asia projects from 1 July 1968 through 30 June 1969 was \$173,994. In addition, there were 102,948 military manhours expended during this period in support of these projects. Using a standard rate of computation, this represents a military labor cost of \$274,139. These costs are categorized as follows:

- a. The 2860 GEEIA Squadron had an O&M cost of \$27,574 and a military labor cost of \$69,278.
- b. The 2861 GEEIA Squadron had an O&M cost of \$48,917 and a military labor cost of \$46,414.
- c. The 2862 GEEIA Squadron had an O&M cost of \$47,830 and a military labor cost of \$96,871.
- d. The 2863 GEEIA Squadron had an O&M cost of \$23,832 and a military labor cost of \$61,576. Detachment 1, 2863 GEEIA

Squadron had an O&M cost of \$10,435.

e. Region Headquarters had an O&M cost of \$15,406.

Operations & Maintenance (ANG) P448 TDY funds in the amount of \$43,690.09 were used by the following activities in performance of this work:

<u>Activity</u>	<u>Amount</u>
2860 GEEIA Squadron	\$ 7,395.60
2861 GEEIA Squadron	8,090.52
2863 GEEIA Squadron	11,690.24
Det 1, Keesler AFB	14,858.94
Region (Eng)	<u>1,654.79</u>
Total	\$ 43,690.09

This region performed work for other AF, DOD or non-DOD agencies during FY 69 on a reimbursable basis as follows:

a. DCA: \$1,500 MIPR was received from DCA to cover removal of C&E equipment at DCA-NOR Ottawa, Canada. Work was accomplished by the 2861 GEEIA Squadron.

b. Navy: \$50,000 MIPR was received to cover pre-IRAN and IRAN including materials on FPS-90 Radar located at Naval Air Station, Guantanamo, Cuba. Partial billing of \$41,209.93 for pre-IRAN and material cost has been rendered. Work was accomplished by the 2860 GEEIA Squadron. Balance of \$8,790.07 is to cover the IRAN scheduled for FY 70.

c. Canadian Forces: The 2861 GEEIA Squadron performed emergency maintenance on three (3) TRN-6 TACAN's operated by Canadian Forces at Chatham AB, Canada. Documentation in the amount of \$6,444.84 was forwarded for reimbursement.

d. NASA (AFETR): Installation of the NASA Unified S-Band Microwave System at Antigua was completed by the 2862 GEEIA Squadron. O&M cost (excluding military labor) was \$18,501.67; however, only \$10,000 reimbursement was authorized by AFETR.

Funds in the amount of \$19,878.05 were spent in support of MAP projects during FY 69. Although reimbursement was not collected at this level, backup information was submitted for collection by HQ GEEIA. This region performed Path Lost Test Measurements and assisted Detachment 7, European GEEIA Region, on installation of Project Peace Ruby which cost \$18,344.69. We provided engineering assistance for installation of AN/FRC-19B Control Tower Console to the Dominican Republic which cost \$1,533.36.

QUALITY ASSURANCE OFFICE

The mission of the Quality Assurance Office is to measure the conformance of GEEIA's engineering, installation and maintenance elements to establish standards; provide GEEIA supervisors and commanders with a management tool for the prevention, detection and correction of deficiencies and undesirable trends; perform studies and inspections as required to identify quality factors limiting the Region mission capability and recommend corrective action. Briefly, our mission is to be the central point of contact and staff coordinating activity for all quality matters within Eastern GEEIA Region.

On 29 July 1968, 1st Lieutenant Ronald D. Padgett was assigned to the Quality Assurance Office; on 19 August 1968 he was assigned as Chief of the Quality Assurance Office and on 10 January 1969 he was promoted to Captain. This office is authorized twelve spaces which includes a Safety Technician, Secretary/Stenographer, and Technical Specialists. The authorized spaces are considered adequate and this office has been able to fulfill its mission.

A total of 185 on-site inspections were completed during FY 69 at 42 bases/sites and six overseas locations. These on-site inspections produced data which, in several cases, indicated trends in deficiencies. When trends were detected, special studies and/or investigations were made to identify causes and recommended corrective actions were made to the responsible activities. During this fiscal year, ten such studies were performed.

During the period of 23 September through 27 September 1968, two representatives from this office attended the HQ GEEIA Quality Assurance Conference. The goal of this conference was to discuss functions and

objectives for implementation of a new Quality Control program designed to take Quality Control out of the operations function and place it in the Quality Assurance Office. In April 1969, three representatives from this office attended a second conference to finalize procedures for implementation of a new Quality Control Manual, GEEIAM 74-1, to be effective 1 May 1969 and fully implemented 1 July 1969. As a result of these conferences and the provisions of the new manual, Quality Control responsibility was transferred from operations to the Quality Assurance Staff Office with further authorization for establishing Quality Control functions at the squadron level. A comprehensive review of the manual was conducted by this office to establish scheduling, reporting, and inspection procedures. Directives were issued to the squadrons setting up a standard system of inspection and reporting pending the publishing of a supplement of the manual aimed at meeting the needs of Eastern GEEIA Region.

Ground Safety Office: In FY 1969, Eastern GEEIA Region Ground Safety program followed the theory for accident prevention of Education, Engineering and Enforcement. The goal of the Safety Office, as in any safety office, is to eliminate accidents, thereby precluding property loss and injury to personnel. To administer this program for the Region Commander, two persons were assigned to the Region Ground Safety Office: a Ground Safety Officer and a Ground Safety Technician. Each squadron within Eastern GEEIA Region had a Safety Officer and a full time Safety NCO assigned. Staff Officers, Division Chiefs and Squadron Commanders were charged to take an active interest in the safety program; this interest has been instrumental in our improved safety rate.

During the year the Region Headquarters made a physical move from Brookley AFB, Alabama, to Annex #3, Keesler AFB, Mississippi, a distance of approximately 66 miles. An aggressive program for the safe relocation of personnel and equipment was developed and implemented by the Ground Safety Office and the move was accomplished without a mishap. Arrangements were made to conduct a Supervisors' Safety Training Course on Keesler AFB and 27 persons attended from the Region Headquarters.

The Region participated actively in both "Holidays from Danger" and "101 Critical Days" safety campaign.

The "Tops in Safety" award was presented to the 2863 GEEIA Squadron for achieving the lowest accident rate for CY 1968 and the "Safety Achievement Award" was presented to the 2860 GEEIA Squadron for achieving the greatest number of accident free days. In addition, there were forty safety award items (desk sets, pen sets, etc) distributed equally to the squadrons to present to individuals who had contributed to the accident prevention program. The Private Motor Vehicle Safe Driver Award Program was implemented and certificates were presented to 110 deserving individuals.

Four sets of 35MM slide presentations on safety topics were received and distributed among the squadrons for their presentation. The topics were "Off the Job Safety," "Guard Your Sight," "How to Stop Shock" and "Portable Ladders."

In February the Region Safety NCO was dispatched to Malabar CTS, Florida, for 19 days to monitor the safety portion of a short lead time, Tri-Nested Rhombic antenna installation. This job was accomplished without injury to personnel or damage to equipment.

The Region suffered an increase in the number of accidents this year, from 19 in FY 68 to 24 in FY 69; however, there was a significant drop in accident costs from \$80,821 in FY 68 to \$24,560 in FY 69.

ADMINISTRATION AND HEADQUARTERS SQUADRON SECTION

The functional areas of this staff office continued to improve their efficiency despite the added difficulties inherent in a permanent unit move. The administrative support areas of Mail/Message and Travel Orders are particularly vulnerable to deficiencies during unit moves such as the one Eastern GEEIA Region accomplished. However, no loss of efficiency occurred in any area and for a period of time support functions were carried at both Brookley Air Force Base and at Annex #3, Keesler Air Force Base.

Captain B. G. Robinson assumed duties as Chief of Administration and Commander, Headquarters Squadron Section on 12 September 1968. A smooth, highly responsive posture to the needs of the Region has been the main characteristic of this office. Improvements in service have included the use of a pneumatic tube system for the extremely rapid delivery of unclassified mail. Additional services have been offered to our travelers indicative of the overall increase in efficiency and administrative support offered to all components of Eastern GEEIA Region.

Travel Coordinating Office: The following special orders were published during this reporting period:

"T" Series	1,565
"M" Series	20
"C" Series	1

The move to Annex #3, Keesler AFB, necessitated many adjustments in the processing of orders and personnel for temporary duty travel.

One notable example is the procedure implemented whereby TDY personnel obtain their advance travel pay (checks), transportation requests and/or tickets from this office instead of at Keesler AFB. To accomplish this, the TCO makes advance arrangements (including forwarding of necessary paperwork) with the Keesler Finance and Transportation Offices and the Region runner performs the actual pick ups. This procedure is used in all except extreme emergencies.

Security/Records Management: During FY 1969, Records Management was added as an additional duty for the NCOIC of Region Security.

During November 1968, all security safes were moved from Brookley AFB to Annex #3, Keesler AFB, without incident. The CRYPTO account was transferred to the Engineering Division in December 1968 with the Security Section providing instruction and remaining responsible for monitoring the account. The annual inspection by Central Communications Region in May 1969 revealed no discrepancies and personnel were commended for a job well done.

The procedures for destroying classified material within the Region were changed to conform with the provisions of AFR 205-1. A modified "Special Destruction Procedure" has been in effect since 1966 whereas the Security Section signed for and destroyed all classified material for the Region Headquarters. Accounts are now responsible for appointing destruction officials to destroy classified material.

Minor problems were encountered with the processing of incoming and outgoing classified priority messages due to their being received

and transmitted from Keesler Main Base, seven miles from duty location. The problem was not resolved during this period.

Mail/Message: The additional workload of driving to Keesler Main Base for the coordination of administrative functions and the delivery of mail/messages was levied upon this section. Several round trips per day are required. The section functioned at a very high rate of efficiency.

Training: An extensive and concentrated program was developed to bring all OJT (On-The-Job Training) records up to date. Comprehensive job descriptions for all assigned airmen and NCOs were transcribed onto the individual's training records, speciality training standards incorporated into this record, and all training progression recorded in the appropriate sections of this record. General Military Training requirements (AFR 50-15) were administered to over 90 per cent of all enlisted men and 10 per cent of the officers with a target date for 100 per cent completion of all requirements by 1 October 1969. Firing schedules for both officers and airmen were secured from Keesler AFB and allocated to the individuals. FY 1970 formal school training allocations from Air Training Command have been received and allocated to the squadrons. Air Force Institute of Technology requirements were also allocated as were the AMEATA training quotas.

Publications: There were approximately 71 new regulations, Headquarters Operating Instructions and/or supplements published by the Region during this period. A "Self Service" forms section was established to eliminate the possibility of stocking obsolete or excess requirements. Publications accounts were established for

all Air National Guard units to speed distribution of publications and forms direct to the source of useage. The function of stocking envelopes and letterhead stationery was transferred to this section after the Region move from Brookley AFB, Alabama. During this period, one airman was trained to the 70250 and one NCO to the 70270 AFSC, both of which were completed in minimum time.

Military Personnel: This section administered/monitored all aspects of personnel actions within our Region Headquarters and squadrons, officers and airmen; including assignments, classification, promotion, performance reports, awards and quality control.

SECTION II

AWARDS: The following awards were presented to our personnel:

Air Force Commendation Medal

Colonel Francis A. Kelly
Lt Colonel Jack W. Clark
Major Dale V. Kapka
Captain Raymond H. Lekowski
Captain George L. Lickman
SMSgt Marvin D. Miller
MSgt James E. Brown
MSgt Dean F. Manning
TSgt Richard T. Crites
TSgt Joseph W. Hesley
TSgt Howard W. Lightfoot

Company Grade Officer of the Year - Eastern GEEIA Region

Captain Thomas J. Bellanca

Project Manager of the Year

First Lieutenant Charles A. Slagle

Nation's Ten Outstanding Young Men Awards

First Lieutenant James R. Koepke, Jr

Air Force Association Logistics Management Awards

Executive - GS-15 Lawrence S. Halsell, Jr
Junior - GS-11 Jon C. Archer

General Thomas P. Gerrity Memorial Trophy

GS-14 Thomas F. Harbin

Outstanding Senior NCO of the Year - Headquarters Squadron Section

Master Sergeant Earl A. Mumford

Airman and NCO of the Quarter - Headquarters Squadron Section

Quarter ending September 1968 - NCO/Technical Sergeant Charles H. Wyer

Quarter ending March 1969 - NCO/Sergeant Douglas A. Merkel

Quarter ending June 1969 - NCO/Staff Sergeant Kenneth C. Humphrey, Jr

- Airman/Airman First Class Robert Steward

SECTION III

OVERSEAS AUGMENTATION:

Within Eastern GEEIA Region, the Resources Section of the Operations Division is the one focal point for all inquiries and requests concerning Eastern GEEIA Region assists. The augmentee requests were about evenly divided between European and Pacific Regions; however, more squadrons were tasked for Pacific Region TDY for longer periods of time.

Some of the places where Eastern GEEIA Region personnel were called to perform various jobs included Crete, England, Germany, Turkey, Japan, Okinawa, Thailand, Vietnam and others. Specialized assistance was offered on the installation and maintenance of varied equipment and in every instance, the support was rendered in a professional and efficient manner. In addition, Eastern GEEIA Region was often tasked to assist with requirements within other regions.

In FY 1969, this Region supported approximately 45 augmentations at various locations throughout the world. Augmentations to European and Pacific Regions are shown in the following pages.

AUGMENTATIONS TO EUROPEAN GEEIA REGION

<u>ORDER #</u>	<u>FROM</u>	<u>TO</u>	<u>MEN AND SKILL</u>	<u>LENGTH OF TOUR</u>
68-07-29	2861	Turkey	3 363X0	70 days
68-08-32	EGEEIAR	Turkey	2 Micro/Engin	50
68-08-33	2860	Germany	2 362X1	45
68-08-34	2860	England	5 361X0	39
	2861	England	2 361X0	39
68-08-35	EGEEIAR	Var Loc Europe	1 Wire/Engin	90
68-08-36	2863	Germany	2 30650	62
			1 30670	55
68-08-39	2863	Turkey	2 306X0	76
68-08-40	2863	Turkey	2 306X0	Completion of 68-08-33
68-08-42	2861	England	1 363X0	67
68-08-46	2863	Crete	1 306X0	45
			1 306X0	111
			1 30650	65
68-09-52	2860	Spain	1 30650	140
			1 30630	140
68-09-55	2860	Var Loc Europe	1 363X0	65
	2863	Var Loc Europe	1 363X0	65
68-10-56	2863	Germany	1 30670	65
			1 36350	65
68-11-57	2861	England	1 36970	52
	2863	England	2 363X0	52
68-12-04	2860	Germany	1 304X4	10
	2861	Germany	1 304X4	10
68-12-59	2860	Var Loc Europe	1 30630	146
68-12-63	2861	Germany	3 303X2	140
68-12-65	2860	Germany	5 362X1	65
	2861	Germany	8 362X1	65
	2863	Germany	2 362X1	65

<u>ORDER #</u>	<u>FROM</u>	<u>TO</u>	<u>MEN AND SKILL</u>		<u>LENGTH OF TOUR</u>
69-01-06	2861	Germany	3	305X3	120 days
	2863	Germany	3	305X1	120
69-03-20	2860	Germany	1	30372	75
	2862	Germany	1	30372	75
69-04-21	2861	England	4	304X1	83
69-04-23	2860	Turkey & Europe	1	36271	30 - 45
	2861	Turkey & Europe	1	36271	80 - 45
				6	362X1
	2863	Turkey & Europe	5	362X1	30 - 45
	2862	Turkey & Europe	1	36271	30 - 45
			2	362X1	30 - 45
69-05-25	2860	Germany	2	305X3	120
	2863	Germany	2	305X1	120
69-05-26	2861	Italy & Crete	2	R306X0	90
	2863	Italy & Crete	1	R363X0	90

AUGMENTATIONS TO PACIFIC GEEIA REGION

<u>ORDER #</u>	<u>FROM</u>	<u>TO</u>	<u>MEN AND SKILL</u>	<u>LENGTH OF TOUR</u>
68-07-33	2862	Thailand	10 36174	90 days
68-08-36	2862	Okinawa	16 361X4	90
68-09-41	2860	Japan	2 303X1	90
	2861	Japan	3 303X1	90
68-10-45	2861	Philippines	2 30650	76
			2 30630	76
68-10-46	2860	Vietnam	8 361X4	179
			2 36174	179
			2 361X0	179
	2861	Vietnam	3 361X0	179
	2862	Vietnam	8 361X4	179
			2 36174	179
	2863	Vietnam	4 361X4	179
1	36174	179		
68-10-48	2860	SEA	1 30371	90
			1 303X1	90
			2 30351	90
	2861	SEA	3 303X1	90
	2863	SEA	4 303X1	90
			1 30371	90
68-10-49	EGEEIAR	Thailand	1 SSIR Crypto/ Engin	60
68-10-50	EGEEIAR	SEA	1 30373	30
			1 30390	30
68-10-51	2861	Thailand	2 36134	120
		Thailand	1 36174	120
	2862	Thailand	1 36154	120
		Thailand	2 36154	120
68-10-53	2861	Thailand	3 36150	120
		Thailand	2 36150	120
		Thailand	1 36170	120
68-12-55	2860	Japan & Okinawa	4 361X4	120
		Japan & Okinawa	1 36174	120
		Japan & Okinawa	3 361X4	120
	2862	Japan & Okinawa	2 36174	120
			10 361X4	120
	2863	Japan & Okinawa	1 36174	120

<u>ORDER #</u>	<u>FROM</u>	<u>TO</u>	<u>MEN AND SKILL</u>	<u>LENGTH OF TOUR</u>
68-12-57	2861	Vietnam	1 36154	120 days
			1 36174	120
	2862	Vietnam	1 36154	120
			2 36134	120
			2 36174	120
2863	Vietnam	1 36154	120	
69-02-13	2861	Var Loc Pacific	1 R30630	45
	2863	Var Loc Pacific	2 R30670	120
69-02-14	EGEEIAR	Hawaii	1 Comm Cent Crypto/Engin	90
69-02-20	EGEEIAR	Hawaii	1 Elect Engr	60
			1 Elect Tech	60
69-03-21	2861	Vietnam	1 361X4	120
	2862	Vietnam	3 361X4	120
	2863	Vietnam	1 36174	120
			1 361X4	120
69-04-25	2863	Var Loc Pacific	1 303X1	179
69-04-26	2860	Okinawa & Japan	1 36174	120
			3 361X4	120
	2861	Okinawa & Japan	4 361X4	120
	2862	Okinawa & Japan	4 361X4	120
	2863	Okinawa & Japan	1 36174	120
7 361X4			120	
69-04-27	2862	Thailand	12 361X4	120

SECTION IV

EASTERN GEEIA REGION RELOCATION:

During Fiscal Year 1969, Headquarters Eastern GEEIA Region moved from Brookley AFB in Mobile, Alabama, to Annex #3, Keesler AFB, Mississippi. AFR 11-4 Host-Tenant Support from Keesler AFB has been satisfactory except in the areas of Civil Engineering and the establishment and operation of a Category IV Engineering Data Services Center (EDSC).¹

Following is a chronological summary of activities pertaining to the development of the Host-Tenant Agreement and resolution of problem areas:

19 July 1968	AFLC forwarded to HQ USAF areas of disagreement for resolution.
30 August 1968	HQ USAF notified AFLC and ATC of its decision to make scheme printing an AFLC responsibility and EDSC an ATC responsibility.
17 September 1968	AFLC notified ATC that 4 spaces were available for withdrawal to support EDSC.
23 September 1968	A revised Host-Tenant Agreement was negotiated. The manning requirement was changed to reflect a need for 11 Airmen and 25 Civilians, a total of 36 spaces. Keesler AFB requested 2 civilian spaces to support the EDSC and added 2 new civilian spaces for grounds maintenance.
8 October 1968	Eastern GEEIA Region approved revised Host-Tenant Agreement and forwarded through channels for approval.

1. KATC Ltr, 3 Jun 69, Present Status of the EDSC (Exhibit 11).

29 November 1968

AFLC approved revised Host-Tenant Agreement and forwarded to ATC.

27 December 1968

ATC approved revised Host-Tenant Agreement and sent to printers.

In early January 1969, the Plans and Management Office initiated follow-up action with Keesler AFB on the operation of EDSC and Grounds Maintenance. During the months of January and February 1969, these problems could not be resolved. On 18 February 1969, a conference was held at Keesler AFB. Keesler Civil Engineering reported that due to their extreme shortage of personnel, they could do only emergency work at the Annex until two more people could be hired. Keesler AFB maintained that they could not operate the EDSC until they received the required manpower spaces which have since been allocated to them. In addition, Keesler AFB has experienced problems in obtaining the required equipment for the EDSC. Along with other equipment problems, it was discovered that the modified 35MM camera which Keesler AFB acquired from Brookley AFB assets was inoperable and a new camera would have to be obtained. However, the money was not available and in a letter from Keesler AFB (CASAR), 3 Jun 69,* the estimated date to commence operation of the EDSC is 15 September 1969. The money for a new camera and film processor will be made available approximately 7 July 1969 and the dark room has an estimated completion date of 20 July 1969.

The Plans and Management Office has also been monitoring the transfer of Command jurisdiction and real property accountability of Air Force Facilities at Keesler AFB Annex #3 from ATC to AFLC. The

* See Exhibit 11.

transfer agreement was negotiated between Keesler AFB and San Antonio Air Materiel Area (AAMA) on 22 May 1969. HQ ATC and HQ AFLC concurrence is currently in progress. A separate Host-Tenant Agreement was negotiated on 18 June 1969 between Keesler AFB and Kelly AFB that will provide for full civil engineering support to Headquarters Eastern GEEIA Region by Keesler AFB. The transfer of all activities was scheduled to take place on 1 July 1969.

SECTION V - EXHIBITS

(K)

2860 GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY SQUADRON
ROBINS AIR FORCE BASE, GEORGIA 31093

HISTORICAL REPORT
1 July 1968 - 30 June 1969

APPROVED BY
WILLIAM R. WATKINS, Lt Colonel, USAF
Commander

Exhibit 1

1

2860 GEEIA SQUADRON
ROBINS AIR FORCE BASE, GEORGIA 31093

1. STRENGTH:

- a. Authorized Strength: Officers - 10; Airmen - 204; Civilians - 145
- b. Assigned Strength : Officers - 13; Airmen - 197; Civilians - 143

2. COMMAND:

a. In September 1968, all positions within the organization were reviewed and realigned to eliminate dual supervision. The resulting reorganized structure was submitted to Hq GEEIA in October, reviewed and approved by AFLC in December. The new organizational chart was implemented immediately.

b. In April 1968, CWO W-4 Wallace C. Foster was tasked to develop pertinent guidelines for the establishment of a Quality Control Office to be under the supervision of the Operations Officer. This was done with 100% effectiveness by CWO Foster and remained under the Operations Officer until December 1968. On 1 January 1969 Quality Control became a Command function and on 1 April 1969, on direction from higher headquarters, the Quality Control concept changed to Quality Assurance. CWO Foster guided the new squadron function from conception to a full fledged activity embracing the squadron Safety and Zero Defects activities as well as quality assurance of all mission type assignments. CWO Foster relinquished control of the activity on 1 June 1969 to 1st Lt Ronald L. Trachtenberg for an assignment with Pacific GEEIA Region:

(1) CARE Forms:

Received - 15; Approved - 6; Disapproved - 6; Pending - 3

(2) Zero Defects Awards:

Bronze - 59; Silver - 48; Gold - 18; Group - 10

(3) Deficiency Reports:

<u>Form</u>	<u>Submitted</u>
AFTO Form 22	21
AFTO Form 29	0
AFTO Form 109	7
Emergency U.R.	0

(4) The following forms have been monitored by Quality

Assurance Office since 1 June 1969:

<u>Form</u>	<u>Submitted</u>
DD Form 6	3
DD Form 1599	3

(5) Ground Safety:

(a) Safe Driver Awards:

<u>1 YEAR CERTIFICATE</u>	<u>2 YEAR CERTIFICATE</u>	<u>3 YEAR CERTIFICATE</u>
8	13	42

(b) Days without disabling injury (As of 9 Jun 69):

<u>ON THE JOB</u>	<u>OFF THE JOB</u>
425 (From 10 Apr 68)	200 (From 21 Nov 68)

(6) Quality Assurance (As of 17 Jun 1969):

<u>INSPECTIONS COMPLETED</u>	<u>INSPECTIONS IN PROGRESS</u>
61	4

3. ADMINISTRATION:

a. From 1 July 1968 - 30 June 1969, 1375 TDY orders were published, making an average of more than 115 orders per month. This is a decrease

of 309 orders compared to 1 July 1967 - 30 June 1968. Of these orders 538 were amendments which was a decrease compared to 733 amendments which were issued 1 July 1967 - 30 June 1968. Improved administrative procedures caused a decrease in order amendments. Orders have been prepared with an average of less than 1 per cent administrative errors.

b. During FY 1969, the 2860th had an O & M operating budget of \$2,426,418.00 plus military pay expenditures of \$1,393,205.00. This was the first year that the squadron had been costed with military pay and this made a substantial increase over the previous fiscal year budget. All other costs were charged to the squadron's O & M funds which were expended as follows:

Civilian Payroll	\$1,243,364.00
Travel & Per Diem	838,052.00
Supplies & Material	323,060.00
Miscellaneous Expenses	9,790.00
(Crane & trencher rental, military suggestions, awards, etc)	

A total of 19 man trips averaging 120 days each were made in support of SEA at an approximate TDY cost of \$22,000.00. Trips were also made to Germany, Turkey, and England in support of European GEEIA Region and to Okinawa and Japan in support of Pacific GEEIA Region. In addition, teams were on TDY to 23 different states including Alaska as well as to other locations such as Ascension Islands, Puerto Rico, Azores, Bermuda, Iceland, Greenland, Canada, and Guantanamo, Cuba, in support of several Major Air Commands, the Air National Guard and the Navy.

4. OPERATIONS:

a. Workload: During FY 69, the Operations Branch averaged 260 direct labor personnel and 30 supervisory and clerical personnel

assigned. An approximate breakdown of the workload is:

INSTALLATIONS

	<u>No of Schemes</u>	<u>Manhours Used</u>
Electronics Section	64	60,689
Wire Section	67	72,839

MAINTENANCE

	<u>No of Work Orders</u>	<u>Manhours Used</u>
Electronics Section	284	119,332
Wire Section	26	12,775

b. Notable Projects:

(1) Requiring almost a year of uninterrupted work by construction and splicing teams, the base cable system at Lajes Field, Azores was completely refurbished. This entailed replacing most of the on base cable as well as the installation of new cables to the remote transmitter and receiver sites.

(2) One AN/FPN-16 GCA radar was overhauled and changed out as part of Project Pacer Shine. Others are in progress or scheduled. Close coordination with the Robins AFB sheet metal shops facilitated the swift completion of this program.

(3) At Andrews AFB, Maryland, several notable schemes were implemented under the guidance of a full time project officer. These included a new AN/FPS-77 weather radar, cable to several new buildings including the new AFSC headquarters and Project Rivet Jewel which included the installation of several transmitters, receivers and nested rhombic antennas.

(4) On the maintenance side, a radio team has been at MacDill AFB, Florida, for an entire year. Their task has been the IRAN

maintenance on STRIKE Command's complete mobile communications assets. This able team has not yet missed a milestone nor had an exception in over sixty job completions.

(5) Several CRYPTO and AUTOSEVOCOM schemes were accomplished by the Crypto Section. Many of these were in Washington, D. C. area and all were accomplished in less than the allotted number of manhours.

(6) Radar teams have removed eight gap radars in minimum time. These AN/FPS-14 and AN/FPS-18 sets were removed from such sites as Temperanceville, Virginia; Bethany Beach, Delaware; Jeffersonville, Georgia; Myrtle Beach, South Carolina; Fort Bragg, North Carolina; Hollyridge, North Carolina and Elizabeth City, North Carolina.

c. Overseas Augmentation: During FY 69 several teams were called upon to augment overseas GEEIA Regions as follows:

	<u>Total Men</u>	<u>Total Man-days</u>
European Region	34	2,241
Pacific Region	48	6,230
Total	<u>82</u>	<u>8,471</u>

d. General Notes:

(1) A newly authorized and implemented Unit Manning Document has reorganized the Wire and Electronics Sections into functional units. Although several direct labor slots were lost in this reorganization, it is hoped that greater efficiency and no loss of capability will result.

(2) The 2860th has entered into a cooperative agreement with the 2862 GEEIA Squadron to assist them when needed with Project Scope Coral, support of Presidential aircraft at Homestead AFB, Florida.

(3) The results of the Command Control Room briefings were felt throughout the squadron. Most significant is the fact that delinquencies and exceptions were virtually eliminated. Construction of new boards has given the room a more orderly and businesslike appearance. Another use of these boards came during Exercise High Heels in 1968 in which they facilitated the smooth operation of the 2860th Command Post.

5. SUPPORT:

a. 1st Lt Thomas E. Wills was assigned as Assistant Chief, Support Branch, during FY 1969.

b. At the end of the reporting period, the value of the EAID equipment on hand was \$944,558.00 and the vehicle inventory was valued at \$507,062.00.

c. There are 105 vehicles authorized and on hand. These were operated over 500,000 miles in FY 1969.

HISTORY OF THE TWENTY EIGHT SIXTY FIRST GROUND ELECTRONICS
ENGINEERING AND INSTALLATION AGENCY SQUADRON AND OPERATING
LOCATION
1 JULY 1968 - 30 JUNE 1969

Prepared By
WILLIAM E. KOLASINSKI, 2nd Lt, USAF
HISTORICAL OFFICER
2861 GEEIA SQUADRON

APPROVED BY:

Harold M. Donath Jr

HAROLD H. DONATH JR
MAJOR, USAF
COMMANDER, 2861 GEEIA SQUADRON

EASTERN GROUND ELECTRONICS ENGINEERING
AND INSTALLATION AGENCY REGION,
UNITED STATES AIR FORCE

Exhibit 2

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FOREWARD

This report furnishes an account of significant facts, accomplishments, problems, and personnel status of the 2861 GEEIA Squadron. Like any history it is subject to revision. Additional information, revision or deletion should be presented to the Historical Officer, 2861 GEEIA Squadron, Griffiss AFB NY.

Appreciation is extended to the section officers and supervisors for the coordination and compilation of this report and to the clerk-typists of this organization for the quality of this report in its final form.

PREFACE

The mission of the 2861 GEEIA Squadron encompasses three main areas: 1) The implementation of the USAF Ground Communication Electronics Meteorological Program, 2) performance of mobile depot level maintenance of CEM equipment, 3) depot overhaul of TACAN antennas in-house.

The general area of responsibility of the 2861 GEEIA Squadron includes the Northeastern part of the United States, Eastern Canada (the Maritime Provinces), Iceland, and Greenland.

In addition to the function of the Squadron at Griffiss, the 2861st has an Operating Location at Bolling AFB, Washington DC. The mission of the personnel assigned to the Operating Location is to support the National Military Command Center in the installation, removal, and relocation of Communications-Electronics equipment.

The organizational structure of the 2861 GEEIA Squadron is composed of three branches under the Commander: The Support Branch, the Operations Branch, and the Administrative Branch. The Support Branch is authorized one OIC, Lt Kennard, and 11 airmen and civilians. Operations Branch consists of the OIC, Capt Cronian, Deputy, Civilian (GS-12), and 303 officers, airmen, and civilians. The Office of Administration is headed by the OIC, Lt DeLoach, and contains 8 military and civilian personnel.

SQUADRON HISTORY

On 1 September 1958, Air Materiel Command (now AFLC) published General Order 85 which designated the 1st Communication Construction Flight as the 2861st GEEIA Squadron.

Then on 5 February 1960, AHC GO-13 discontinued the 2878th GEEIA Squadron, effective 1 May 1960, and combined it with the 2861st the same date.

From this statistical beginning came the foundation for the GEEIA Installation Squadron that was to perform many firsts, as well as outstanding accomplishments in the field.

On 12 February 1963, Eastern GEEIA Region was notified to commence the GEEIA/MDA Service Test. Based on the results of the test, a consolidation plan was forwarded to Headquarters AFLC for consideration.

Effective 1 July 1964, the MDA function became officially known as Detachment 1, of the 2861 GEEIA Squadron located at Griffiss AFB, New York. The entire merger of maintenance and installation became effective on the same date.

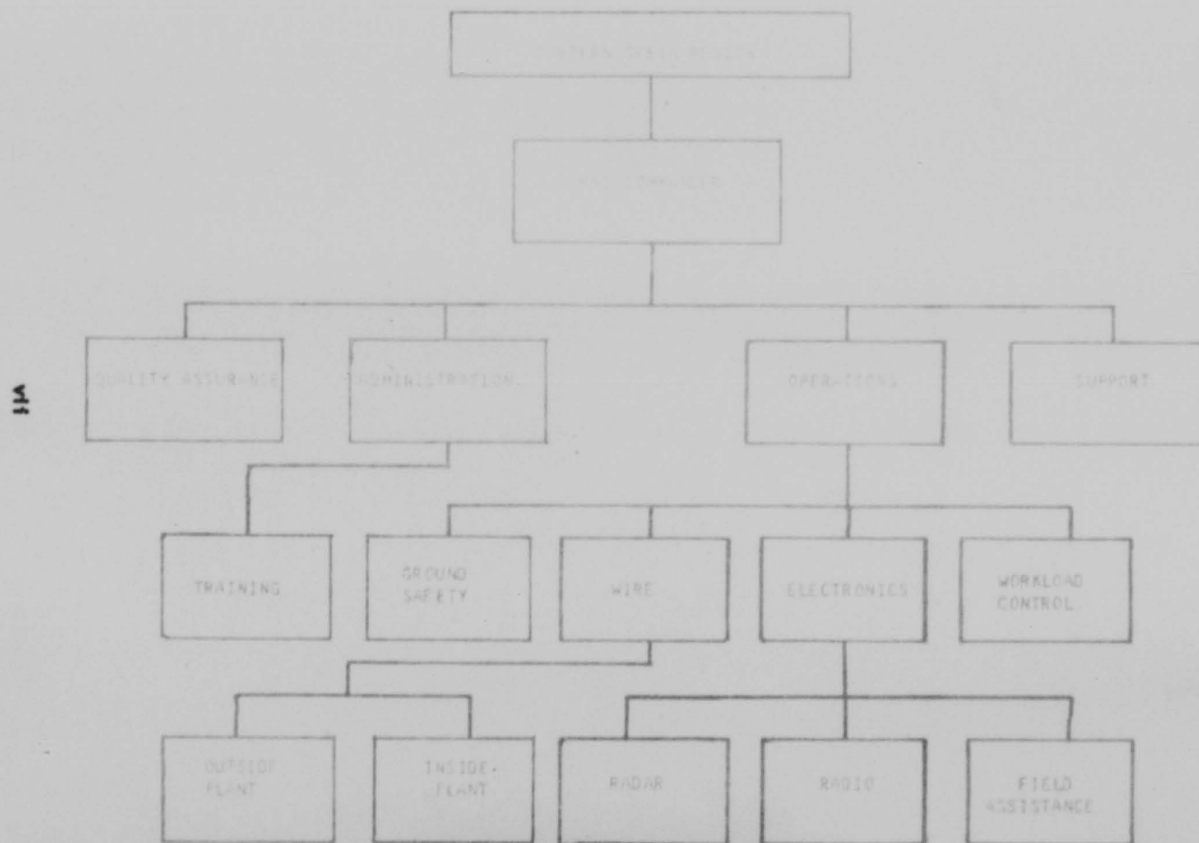
On 21 July 1965, the official word was passed down that the 2861 GEEIA Squadron at Olmsted AFB, Pa, would be relocated to Griffiss AFB, New York, effective 1 July 1966.

On 10 January 1966, Hq AFLC issued Movement Order #1 to accomplish the move to Griffiss between 15 January and 15 July 1966. The Squadron strength at that time was 9 officers,

198 airmen, and 5 civilians. The move was accomplished without incident and without interruption to the mission by scheduling teams to transfer as each job was completed. When the merger was completed, the Squadron strength consisted of 11 officers, 209 airmen and 179 civilians.

Past Commanders are as follows:

1. 1st Com Maintenance Flight, 1 Sep 58 - 5 Dec 58, Capt Edward L. Polite.
2. 2861 GEEIA Sq, 5 Feb 60 - Aug 60, Maj Dudley A. Stevenson
3. Major Frank M. McQuard, Aug 60 - July 61
4. Lt Col Norman Pinney, Jul 61 - Jun 64
5. Maj Marcellus Hunter, Jun 64 - Mar 65
6. Maj W. J. Galloway, Mar 65 - Dec 65
7. Capt Oakley G. Vincent, Dec 65 - May 66
8. Lt Col Ellis L. Barr, May 66 - Jul 68
9. Maj Harold M. Donath Jr, Jul 68 - Present



SAFETY OFFICE

The Safety Office is a part of the Squadron Commander's immediate staff, and is responsible for establishing, coordinating, and maintaining all squadron safety activities. The Safety Office is manned by the Safety Officer and Safety NCO.

The Safety Officer thru 23 August 1968 was Lt Bill R. Alland; from 26 August thru 27 September 1968, Lt William R. Taylor; from 30 September 1968 thru to the present time, Lt Michael S. DeLoach.

The Safety NCO thru October 1968 was TSgt Charlton Harley Jr; from 1 November 1968 thru 31 January 1969, SSgt Edward H. Newton; from 1 February thru 30 April 1969, TSgt Thomas E. Mills; from 1 May 1969 thru to the present time, SSgt Robert L. Miller.

Due to the non-availability of a qualified safety specialist the position of Safety NCO has been filled by NCOs from different sections for ninety day periods. Everything possible is being done to remedy this situation.

During the past fiscal year the Safety Office has been very active in carrying out its responsibilities. Safety films and slides have been presented monthly along with the passing out of safety pamphlets and letters. Safety orientations have been presented at the monthly Commander's Calls, preceding holidays, and prior to the summer and winter months.

In July 1968 the Safety Office, in coordination with the Oneida County Sheriff's Department presented a Water Safety Program in conjunction with the "101 Critical Days" Summer Safety Program; and in September 1968 a braking demonstration was given by the Rome City Police Department, in conjunction with the films on winter driving for the up-coming winter months. In May 1969, the safety film "Signal 30" was presented stressing the hazards of driving, and in June 1969 a Water Safety Program was presented in conjunction with the "101 Critical Days" Program for 1969.

Monthly inspections were made of the squadron vehicles, Airman's living quarters, in-house work areas, and the squadron area itself. Any and all discrepancies found were corrected immediately or as soon as possible. A total of 14 Safety Surveys were made of teams TDY to different sites in the field. These surveys are made monthly to insure that personnel TDY are observing all safety rules and regulations and any and all problems concerning safety are resolved immediately.

When a serious accident occurs it is brought to the attention of all personnel and the details of the accident are given, stressing what caused the accident and how it could have been prevented. Also films or incidents are shown which relate to the accident. This is done to prevent the same accident from happening again.

A monthly Squadron Safety Council meeting is conducted to discuss the existing safety program and try to better it and

correct any problems which may arise concerning safety.

A Base level Standard Traffic Safety Training course is attended by all military personnel under the age of 26. A total of 31 personnel attended this course during the past fiscal year.

All accidents are investigated and reports sent on to higher headquarters.

The members of this organization are to be congratulated for their enthusiastic support of the Squadron Safety Program this year. We experienced no fatalities or reportable injuries this year. This is very good when it is taken into consideration that we have nearly 400 personnel involved in work that is more often than not very dangerous, and that many thousands of miles are driven in performing the assigned work tasks.

A total of 100 Private Owned Vehicle Safety Driving Award certificates were given to deserving individuals. These certificates covered driving without an accident for periods of one, five, and twenty years. Four Safety Achievement Awards and ball point pen and pencil sets, and one Outstanding Safety Achievement Award and ball point pen and pencil set were given to deserving individuals. These awards were given for exemplary achievement in safety over a yearly work period.

There were the following government vehicle accidents:

1. In August 1968 an airman was returning from TDY when he lost control of the GW, left the highway, struck

two small trees, continued on into a ditch, and rolled over. Damage was \$1,750.00. No serious injuries.

2. On 2 April 1969 an airman was proceeding TDY when he lost control of the GMV he was driving and crossed over into the on-coming traffic lane where his vehicle was struck by an on-coming POV. Damage to GMV, \$2,602.00.

3. On 9 April 1969 a Sgt was returning to his living quarters from the work site while TDY when he was forced from the road by an on-coming POV. The Sgt lost control of the GMV and rolled over. Damage to the GMV was \$1,000.00.

There were no serious injuries to military personnel or time lost in any of these accidents.

The following is our squadron accident summary for this fiscal year:

	<u>Reportable</u>	<u>Non-Reportable</u>
Government Vehicle	3	2
Private Vehicle	0	4
Personal Injuries	1	11
Property Damage	0	2

DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS 2256TH AIR BASE GROUP (AFLL)
 GRIFFISS AIR FORCE BASE NEW YORK 13440



DEPT TO: GERT/C. Nehl/7719

21 November 1968

SUBJECT: Annual Safety Survey - 2861st GEXIA Squadron

TO: GEXCB

1. The annual ground safety survey of the 2861st GEXIA Squadron facilities was conducted by a representative of the Safety Division on 7 November 1968. Findings are as follows.
2. The 2861st GEXIA Squadron consists of 220 military and 150 civilian personnel and occupies approximately 80,000 square feet of space in a warehouse type structure designated Depot #3. The squadron is responsible for the installation and maintenance of electronic ground equipment at various locations throughout the northeastern United States, Canada, Greenland and Iceland. This entails considerable vehicular travel by assigned personnel. The squadron has 85 vehicles of various kinds assigned.
3. Work crews consisting of from 2 to 20 members, under the supervision of a crew chief, are dispatched as needed to the various locations within the assigned area. Travel is normally by government motor vehicles. The team chiefs are required to submit a report indicating that a safety briefing has been conducted prior to leaving. In addition, the crew chief is required to brief his crew regarding safety matters prior to each work day. Each vehicle is equipped with a vehicular safety kit and each work crew is required to check out an additional kit containing suggested safety briefings and instructions regarding accident reporting, etc.
4. Safety discussions and briefings are a regularly scheduled part of the monthly Commander's Call. Squadron safety meetings are conducted on a regular monthly basis. Safety matters and problems are discussed and these meetings are documented. Safety bulletin boards are satisfactorily maintained. Squadron participation in base conducted traffic safety training (AFR 50-24) is above average.
5. The survey disclosed a high degree of management safety awareness within the squadron as evidenced by all of the foregoing. Operating instructions are adequate and safety procedures and directives are enforced by supervisors. Safety directives are being complied with and safety training is being provided to newly assigned personnel. Minor deficiencies observed during the survey were corrected. However, the following discrepancies requiring corrective action were noted.
 - a. Emergency fire evacuation plans should be prepared and conspicuously posted (AFR 92-1).
 - b. Electric wire for an electric typewriter in the secretarial room

Answered 5th - 9 Dec 68
 msd

is a tripping hazard and requires installation of an additional electrical outlet (paragraph 0412.3, AFM 127-101).

c. Safety board containing electrical rescue equipment for the SACAN area in "D" Bay requires relocation to a more readily available site (paragraph 1008 and 1022.7, AFM 127-101).

d. Outside plant storage area contains dismantled packing cases with protruding nails (paragraph 0403.4, AFM 127-101) and housekeeping in general is poor and requires improvement (paragraph 0602.5, AFM 127-101).

e. Electric fans in the Outside Wiring classroom and the Cable classroom require suitable mesh guards (paragraph 0412.10, AFM 127-101).

f. Defective electrical outlet in the Tool Crib in "C" Bay requires repair (paragraph 1013, AFM 127-101).

g. Electrically powered hack saw in Tool Crib unguarded at point of operation. Requires color coding (orange) at the blade in accordance with paragraph 0411.4(1)(e), AFM 127-101.

h. High voltage area in "C" Bay requires an additional safety rescue equipment board (paragraph 1008 and 1022.7, AFM 127-101).

i. Outside plant scaffolding storage area contains dismantled packing cases with protruding nails (paragraph 0403.4, AFM 127-101), and housekeeping in general is poor and requires improvement (paragraph 0602.5, AFM 127-101).

6. Request report of corrective action taken on the items noted be forwarded to the Safety Division (GSEF) not later than 15 December 1968.

J. M. Lewis
JACK M. LEWIS
Lt Colonel, USAF
Chief, Safety Division

Cy to: GEB
AFIC (MCIA)
GSEF (C. Henl)

Answered on 507 Dec 68
MSD

GEMZBA

Annual Safety Survey

GEBT

Reference your letter dated 21 Nov 68, requesting corrective action of safety violations. The following is a report of action that has been and is being taken:

- a. Lt. Hvozdovic, our unit fire marshal, is in the process of drawing up a fire evacuation plan for the entire squadron.
- b. Outlet in the secretarial room has been corrected by use of an extension cord fastened to the desk and floor.
- c. Two additional safety boards and rescue equipment are now on order for TACAN and FPS/20 mock-up area.
- d. Outside plant and storage area has been cleaned and housekeeping is being maintained.
- e. Electric fans in Outside Wiring classroom and the cable classroom have been fitted with mesh guards.
- f. Tool crib attendant has been notified of defective electrical outlet and color coding of electrically powered hack saw. He is in the process of correcting these deficiencies.
- g. Outside plant scaffolding storage area has been cleaned and housekeeping is being maintained.

FOR THE COMMANDER

msd
MICHAEL S. DELOACH, 2dLt, USAF
Safety Officer

MFR: 10 Dec 68

Self-explanatory

5b

OFFICE OF ADMINISTRATION

FUNCTION: Develop and promulgate Administrative/Personnel policies and procedures for the Commander in support of the Squadron's mission, i.e., Operates a Travel Coordinating Office, Provide Mail, Message, Correspondence, Publications and Forms Services, Responsible for Personnel Administration and the Quality Control Program and Operates a Budget Office. The authorized manpower for this function is 1 Administration Officer, Lt; 1 Administrative Supervisor, TSgt; 2 Administrative Specialists, SSgt; 1 Budget Analyst, GS-9; 1 Clerical Assistant, GS-6; 3 Administrative Specialists, GS-4.

RESPONSIBILITIES: The four basic responsibilities of the Office of Administration are:

I. Operate a Travel Coordinating Office (TCO)

The responsibility of the TCO is to satisfy mission travel requirements in the most economical and feasible means available. This includes reviewing all requests for travel to insure their compliance with governing directives i.e., AFM 10-3 as supplemented, Joint Travel Regulations (JTR), GEEIA directives and local directives issued by this Squadron; making maximum use of mission support airlift, arranging for commercial transportation, obtaining theater clearances, acquiring passports, providing customs information (Foreign Clearance Guide) and finally reviewing TCO copies of travel vouchers to insure all personnel have complied

with policies/procedures set forth in their travel orders.

Approximately 100 Special Orders and Amendments are issued by the TC0 monthly. A Squadron procedure which permits us to react to emergency TDY situations within 30 minutes has been established. This includes the issuance of travel orders and the payment of an advance to each individual.

II. Provide Mail, Message, Correspondence, Publications and Forms Service

In this function, the Office of Administration is responsible for the planning, installation, manning, operation, and maintenance of Administrative Services. This includes the establishment of a centralized point of control in the Office of Administration for coordination and routing of all incoming/outgoing mail and messages.

The responsibility of insuring that the preparation of mail, messages, and correspondence conform to governing directives rests with this Office. Offices of Record authorized within the Squadron are: Administration, Operations, Support, Workload Control, Wire, Electronics and Quality Assurance. These offices are authorized both correspondence and publications files. The Office of Administration is responsible for advising and assisting these offices in the establishment and maintenance of their files.

Publications and forms are requisitioned thru the Office of Administration. All reports RCS and Non-RCS are suspended and

monitored by this office to insure their timely arrival at higher headquarters. Approximately 2000 pieces of correspondence are processed thru this office per month. Approximately 65 reports are forwarded to higher headquarters each month.

III. Responsible for Personnel Administration

The Office of Administration is responsible to the Commander for insuring that Performance Reports on both Officers and Airmen are accomplished IAW governing directives and are received at the Office of Records (Records Section) on or before the suspense date.

Guidance is provided to all personnel requesting it in the preparation of Recommendations for Awards. These recommendations are suspended so as to arrive at Headquarters GEEIA at least 60 days prior to the desired date of presentation. The Administration Officer is responsible for reviewing the Airman Promotion Eligibility Listing when received from the CBPO to insure all eligibles are so identified and furnish requested information to higher headquarters. When promotions are received, orders are initiated or quotas transferred.

The responsibility for the management of the Unit Detail Listing and manpower resources rests with the Office of Administration. All statistical data received from the CBPO and CPO is analyzed and changes requested thereto, in an effort to achieve maximum utilization of assigned personnel. Two examples of these are the Airman Personnel Accounting Roster and the Unit Officer

Manning Roster. Requests for Personnel Action (AF Form 1098) are processed thru the Administration Office where they are reviewed for corrections prior to their submission to the CBPO. Civilian Personnel Actions (SF 52) are prepared and processed by this office for all civilian personnel assigned i.e., promotions, step increases, requests for fill of existing vacancies, etc.

Finally the Office of Administration is responsible for initiating Requests for Security Clearances, including SSIR Clearances of which there are 13 authorized in the Squadron, preparing AF Forms 47A and 47B, insuring all departing personnel have been debriefed, and acting as the Squadron Classified Control Point.

IV. Operate Budget Office

The Budget Office develops the financial plan and budget estimates for the Squadron when request is received from higher headquarters. Instructions are forwarded to the various operating offices for information required for preparation of the financial plan and budget estimate. Information is compiled and verified for completeness along with justification for requirements requested.

Upon receipt of the budget authorization and authorized budget allotment, the Budget Office daily monitors the funds as well as analyzes and makes adjustment in the allotment where required or request more if needed.

Information of various nature is provided to higher headquarters when requested. Numerous reports are provided on a daily, weekly or monthly basis i.e., expenditures of travel; Scheme Dollar Data System; Overtime Pay; NASA; SEA-MAP; commitments and obligations incurred plus many one time reports for special projects information. Overtime hours are monitored as well as Holiday Time.

The Office also assists and advises the operating officials on the budget status in the various Element of Expense Codes and the restrictions which are placed on the Squadron. All travel orders and amendments are funded. Obligation Authorities are requested through Base Accounting and Finance Office and follow-up action taken until completed; funds are controlled which are required by personnel in the field for supplies, equipment and crane; records are maintained on overtime and holiday hours requested and worked plus expenditures in each; expenditures are recorded daily and discrepancies checked if any, plus summaries made on a weekly basis.

Mail and Distribution: The following information is submitted.

Outgoing Messages	2,150
Incoming Messages	3,215
Total	5,365

Reproduction Job Orders processed - 516

Recurring Reports (RCS) processed - 780

Civilian and Military Personnel: The following information is submitted.

AF Form 1098 (Request for Personnel Action) processed - 715

AF Form 909, 910, 911 (Airman Performance Report) processed - 254

AF Form 77 (Company Grade Officer Performance Report) processed - 22

SF Form 52 (Civilian Personnel Action) processed - 160

Manpower Authorization

	10 Officers		39 GS
	<u>216</u> Airmen		<u>102</u> WB
Total	226	Total	141

Grand Total - 367

Lt Col	1	GS 12	1
Major	1	GS 11	8
Captain	2	GS 09	15
1stLt	6	GS 06	2
CMSGT	4	GS 05	9
SMSGT	6	GS 04	4
MSGT	13	F-13	1
TSGT	34	F-12	1
SSGT	60	F-11	2
SGT	46	F-10	1
AIC	53	F-08	1
		L-11	25
		W-12	33
		W-11	28
		W-10	9
		W-08	1

Travel Coordinating Office (TCO): The following information is submitted.

T-Series Temporary Duty Orders (TDY) accomplished - 1,479

M-Series Orders accomplished - 9

G-Series Orders accomplished - 2

Budget: The following FY 69 financial report is submitted:

Budget Projections and Expenditures

<u>Element of Expense Code</u>	<u>Projection</u>	<u>Obligation</u>	<u>Difference</u>
20101	\$1,456,800	\$1,350,715	-\$106,085
392	1,255,700	1,105,235	- 150,465
401	775,895	560,533	- 215,362
463	-0-	-0-	-0-
473	-0-	151	+ 151
56907	34,656	16,270	- 18,386
59206	21,450	24,196	+ 2,746
60910	239,000	155,558	- 83,442
612	-0-	1,678	+ 1,678
619	11,000	10,521	- 479
62810	15,000	15,000	- 3,752
639	<u>2,090</u>	<u>1,949</u>	<u>- 141</u>
	\$3,811,591	\$3,238,054	-\$573,537

Southeast Asia Cost

Base Pay, Per Diem, and Travel \$86,906.89

	<u>Overtime</u>	
1st Quarter	666.5	\$ 3,410.09
2nd Quarter	679	3,543.99
3rd Quarter	863	4,298.23
4th Quarter	<u>985</u>	<u>5,318.19</u>
TOTAL	3193.5 Hours	\$16,570.50

CURRENT 2861ST PUBLICATIONS AND/OR SUPPLEMENTS

<u>Publication Number</u>	<u>Date</u>	<u>Title</u>
0-2	31 Dec 68	Numerical Index of 2861 GEEIA Sq Publications
6-1	20 Sep 66	Policy and Procedures Governing Squadron Duplicating Equipment
10-1	27 Sep 66	Control and Accountability of Classified Material
10-2	27 Oct 66	Awards and Decorations
10-3	3 Nov 66	Preparing and Processing Written Communications
AFM 10-3 Sup 1	5 Jun 67 9 Jan 69	Administrative Orders
10-4	18 Jan 67	Control of Temporary Duty Travel
11-1	10 May 68	Team Chief Handbook ¹
11-9	18 Jul 66	Termination of Employees
25-1	27 Jan 69	2861 GEEIA Sq. Manhour Accounting
30-1	11 Oct 68	Squadron Duty Hours
30-2	28 May 68	2861 GEEIA Squadron Zero Defects Program
AFR 30-30 Sup 1	28 Jun 66 6 Feb 69	Standards of Conduct
35-1	25 Jan 68	Dormitory Discipline

<u>Publication Number</u>	<u>Date</u>	<u>Title</u>
35-2	7 Oct 66	Military Processing Checklist
35-3	6 Dec 66	Military Sponsor Program
35-4	18 Jan 67	Military Assigned Personnel
AFR 35-8	26 Apr 68	Passes
Sup 1	20 Jun 68	
AFM 35-22	16 Dec 64	Leave
Sup 1	20 Jul 66	
39-1	6 Feb 69	Military Formations (Roll Call)
39-3	11 Feb 69	Airman Recognition Program
40-1	28 Sep 66	Utilization of Overtime
40-2	20 Oct 66	Civilian Processing Checklist
AFR 40-601	22 Jul 66	Leave Administration
Sup 1	9 Jan 67	
50-1	28 Jun 68	Administration of the OJT Program
50-2	9 Sep 68	Implementation of the OJT Program
50-3	8 Apr 69	Squadron Evaluation/Upgrade Board
66-1	31 Jan 69	Daily Manning and Scheduling Status Report
66-2	16 Sep 68	Pre-Depot Level Maintenance (DLM) and DLM Schedules
66-3	10 Apr 69	Maintenance Workload
67-1	18 Jul 66	Materiel Control
67-2	3 Oct 67	Tool Crib Operation
67-3	5 Oct 67	Shipment of DIFM Assets, Tools, and Test Equipment
67-4	14 Sep 67	Repair Cycle Asset Control
67-6	18 Jul 66	Emergency Requirements

67-7	18 Jul 66	Bench Stock
67-8	10 Sep 68	Supplies and Equipment
67-10	25 Sep 67	Transfer of Property Between Teams While in the Field
67-11	2 Oct 67	Personal Account Numbers for Tool Crib Issue
74-2	8 Oct 68	TACAN Antennas
74-3	4 Jan 68	2861 GEEIA Sq Quality Control Management
75-1	1 Jan 68	Site to Quarters Mileage-Temporary Duty Travel
77-1	18 Jul 66	Dispatch, Use, Operation and Repair of USAF Vehicles
77-2	3 Oct 67	Turn-In of Air Force Motor Vehicles after Normal Duty Hours
100-1	14 Apr 69	Installation and Removal Workload
100-2	25 Nov 68	Team Arrival and Team Departure Messages
100-3	20 Sep 67	Operations Control of Maintenance-Installation Workload
100-4	18 Apr 69	Control of Direct Distance Dialing Telephone Calls
127-1	28 Sep 66	Reporting Accidents
127-2	29 Sep 66	Safety Practices
127-3	20 Mar 68	Supervisors Safety Training
127-4	22 Mar 68	Safety Awards
127-5	21 Mar 69	Storage of Powder Actuating Tool Sheels
172-1	2 Jan 69	Industrial Funding
178-1	28 Jan 69	2861 GEEIA Sq. Performance System
210-1	27 Mar 68	Preparation and Submission of the Annual Historical Report

SUPPORT BRANCH

The Support Branch consists of three sections: The Material Support Section, the Tool/Test Equipment Section, and the Motor Pool Section. Manned by UMD authorization of 17 personnel, the Support Branch has functional responsibilities in the following areas:

- a. Provides or assures material support for assigned CEM-EMI workload.
- b. Provides or arranges for the transportation of required material and equipment to the work site.
- c. Provides or arranges for motor vehicles and special equipment.
- d. Provides tools and test equipment for completion of assigned operational requirements.
- e. Responsible for office, administrative and other supplies required to support the assigned mission.
- f. Monitors USAF property through seven custodian accounts.

The accounts monitored are as follows:

430 TL	Tool Crib
430 BK	Barracks
430 VE	Vehicles
430 SQ	Miscellaneous
430 RA	Miscellaneous
430 WB	Miscellaneous
430 RD	Miscellaneous

At times, the Squadron must rely on transportation other than Squadron vehicles. This transportation is normally commercial trucking and USAF Log Air. The purpose of this transportation is to ship to and to return from work sites equipment and material that we are unable to transport ourselves.

MATERIAL SUPPORT SECTION

This organization operates under the UNIVAC 1050 II Computer System, which is the USAF Standard Base Level Automated Supply System. The Section normally controls more than 300 due in from Maintenance (DIFM) or repair cycle assets in support of CEM maintenance and TACAN antennas.

A 200 line item bench stock maintained by Base Supply and located in the Material Support area is utilized for BOM requirements. The bench stock consists of fast moving expendable items.

Additional stocks were established in support of the F4U-16 overhaul program initiated during FY 69.

This section received GEEIA Form 79 - Bill of Material, in support of maintenance work orders, researches the required items through stock lists, manuals, catalogues, and technical orders for requisitioning. The items are requisitioned and stored when received. Follow-up action is taken to insure delivery on time, back order listings are reconciled and requests cancelled when necessary.

TOOLS/TEST EQUIPMENT SECTION

This section handles the issuance, inspection and storage of 1293 test equipment and EAID items. Documentation for issuing and turn-in of tools and equipment as well as hand receipts for temporary loan of equipment is handled by Mr. Walter Zielinski, Supply Clerk. Careful check is kept on all items requiring calibration.

MOTOR POOL SECTION

This section is responsible for 86 vehicles assigned to the Squadron. The complement of the Squadron's strength is seen on the attached listing. Requests for vehicles for transportation of men and material, determination of suitable types and number of vehicles to be dispatched, credit cards, tool tickets and USAF invoices, are the everyday responsibility of the Motor Pool Section.

VEHICLE LISTING

6 Passenger	25
V-17 Line Truck	9
V-18 Auger Truck	2
5 Ton Tractor	2
6 Ton Semi Trailer	8
Telesar	1
Fork Lift	1
1 $\frac{1}{2}$ Ton Stake Truck	1
2 $\frac{1}{2}$ Ton Cargo Truck	3
2 $\frac{1}{2}$ Ton Shop Van	11
V 58 TP Maintenance Truck	11
T-78 Trencher	2
J-36 Trencher	1
Wrecker Truck	1
Bolster Trailer	2
Cable Trailer	4
Low Boy	1
Farm Tractor	1
U-1700	3
T-1000 Trencher	1

Manning has been a continuing problem during FY 69. Gains during this period included 2/Lt Jonathan F. Kennard, AIC George M. Contaxis, and losses included SSgt Manuel Hunter, SSgt William Sheets, and AIC George L. Baker. Of the authorized supervisory positions, two were filled by Sergeants or below as seen in the following table:

<u>AFSC</u>	<u>Authorized</u>	<u>Assigned</u>
47330	1	1
60351	1	0
64590	1	0
64570	2	1
64550 (Military)	3	2
64550 (Civilian)	7	7

Four supervisory positions remained unfilled during this period. This lack of supervisory personnel has severely hampered the effective supply support of the squadron's mission. The problem has been forwarded to higher headquarters for assistance.

A second major problem has been delinquent DIFM. The Support Branch is required to order material 90 days prior to the start of a maintenance job. In most instances DIFM items are received by the squadron within 10 days of ordering. This means that they are on hand for approximately 70 days prior to the beginning of the maintenance job. This period is inconsistent with the Base Supply policy that DIFM items are delinquent after 10 days. This has been discussed with Base Supply in light of new AF Regulations and action is being taken to alleviate the problem.

OPERATIONS BRANCH

ELECTRONICS SECTION

This section which is directly under the Operations Branch, has a manpower complement of 205 military and civilian personnel. The primary function of this section is to provide the high level of technical skills necessary to carry out accomplishment of Installation, Maintenance, Modification, and Removal programming on all Ground Electronics, Communications, Microwave, Closed Circuit T.V., and Meteorological equipment designated to the 2861st GEEIA Squadron. Examples of equipment systems are Search and Height Finding, Radar, Navigational Aids (GCA), and Weather (Storm Detecting) Radar, Ground to Air Radio Communications Systems, Radio Navigational Aid Systems, as well as repair and overhaul of Radar and Radio Nav-Aids antennas. Section is under the supervision of 1/Lt Michael Dooly, OIC.

RADAR UNIT

The Radar Unit is made up of 105 military and civilian personnel, who, during the past year, accomplished 15 IRANs and 13 Pre-IRANs on various equipments such as AN/FPS-6, AN/FPS-26, AN/FPS-35, AN/FPH-16, GSA-51, and AN/FPH-47 Radar sets. In addition, it accomplished the following: 14 requests for Emergency assistance and 7 requests for modification compliance on the above equipments, two emergency bearing replacements on AN/FPS-35 and AN/FPS-24 at Boran AFS CA and Port Austin, Michigan respectively, installed 6 AN/FPS-77 Weather Radar

systems, and removed 13 complete radar systems. One of the most significant tasks was the complete "In-House" overhaul of an AN/FPN-16 GCA (Radar) system. This system was completely disassembled, cleaned, and all electronic components were repaired. After the entire shelter and MT-1173 turntable was overhauled, the set was reassembled and installed at the Griffiss AFB operating site. Two off-base systems are presently being overhauled at Pease AFB NH and McGuire AFB NJ.

Another noteworthy accomplishment during FY69 was in giving technical assistance to Rome Air Development (AFSC) in support of their project "Seek Launcher". Here the Radar Unit was called upon in the fabrication, installation, and operation of special radar equipment under this project. At the present time it is engaged in giving assistance to RADC on project "Winterwatch", in support of SEA.

Formal training was accomplished on the following equipment:

AN/FPS-24, one (1) man at SHAWA

AN/FPS-77, five (5) men at Chanute AFB

HPN/Series Systems, two (2) men at Keesler AFB

BUIC III Course, four (4) men at Keesler AFB

BUIC "Input/Output Course," one (1) man at Keesler AFB

BUIC "Central Computer", two (2) men at Keesler AFB

BUIC "Systems Technician" Course (with BFMM), one (1) man at Keesler AFB

AN/TPQ-11 Course, one (1) man at Chanute AFB

Solid State Course, four (4) men at Field Training Detachment, Griffiss AFB

RADIO UNIT

The Radio Unit is tasked with the Installation, Maintenance, Modification and Removal actions for all Ground/Air Communications, CCTV, Microwave and Navigational Aid equipment in their assigned area of responsibility which is the Northeastern U.S., Eastern Canada, and Iceland and Greenland. The manpower strength is 83 military and civilian personnel.

Noteworthy accomplishments include:

Installations -

- 1 ea AN/FMN-1 Weather equipment
- 1 ea AN/GSQ-113 Intrusion Detection Equipment
- 3 ea Circuit Balance Weather equipment
- 2 ea ID-815 Indicators
- 9 ea RO-362 Recorders
- 1 ea Instrument Landing System
- 1 ea Federal Aviation Agency Monitor unit
- 2 ea Relocation of Weather Equipment Schemes
- 3 ea 487L System
- 1 ea TR-1510 Recorders
- 2 ea AN/APX-25 SIF Transceivers
- 1 ea AN/FSA-4 Control Tower Console (Modifications)

Maintenance -

- 4 Instrument Landing System (ILS) IRANS
- 50 Radio Comm Equipment IRANS
- 4 ILS Emergency Assists
- 1 Technical Assistance request

6 TACAN (Radio Nav-Aids) IRANS

5 Emergency TACAN Assists

17 Emergency TACAN Antenna Changes

1 TVOR (Nav-Aids) Emergency Assist

Removals -

1 ILS System

1 TVOR System

The Radio (Nav-Aids) unit accomplished the overhaul and testing of 44 TACAN antennas (11 High Band and 33 Low Band).

Due to the highly commended way in which the Radio unit installed a 487L System at Steward AFB NY, it was requested to perform a similar installation at Richard-Gebaur AFS MO.

The unit was also tasked to do an IRAN of the communications equipment at Martinsburg, WV, for the 2863rd GEEIA Squadron.

Training.

The following formal training has been accomplished:

AN/GKA-5 Time Delay Data Link Equipment, one (1) man at KEESLER AFB

Oscilloscope Control, two (2) men at Keesler AFB

VHF (Radio) Modernization, five (5) men at Keesler AFB

AN/GSC-7 System, four (4) men at Ft. Fisher, NC

Solid State Theory, eight (8) men at Griffiss AFB

OJT Administrator, one (1) man at Griffiss AFB

Planned FY70 Training.

487L System, two (2) men

AN/GKA-5 TDDL Equipment, two (2) men

FIELD ASSISTANCE UNIT

This unit is made up of 15 highly skilled and trained specialists, whose diversified backgrounds cover almost every type of equipment in the Electronic field. Of this group, 14 are Civil Service Electronics Technicians, the other individual is a Contractor Field Service Representative from ITT/Griffith Corporation. This unit is assigned to the Electronic Section, and is under the general supervision of 1/Lt Michael Dooly, OIC.

The primary responsibility of this organization is to provide technical assistance of a highly specialized nature to personnel on-site who are involved in the installation, maintenance, modification and removal of such Air Force owned and operated Electronic equipment assigned from the GEEIA Workload Schedule and assigned to the 2861st GEEIA Squadron.

Examples of some of the equipments covered are:

Search and Detection Radar
Radar Navigational Aids
Radio Navigational Aids
Ground Controller Approach Systems (Radar)
Ground to Air Communications Systems
Airport Control Tower Equipments

Time Delay Data Link Systems

Autodin System (Telephone)

GEEIA BUIC Program

Radar and Radio Systems (Antennas)

The unit also provides to the Electronics Section training, both classroom and On-The-Job training, develops course outlines, develops and administers tests. It monitors the development of new systems and modifications in the GEEIA/Air Force inventory to assure smooth transition into the Squadron workload.

The Field Assistance Unit is frequently called upon to make surveys, monitor programs, and to serve as advisor in technical matters in areas of special interest to the Squadron Commander and his staff.

During FY69 the Field Assistance Unit spent 1308 man-days, which covered 46 field trips, supporting the Electronics Section, and in augmentation to other GEEIA Squadrons and Regions, while providing technical assistance. Until recently when the Squadron Quality Assurance was established, this unit was tasked with the Quality Control Function responsibility. One hundred and sixty-five (165) man-days were spent on Q.C. inspections at on-site locations during FY69.

Since the establishment of the Squadron AN/FPH-16 Radar overhaul program, this unit has provided key personnel on a multi-shift basis and at this time is providing eight Civil Service and one Contractor Field

Service Representative at the AN/FN-16 schemes going on at Pease AFB and McGuire AFB.

Training.

179 man-days were used in receiving training at AF and factory schools.

Pre-IRAN Inspections.

218 man-days.

Contract Monitoring, Category II Testing, etc.

120 man-days.

Personnel Gains.

1 Contractor Field Service Representative and 1 GS-09 Electronics Technician.

Personnel Losses.

2 personnel (1 GS-11 and 1 GS-09) were transferred to new Quality Assurance Office (QEMZBQ).

WIRE SECTIONINSIDE PLANT

The Inside Plant unit of the Wire Section is composed of three work centers: Crypto, Teletype, and Telephone Central Office.

Personnel status is as follows:

Crypto	Military - 17
	Civilian - 1
Teletype	Military - 9
	Civilian - 1
Telephone Central Office	Military - 14
	Civilian - 7

The Crypto work center is involved with the installation of numerous pieces of ciphony equipment. Most of the workload involved in this section is accomplished in the Washington DC area. During the past FY we have started 35 schemes and finished 34. This discrepancy can be understood as follows: only Phases I and II of Scheme 1046A880 at Keesler AFB MS have been completed to date. Phase III is scheduled to start 16 August 69 with a 23 September 69 completion. The start date, however, is doubtful due to unknown date of delivery at Keesler of the equipment slated for installation.

We participated in two separate augmentations this past year. Sgt Barker and AIC Goodridge were dispersed to PAC GEEIA Region for 76 days in accordance with PAC GEEIA Op Order 69-10-45. AIC Zawaki augmented PAC GEEIA Region for 120 days under PAC GEEIA Op Order 69-2-13.

SSgt Quick was dispatched on an emergency assist to MacDill AFB on Scheme 1385T7B0 for a period of 27 days. The problem was with CCU (ancillary equipment) and was caused by poor maintenance procedures on part of the operating agency.

A run down of completed schemes for the FY is as follows:

<u>SCHEME</u>	<u>LOCATION</u>	<u>COMPLETION</u>
0307AB80	Griffiss AFB NY	12 Jul 68
0681A680	Pentagon DC	26 Aug 68
0684A680	" "	26 Aug 68
0692A680	" "	26 Aug 68
0693A680	" "	26 Aug 68
0694A680	" "	26 Aug 68
0696A680	" "	26 Aug 68
0697A680	" "	26 Aug 68
1203A880	Anacostia Nas.	5 Sep 68
0696A7B0/1	Saglek AS Canada	19 Sep 68
1136A880	Pengagon DC	19 Sep 68
1060A880	" "	24 Sep 68
1053A880	" "	25 Sep 68
1122A680	" "	26 Sep 68
0678A680/1	Pentagon DC	30 Oct 68
0063A880	Flin Flan Canada	17 Oct 68
0034T980	Pentagon DC	26 Nov 68
0205A980	" "	15 Nov 68

<u>SCHEME</u>	<u>LOCATION</u>	<u>COMPLETION</u>
0679A680/1	Pentagon DC	Dec 68
1894A580	Topshan ME	10 Dec 68
0733A880	Pentagon DC	19 Dec 68
1361A580	Philadelphia Pa	16 Jan 69
0402T980	Pentagon DC	21 Jan 69
1487T780	Moorestown NJ	27 Jan 69
1160A880	New York City NY	5 Feb 69
0619A980	Pentagon DC	14 Feb 69
0612A980	" "	24 Feb 69
1259A780	Westover AFB MS	4 Mar 69
0762A880	Stewart AFB NY	27 Mar 69
1046A880	Keesler AFB NY	Not Complete, Phase I and II Comp 28 Mar 69
1135T980	Pentagon DC	2 May 69
0714A980	Pentagon DC	14 May 69
0956A880	Loring AFB ME	26 May 69
0957A880	Pentagon DC	2 Jun 69
0309T980	Bolling AFB DC	20 Jun 69
0715A980	Pentagon DC	20 Jun 69

The Teletype Work Center expends many of its manhours in assisting the Crypto Work Center by running cable and conduit for crypto gear. We also perform maintenance, installation, and removal of TTY gear when called upon. During FY69 we started six schemes and

completed four. Schemes 0158A7B0-AJXF-C and 0188A7B0-JDKR-C were put in a hold status at 85% complete and the teams returned to home station. Allied Support failed to meet the scheduled installation date by not having leased teletype equipment available for installation at that time. The team was removed from these jobs in August 1968 and will not complete these schemes until July 1969 if leased equipment is available on schedule. The same condition would have arisen on 0073A7B0-MXRD-C had the team been permitted to start the job. The TTY equipment on all these jobs is to be supportable in July 1969.

We had six augmentees to European GEEIA and one to the 2862 GEEIA Squadron; SSgt Balda for 92 days under EUR GEEIA OPS Order 68-11-57, TSgt Wilson for 75 days under OPS Order 68-8-42, SSgt Balda for 52 days under OPS Order 68-11-59, and SSgt Balda, Sgt Sibley, and Sgt Peyton for 70 days under OPS Order 68-07-29. Sgt Gustafson augmented the 2862 GEEIA Squadron for 89 days on Scheme 1457A7B0.

A run down of schemes follows:

0207R980	Ottawa Canada	Completed 4 Jun 69
0154A880	Otis AFB MS	Completed 21 Apr 69
0176A880	Antigua AFS GBI	Completed 12 Jul 69
0555A881	Langes Iceland	Completed 19 Aug 69
0158A7B0	Andrews AFB MD	(Not complete)
0188A7B0	Goose Bay Canada	(Not complete)

The Telephone Central Office Work Center expends most of its manhours in Pre-Irans and Irans and removals of telephone exchanges. This past year, of eight schemes started, we have finished eight. On all Autovon installations within Eastern GEEIA Region we have experienced difficulties in completing the schemes due to no commercial equipment being available to operationally test our installed equipment. This necessitates a statement in the technical inspection block stating "GEEIA will return upon request of the operating agency to perform operational test and correct all discrepancies that occur." Numerous requests have been made by this squadron to Eastern GEEIA Region to fully coordinate and insure this equipment will be available prior to dispatching a team to site for installation purposes.

We performed one assist and one emergency assist. Messers Leavitt, Baerman, and Sgt McDonald assisted on Scheme 0009E980 for 170 days and SSgt Prato and Sgt Szczeck worked on the emergency CE Scheme 8137X980 for 12 days. Our augmentations totalled 1418 man-days. A detailed list follows the run down of schemes accomplished.

<u>SCHEMES</u>	<u>LOCATION</u>	<u>COMPLETION</u>
1515T7B0	Griffiss AFB NY	11 Jul 68
1237A680/1	Loring AFB ME	3 Sep 68
0400R980	Griffiss AFB NY	22 Oct 68
1041A7B0	Boose AB Canada	25 Oct 68
1227A680/1	Bolling AFB DC	27 Oct 68

<u>SCHEME</u>	<u>LOCATION</u>	<u>COMPLETION</u>
1754A680	Bolling AFB DC	20 Nov 68
0605A980	Goose AB Canada	13 Feb 69
1243A680/1	Westover AFB Ma	5 May 69
<u>Augmentees:</u>		
TSgt Davis	EUR GEEIA 95 days	OPS Order 68-12-65
SSgt Anders	" " " "	" " " " "
Sgt McFadden	" " " "	" " " " "
Sgt Perry	" " " "	" " " " "
Sgt Moore	" " " "	" " " " "
L-11 Leavitt	" " 65 "	" " " " "
W-11 Garry	" " 65 "	" " " " "
W-11 Smith	" " 65 "	" " " " "
TSgt Wilson	EUR GEEIA 60 days	" " 69-04-23
SSgt Anders	" " 30 "	" " " " "
SSgt Lyons	" " 60 "	" " " " "
Sgt Holmes	" " 60 "	" " " " "
Sgt McFadden	" " 60 "	" " " " "
A1C Lockwood	" " 60 "	" " " " "
L-11 Leavitt	" " 30 "	" " " " "
W-11 Baerman	" " 30 "	" " " " "
Sgt Perkins	CENTRAL GEEIA 179 days	" " 68-10-5
Sgt McFadden	" " 129 "	" " " " "
W-11 Smith	" " 50 "	" " " " "

WIRE SECTION

OUTSIDE PLANT

The Cable/Antenna Installation Work Center is tasked with installation and removal of numerous pieces of communications electronics equipment. The main areas in which this work center is occupied are the installation and removal of rigid radomes, tempered and arctic towers, and cable schemes. This work center is called upon many times to assist the Electronics Section in the installation of many antenna maintenance work orders, to do the rigging and construction position of antenna jobs, to place the secure supporting cabling in both antenna and weather schemes, and assist in bearing changes on FPS-24 and FPS-35 Radars.

The Cable Splicing Work Center is tasked with splicing and maintenance of all types of communications cable-telephone, weather, special purpose cable for Nav-Aids equipment, and coaxial. This work center also augments construction teams in the accomplishment of their schemes.

In order to insure quality workmanship and good customer relationship, periodically, each Field Supervisor checks completed and in-progress jobs.

Outside Plant has experienced a very productive year. We have expanded over 50,000 productive manhours installing 91 communication/electronic schemes. Assistance has been provided to other regions, squadrons, and sections within our squadron.

Within our own squadron we assisted on 42 schemes/work orders. Our support of SEA is over 6,000 manhours this year. The authorization for our unit is 59 personnel, but assigned strength has varied from 39 to 52 men during this period. Presently we have 42 men assigned. Through an aggressive OJT program, 15 men have been up-graded and proficiency of all has shown a definite improvement.

Major accomplishments during this period include the completion of 13 cable or antenna schemes in the North Country, Greenland, Iceland, and Canada. Accomplishing these schemes involved the movement of 54 men, numerous vehicles, tools and equipment to support the operation. Through the combined efforts of all concerned it was possible to accomplish the movement and deployment of men and equipment in one airlift to the specific location and at a specified time. As a result scheme progress was expedited to a successful completion, saving many hundred manhours. After personnel returned from the North Country they were scheduled TDY to various locations, Viet Nam, Thailand, McDill AFB FL and locations within our squadron's area of responsibility. In our squadron's area of responsibility we accomplished seven Gap Filler removals, expending more than 7,000 manhours on this one phase of work.

Many cable maintenance or installation scheme/work orders were accomplished. The removal of two FPS-24 surveillance radar sets were completed during this period. The Outside Plant portion of scope control has been installed at three different locations.

Most outstanding of all is the safe manner in which each man has accomplished his assigned duties. There have been no injuries that have required hospitalization during this period.

Our equipment status has improved to the extent of having two new heavy duty trenchers and three new V-1700 pole line construction vehicles added to our inventory. Many hand tools have been replaced or added and an improved method of control for equipment has been employed.

Sixty-three (63) men, 17 special purpose vehicles and associated tools have been moved to the North Country for this coming construction season, and we plan to accomplish 40,000 man-hours of work in the North Country again this year as well as our regular scheduled workload.

WORKLOAD CONTROL SECTION

The Workload Control Section has the responsibility of planning and scheduling on-site installations and removals, on-site and in-house depot level maintenance, modifications, and emergency support to all CEM equipment within the geographical area assigned to the squadron. The office is manned by two officers and nine civilians.

The Technical Order Library has been the responsibility of Workload Control. The work teams are enabled to research and accomplish their mission with the assistance of the technical orders, Team Chief's Handbooks and forms kept ready in the library.

The section also monitors the Suggestion Program for the Squadron. The following chart shows the extent of participation for the past FY:

<u>Quarter</u>	<u>Military</u>	<u>Civilian</u>	<u>Cumulative</u>
1	0	1	1
2	2	3	6
3	17	19	42
4	25	19	86

This represents a percentage of 26% which is not very impressive but as the above table shows, participation has grown steadily thanks to the efforts of the Program Monitor, Mr. Paul Gentile.

Also an Industrial Engineering Unit is responsible for re-organization of people and equipment according to mission requirements, space, power, smooth work flow, efficient production, and safety measures. They are also responsible for accurate reporting, analysis, reports, and procedures employed under the GEMS Manhour Accounting Section. The attached charts show how effective the I-E Unit has been in fulfilling this responsibility. Manhour Accounting shows entry errors in the preparation of GEEIA Form 77. As can be seen from the chart the error rate has been consistently very low. Reporting Accuracy Expendig Manhours measures the accuracy of reporting manhours on GEEIA Form 77. Our accuracy level has increased over the FY and is continuing at a high level. In addition, this unit also monitors the Squadron Zero Defects Program.

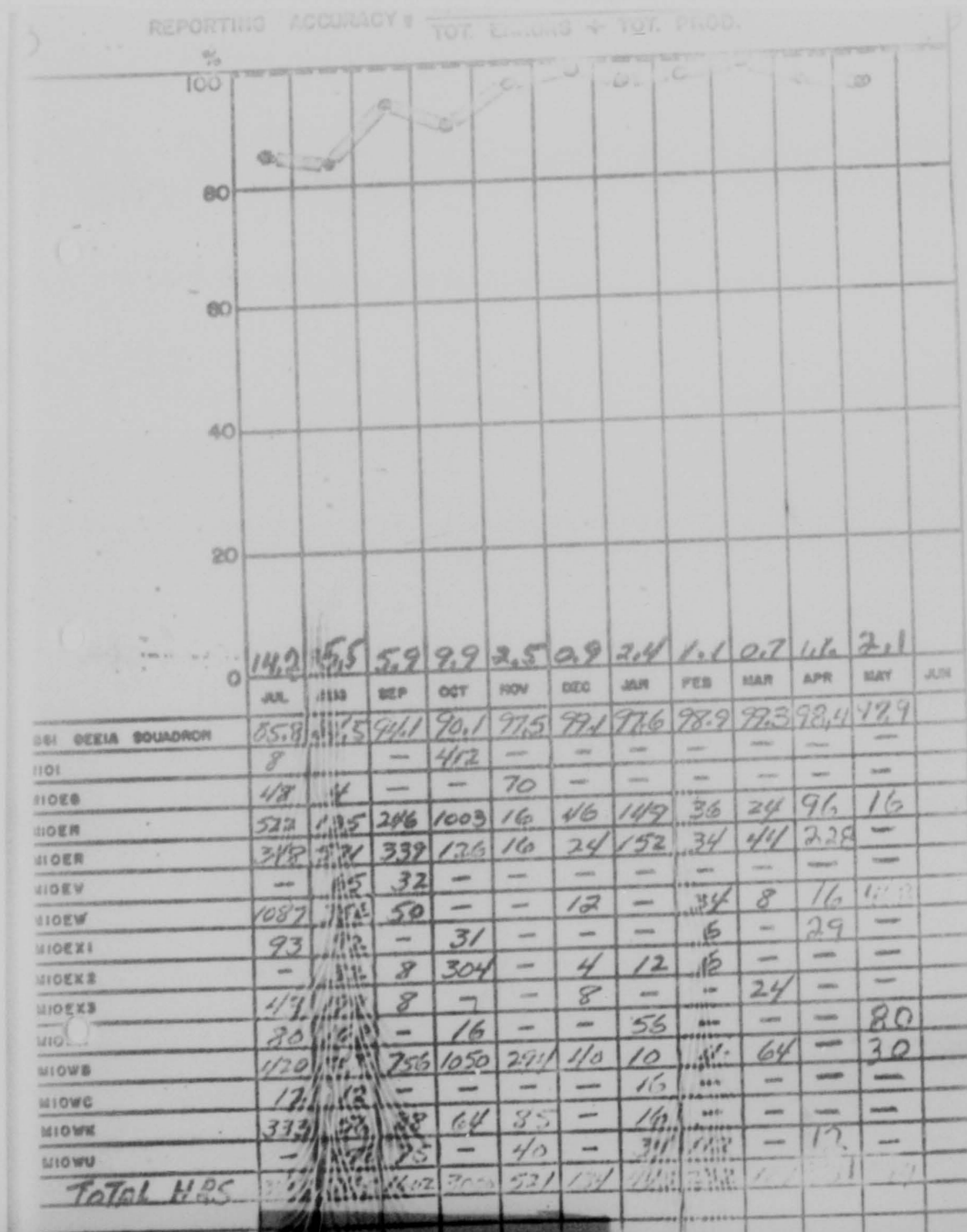
The Section maintains a command and control room in which the status of jobs in progress and projected jobs is updated daily and presented in daily briefings in order for proper control of workload by the Commander, Operations Office, and the Workload Control Section in coordination with respective work centers.

The following table lists scheme and work order completions for the past FY:

INSTALLATIONS	-	202
MAINTENANCE	-	303

MONTHLY ACCOUNTING
MESA FL 377 ERRORS VS TOTAL SUBMISSION

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
SBI GEEIA SQUADRON	2.8	2.8	1.7	1.7	1.2	1.1	1.3	1.1	1.7	1.2	1.3	
I	11	-	-	-	-	1	2	-	4	3	11	
IA	5	1	1	11	6	6	5	7	8	1	-	
IO	6	4	4	2	5	-	-	1	3	1	-	
IOI	6	2	3	2	3	1	-	1	1	-	-	
IOC	5	-	4	17	1	-	3	1	5	-	2	
IOE	7	-	1	4	2	3	1	1	2	5	3	
IOZI	15	18	16	6	9	11	7	5	7	26	2	
IOZB	3	-	3	-	-	2	-	2	4	-	-	
IOZC	25	17	40	38	3	11	19	22	9	26	20	
IOZD	44	66	31	29	20	9	9	19	6	9	2	
IOEV	-	4	4	2	-	-	-	1	-	-	-	
IOEW	37	5	7	-	3	-	1	29	7	9	36	
IOEXI	11	4	6	13	3	-	2	10	12	14	-	
IOEXE	11	15	7	7	-	8	2	2	3	5	5	
IOEXB	12	18	4	2	6	8	4	5	3	6	2	
IOET	-	-	-	13	13	4	-	4	1	-	1	
IOEW	-	-	-	-	-	3	0	1	1	2	2	
IOEWA	27	-	2	11	3	8	10	42	29	-	8	
IOEWB	26	112	18	76	30	26	7	10	43	4	24	
IOEWC	6	5	8	3	6	7	4	3	11	-	2	
IOEWE	110	8	8	12	7	3	62	5	10	1	16	
IOEWU	12	12	10	-	8	3	6	7	10	2	1	
IOE	-	-	-	-	-	-	-	-	1	3	1	
IOE	2	6	4	2	3	3	3	1	2	1	7	
TOTAL	352	397	161	150	137	117	146	171	152	128	145	



TRAINING SECTION

Within the past year, supervision of the Training Section has reverted back to the Operations Branch. During this transition period, a training NCO was assigned to the organization to fill the slot vacated by the previous Training NCO.

The training function discovered early in the OJT game that training in a classroom environment leads to greater student concentration, greater emphasis on subject matter and greater retention of material by the students. We also found that a good training program is supported by good instructors.

Such a project was started in early October 1968 to primarily train the OJT personnel to retain information and to pass the Specialty Knowledge Test (SKT's). During the first SKT cycle under this program thru February 1969, this section tested 31 men and all passed with an average score of 79.4 percentile. Seven different AFSCs were tested. Upon completion of the testing, the students are returned to their individual work center to receive further proficiency training. After all further requirements are met, they are then upgraded to the next higher skill level within their specific AFSCs. The program is conducted in a coordinated effort with the Training NCO, a chief instructor, and individual instructors for the specific AFSCs.

The following comprises the listing of individuals with scores, tested the SKT for their AFSC. All individuals concerned were up-graded during this reporting period.

JULY 1968

36150	Gonzalez	50
36154	Thomas	-25
30471	Weaver	90

AUGUST 1968

36130	Blue	90
36130	McCloskey	90
70230	Ruscitti	60
36251	Perry	40
36154	Hill	30
70250A	Takai	60
30372	Fultz	65
30474	Rhode	65

SEPTEMBER 1968

30351	Cropf	65
30352	Pfleiderer	40
30454	Everson	-25
30455	Berg	-25
30455	Lucas	-15

OCTOBER 1968

36130	Strom	90
30352	Hetrick	95
30454	Dodd	50
30454	Ross	-05
30455	Stacavich	-20
36154	Machansky	-25
30371	Stubbs	95
36174	Juarbe	55

NOVEMBER 1968

36130	Sewell	90
75132	Charbonneau	90
47151	DeGasto	65
36150	Guth	55
30351	Thompson	70
36170	Foote	85

DECEMBER 1968

47330	Baker	20
36130	Caronia	95
36130	Gardner	85
36130	McCaslin	95
36130	Taub	85
36130	Weels	95
36130	Sickles	95
36134	Ramos	90
36134	Boston	70
30454	Deemer	80
30454	McMillen	95
30454	Peck	80
30455	Berg	85
30474	Smith	-10
36271	Anders	-35

JANUARY 1969

30454	Ross	95
306501	Arnold	-25
30650	Costa	-15
30650	Dumont	-10
30650	Riter	-05
30650	Zawaki	-01
36154	Cocivera	60
36251	Donahue	90
36251	Palat	85
36350	Watson	-05
30454	Everson	80
64570	Hunter	40

FEBRUARY 1969

30351	Reiser	90
30351	Velasquez	90
30352	Fiedler	90
30352	Kern	80
30352	Kudasik	85
30352	Olmsted	95
30352	Sibel	70
30352	Sinner	90
30455	Stacovich	80
36150	Blue	30
36150	Sewell	50

FEBRUARY 1969

36154	Yancey	35
70250A	Ruscitti	-15
64570	Purdy	-35

MARCH 1969

36150	McCloskey	-25
36154	Curry	65
36154	Smith	30
36154	Stokes	50
36154	Youngs	85
36271	Ramsey	55
30474	Smith	65

The SKT testing has since been removed from the up-grade OJT training area since April this year. Now, implemented under a new program geared to the promotion system of individuals, is the Specialty Knowledge Test (SKT) and the Promotion Fitness Exam (PFE) of which airmen will be tested for their knowledge and proficiency areas which has been started during this reporting period called the Weighted Airman Promotion System (W.A.P.S.).

The significant amount of TDY required by most personnel in the Squadron continues to be a problem in the timely completion of OJT and subsequent up-grade training for the individuals. The implementation of GEEIAR 50-4 and 2861SQR 50-1 has definitely aided the Squadron in alleviating the problem of the past year in allotting a specified time to accomplish only training requirements.

QUALITY ASSURANCE

The Quality Assurance Office was removed from the Operations Branch and placed directly under the Squadron Commander on 1 March 1969. This was done in line with revisions to AFLCR 23-17 which places the Quality Assurance Offices for all AFLC activities directly under the respective Commanders.

Effective 1 April 1969, with the publication of GEEIAH 74-1, a uniform system for the compilation of quality data from all GEEIA resources has been instituted. The Quality Assurance Office is also designated as the focal control point for all deficiency reports, its: TODR, QCDR, UR and EURs.

The present manpower assigned to Quality Assurance is expected to increase in approximately 90 days when a reevaluation of workload and manpower is studied by AFLC (MET) and Hq GEEIA. At present we have an authorized manning of four (4) personnel. The section is broken down into four categories with an assigned inspector for each, as follows:

- a. Inside Plant and Wire Communications
- b. Outside Plant and Construction
- c. Radar and Nav-Aids
- d. Radio and Nav-Aids

The goal within GEEIA is to have 100% inspection of all completed Schema/MDH work. This task is presently impossible with the limited manpower available, however, we expect to reach at least 70% of the completed scheduled inspections.

The Quality Assurance Office is also used to provide the Squadron Commander and Squadron supervisors with a management tool for the prevention, detection and correction of deficiencies and undesirable trends. This includes a complete review of the procedures and efforts of the Support, Operations, and Administrative Branches. This is done to increase the effectiveness of these Branches in order to improve the mission of this Squadron.

To reiterate, the objectives are:

- a. To develop procedures by which the quality and reliability of CEH engineering, installation, and maintenance tasks are measured, and the timely detection, correction and prevention of deficiencies is assured.
- b. To assure through inspection, review and analysis that the Squadron elements function effectively.
- c. To insure that all engineering, installation and maintenance CEH facilities conform to the highest standards of workmanship and technical ability, resulting in complete customer satisfaction.

BIOGRAPHICAL SKETCHES

THE COMMANDER

Major Harold M. Donath Jr. has been Commander of the 2861 GEEIA Squadron from July 1968 to the present. Major Donath served as Operations Officer of the Squadron prior to being appointed as Commander. A native of Connecticut, Major Donath attended elementary school in New Haven and then received his BA degree in English from Citadel Military College, SC and an MS in Education from the University of Southern California.

The Major entered the Air Force on 3 November 1956 and after schooling was assigned to TAC and PACAF from 1957 to 1959 as a Missile Guidance Officer. AFSC next claimed him from 1959 to 1962 in the AD System Test Division (FD Radar) as an assistant Team Chief on the AN/FPS-35 Radar. In 1963 Major Donath was assigned to USAFE as a Communications Officer after attending school at Keesler AFB and his last station before coming to the 2861st was at Hq 86th Air Division, Ramstein AFB Germany.

The Major now resides at Griffiss AFB, Rome, NY with his wife Patricia and son Michael and is an avid skier and golfer depending on the season.

OPERATIONS OFFICER

Captain Dannie J. Cronian, the 2861 GEEIA Squadron Operations Officer, hails from Ingleside, Texas. He lived in Arizona, Utah, Oklahoma, South Carolina, and Georgia before entering the Armed Forces. Capt Cronian attended Armstrong Junior College in Savannah from 1954 to 1956 and then the University of Georgia for one year. The next three years were spent in the United States Army where he was stationed in Jackson, SC for basic training, Ft Monmouth, NJ for technical training and then two years in France.

When Capt Cronian left the Army in 1960 he returned to school to finish his Bachelor's Degree in Business Administration from Georgia Southern College at Statesboro, Georgia. In February 1962 he entered OTS at Lackland AFB Texas and was commissioned in May 1962. Capt Cronian's duties in the Air Force have consisted of 3041 School at Keesler AFB MS, four years with Det 1, 1st CEG, La Junta RBS, Colorado with six months TDY to Vietnam, in November 1968, 3011 Staff Officer School at Keesler and then assignment to the 2861st GEEIA Squadron as Operations Officer.

SUPPORT BRANCH OFFICER

Second Lieut Jonathan F. Kennard joined the 2861 GEEIA Squadron in the position of OIC Support Branch in June 1968. Lt Kennard graduated from Batavia High School, Batavia OH, and Miami University, Oxford OH where he received an AB degree in Anthropology. While attending Miami University, he was enrolled in AFROTC and was commissioned upon graduation in April 1968. Lt Kennard and his wife, Rebecca, reside in Rome, New York.

ADMINISTRATION OFFICER

This position is currently vacant.

2862nd SQUADRON
GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY
PATRICK AIR FORCE BASE, FLORIDA

HISTORICAL REPORT
1 July 1968 - 30 June 1969

APPROVED BY
LOUIS C. MARSH, Major, USAF
Commander

PREPARED BY
Velma Outhouse
Historian

Exhibit 3

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PREFACE

The Mission of the 2862d GEEIA Squadron is to manage the implementation of the United States Air Force Ground Communications-Electronics-Meteorological (CEM) program as it pertains to equipment installation and removal and to perform Mobile (on-site) Depot Level Maintenance on CEM equipment.

The organizational structure of the 2862d GEEIA Squadron is composed of three branches under the Commander. These branches are the Support Branch, the Operations Branch, and Administrative Branch.

The general area of responsibility of the 2862d GEEIA Squadron covers the entire state of Florida and the Air Force Eastern Test Range, which includes approximately 45 Florida Mainland facilities and the downrange space tracking sites in the Grand Bahama Islands, Grand Turk, Eleuthera, Antigua, Trinidad, Ascension Island, Pretoria, South Africa, and on out to Mahe Island in the Seychelles of the Indian Ocean. With these areas, considerable TDY is evident. Also, many of the TDY personnel from this squadron are augmenting GEEIA squadrons in other parts of the world ranging from Turkey, Greece, Germany, England, Hawaii, Japan, Korea, and, of course, SEA.

For those directly involved with missile launching, there is the satisfaction of seeing a "bird" go sky high successfully to compensate for long hours expended. While we are not directly involved with the

"bird", they could not be launched without good communications during check out or firing. And a good shot is wasted if the downrange communications are not in tip-top shape. The end results of making as many successful firings as possible are of vital concern to all of us.

The scope and size of the Air Force Eastern Test Range Communications Program or the importance of our mission cannot be overemphasized. And with us directing our efforts and resources wisely, we can, and do, assist in the nation's objectives in space.

From February 1968 through 15 August 1968, the squadron was commanded by Major Carlos D. Harlow. On 16 August 1968, Major Louis C. Marsh arrived PCS from the South East Asia based GEEIA Squadron and assumed command. Captain Ronald Brown, also arrived from South East Asia and became Operations Officer in October 1968.

MAJOR LOUIS C. MARSH
Commander, 2862nd GEEIA Squadron

Major Louis C. Marsh, born 25 December 1929, in New Bedford, Massachusetts, entered the Army Air Force on 31 January 1947. He served as a heavy bombardment radar technician (airborne) in the Strategic Air Command for 7½ years, advancing from the grade of private to technical sergeant.

After graduation from Officer Candidate School in June of 1954, he attended the Airborne Electronics Officers Course at Keesler AFB, Mississippi. Upon completion of the course in June 1965, 2nd Lieutenant Marsh was assigned to Ashiya AB, Japan. During his 18 month tour of duty, he was Communications Officer of the 816th Troop Carrier Squadron, Group Communications Officer of the 483rd Troop Carrier Group, and finally as Assistant Wing Communications Officer, 483rd Troop Carrier Wing. Returning stateside in 1957, he was assigned as the Armament Electronics Officer in the 319th Fighter Interceptor Squadron (ADC), Bunker Hill (now Grissom) AFB, Indiana. During his four year tour of duty, his work revolved around the maintenance of electronic systems on T-33, F-94C, F-89D, and F-106 aircraft. With the advent of the more sophisticated aircraft, Lieutenant Marsh took on the additional duty of Nuclear Ordnance Supply Officer responsible for the storage, maintenance and loading of advanced weaponry.

From this assignment, he was transferred to the Phoenix Air Defense Sector (ADC), Arizona, as the SAGE Maintenance Control Officer and in May 1962, an overseas selection sent him to the 1st Mobile Communications Group (AFCS) in

the Philippines. As the Assistant Telecommunications Officer, he was the team commander on many TDY trips to Vietnam and Thailand, as well as, Singapore and Taiwan. During one of his first TDY's to Vietnam, he was assigned, in addition to his communications responsibilities, as the first Base Commander at Nha Trang Air Base. For his outstanding achievements, he was awarded the Air Force Commendation Medal.

Upon rotation to the ZI, Captain Marsh traveled to Keesler AFB, Mississippi, to attend the Communications-Electronics Staff Officer Course and upon graduation, he was assigned to Headquarters 15th Air Force (SAC) at March AFB, California. For the next two years, he was the overall manager of the 15th Air Force's SACCS (465L) Program.

Major Marsh had his first assignment to GEEIA when he was assigned as Operations Officer of the 485th GEEIA Squadron, Cam Ranh Bay, Vietnam, in July 1967. He served there until being reassigned in July 1968 as Commander of the 2862nd GEEIA Squadron, Patrick AFB, Florida. Major Marsh was awarded the Bronze Star for his outstanding performance of duty while being assigned to the Vietnam based GEEIA Squadron.

Major Marsh is married to the former Jeanenne Mason of Kokomo, Indiana, and they have three daughters. His primary hobby is gun collecting.

CAPTAIN RONALD BROWN
Chief, Operations Branch

Captain Ronald Brown, born 15 October 1936 in Yonkers, New York, first enlisted in the U. S. Air Force in June 1954. After a tour in Germany and New York as an Air Intelligence Specialist, he was separated in December 1957 to return to college. He graduated from Georgia Tech in June 1961 with a BS degree in Industrial Management.

Captain Brown returned to the Air Force in November 1962 when he entered Officer Training School. He was commissioned in February 1963 and was assigned to Keesler AFB, Mississippi, to attend the Communications Officer Course. After completing the course in February 1964, he was assigned to the 2860th GEEIA Squadron at Robins AFB, Georgia. In October of 1965, he was reassigned to the Plans Division of the Plans and Management Office of Headquarters, GEEIA. During his assignment at Headquarters, GEEIA, he graduated from Squadron Officer School at Maxwell AFB, Alabama.

Captain Brown was reassigned to the 485th GEEIA Squadron, Cam Ranh Bay AB, RVN, in November 1966. He spent the majority of his tour TDY as the GEEIA Liaison Officer to the DaNang area. In November 1967 he was selected to attend the Communications-Electronics Staff Officers Course at Keesler AFB, Mississippi. He completed the course as an honor graduate in September 1967 and was assigned to his present job as Chief, Operations Branch of the 2862nd GEEIA Squadron.

Captain Brown is married to the former Carolyn Hill of Akron, Ohio, and likes to participate in sports, especially jogging and bowling.

Immediately initiating Fiscal Year 1969, and providing all squadron functions with new responsibilities was the additional tasking of the Squadron with the Maintenance and Installation responsibility for the entire State of Florida. Prior to the start of the year, the Squadron's primary mission was direct installation and emergency maintenance support for the Air Force Eastern Test Range's mainland and Island Missile/Satellite Tracking Stations.

One of the biggest workloads of this newly acquired responsibility was the installation of new communications systems and the relocation of existing facilities into a new four million dollar U. S. Strike Command Headquarters building at MacDill AFB, Florida. To effectively manage and supervise this complex task, a GEEIA Liaison Officer, Lt Laszynski, was placed on temporary duty to MacDill and given the responsibility for coordinating, time phasing and expediting the completion of 49 schemes. 2862nd Teams, under his control and direction, installed or relocated 239 major end items of crypto/teletype equipment, provided a 1212 pair tie cable from the base central telephone exchange, spliced 24,000 pairs of cable without error, installed 15,000 feet of distribution cable and installed a Command Control radio system including the erection of supporting antenna systems. Using the most experienced and qualified technical talent available, including augmentation from the other three squadrons within the Eastern Region, a model communications complex was developed and all facilities were installed and operational far in advance of the scheduled completion dates. The U. S. Strike Command J-6, Director of Communications - Electronics, Brigadier S. L. Huey,

wrote special letters of commendation to the team chiefs and team personnel for the outstandingly professional work that was accomplished at MacDill AFB. These letters were further indorsed by Brigadier General Franklin A. Nichols, GEEIA Commander, and Colonel Lewis L. Bradley, Eastern GEEIA Region Commander.

While this tremendous undertaking was in progress, the Construction Unit of the Wire Branch was laboring with a new concept in antenna design, the Tri-Nested Rhombic Antenna System at Cape Kennedy Air Force Station. To conserve space, three rhombic antenna's high, medium and low frequency were installed in a nesting arrangement with the low frequency antenna on the outside and the medium and high frequency antennas inserted within the perimeter of the low frequency antenna. Joint use of two 250, two 230 and four 90 foot antenna towers was made. Progress on this initial installation at the Cape's Receiver Site progressed slowly until squadron construction personnel gained experience, knowledge and eliminated trouble areas. This first installation was accomplished in 50 days. The second installation of this type was started on 5 Feb 69, at the transmitter site at Malabar, Florida, and was completed in three weeks. This maximum effort on the part of the Wire Branch enabled the Air Force Eastern Test Range to have transmission coverage for potential Rescue and Recovery of the Apollo 9 astronauts in the Canary Island area.

During November 1968, other Squadron personnel were busily engaged in planning and organizing maintenance support for Project Scope Coral at Homestead Air Force Base, Florida. The project involved GEEIA depot level and emergency maintenance in support of the 1942nd Communications

Squadron to insure that all communications facilities are maintained and operated at their peak efficiency. Preliminary surveys were made to ascertain types and quantities of equipment. Conferences with Base personnel, as well as the host Tactical Communication Region and Eastern GEEIA Region representatives were held. From the conferences a GEEIA maintenance support agreement and Eastern GEEIA Region Operations Plan evolved formally tasking this squadron with the prime responsibility for Project Scope Coral. The Operations Plan also provided for the squadron to directly coordinate with the 2860th GEEIA Squadron, Robins AFB, Georgia, for personnel augmentation in areas where technical skills are not available. Our Electronics Branch received this workload with an effervescent attitude because the projected electronic workload throughout FY-1970 was at an all time low. Electronics technicians developed and coordinated, with the Communications Squadron, recurring 90-day peaking and aligning schedules for all Navigational Aid radio and radar equipments. The first maintenance teams were deployed on 4 March 1969 and squadron personnel have virtually "homesteaded" at Homestead AFB ever since. In addition to the scheduled maintenance, the squadron has responded rapidly to emergency requests for maintenance support. Although hampered by distance from Homestead, approximately five and one-half hours driving time, numerous times technicians have been on the road with tools and/or test equipment in less than an hour from receipt of the request, proving that this squadron has the capability to provide rapid reaction to calls for assistance. One problem that has had some effect upon the squadron providing maintenance has been the

on base military quarters situation at Homestead, Fl. The airmen and NCO's had been constantly shuffled between on base quarters and quarters on the economy. Our personnel were ill prepared monetarily-wise to adjust to this changing situation. In addition, valuable maintenance time was lost checking with base housing and moving from one type of quarters to another. The cost of quarters on the economy during the tourist season (October thru March) more than double that of the normal rates. Complaints were received about the condition of the transient quarters and, subsequently, the Squadron Operations Officer and the First Sergeant made inspection visits to the base. The cause of the shuffling of personnel in and out of transient quarters resulted from the base's mission to provide aircrew training to tactical aircrews, both active and reserve. The aircrews are given priority for base quarters. The complaints were rectified as they became known. On 16 April 1969, the Squadron Commander wrote a letter to the Base Commander, Homestead AFB, Fl., requesting assistance in stabilizing our personnel in some type of quarters so that our maintenance support to the base could transition smoothly and uninterrupted. A reply was received in May stating the tight base housing conditions and that as much as possible would be done to stabilize our personnel. As of the end of the year, the problem was temporarily resolved primarily through the use of commercial facilities.

In supporting the WRA's, the Inside Plant Unit possesses skills which are normally not found within GEEIA, i.e., Telephone Equipment Installers. These telephone personnel are primarily authorized to install the Missile Operations Intercommunications Systems (MOIS) and

Missile Technical Operations Communications Systems (MITOC) systems at Cape Kennedy, the Mainland and Island Tracking Sites. In addition to these demanding tasks, telephone personnel were assigned to Langley AFB, Va., to remove, install and renovate 1210 stations/instruments for Headquarters, Tactical Air Command. This ambitious project was started on 28 January 1969 and is scheduled for completion on 30 July 1969. The outstanding efforts by our personnel to provide professional installations have received the plaudits of officials at all levels of command. Telephone Central Office Installers, during both the Apollo 8 and 9 manned space launches, removed and reinstalled the Cape Kennedy AF Station 18 position telephone switchboard facility without any communication outage or interruption. This 6,000 manhour job involved connecting more than a half a million terminations which were accomplished without error. This project, although hampered by civilian construction work, was completed 10 days ahead of time.

Timely job completions have become a squadron trademark; however, in some instances, severe handicaps had to be overcome. The Electro-Magnetic Suppression modifications to the Strategic Air Command's 465L (SACCS) equipment was initiated in August 1968, approximately sixteen months behind schedule. Delays at OCAAMA in obtaining the modification kits and spare assemblies were responsible for the late start. A lack of the required skills, i.e., 305XX Electronic Digital Data Processing, within GEEIA required the selection of Ground Radio Installers (304X4) to be trained on this complex equipment. With the assistance of SAC's 2 AF personnel at Barksdale AFB, La., selected personnel were provided

on site operation and maintenance training and then proceeded to perform the initial modification. In addition to Barksdale, 13 other SAC bases are scheduled to receive the modification. To date 8 bases have been completed. In gaining experience, the time to accomplish the modification, including operational checkout and acceptance, was reduced from 15 days to 7 days. Another factor that contributed to the reduction in time was the method of performing the modification. Obtaining a 465L mockup, the necessary test equipment and spare drawers/assemblies through SAC and OCAAMA channels, a complete system can be modified and checked out in-house at Cape Kennedy, transported to the SAC base, switched with the installed unmodified equipment and returned to Cape Kennedy for modification. This process has saved many manhours, reduced the project time, eliminated lengthy TDY periods, saved per diem dollars and overcome work/storage space problems at the SAC bases.

In March 1969, the squadron, in its continuing support to AFETR, implemented new Eastern GEEIA Region procedures in processing Work Request/Authorizations (WRA) for the MOIS and MITOC and Public Address Systems (PA). The new procedures provided for the WRA's to be processed directly to the squadron and to be evaluated by technicians to determine whether they could perform the work without GEEIA formal engineering or whether formal engineering was required. The squadron personnel enthusiastically accepted this new program, made site surveys, developed materiel listings, obtained the required materiel, prepared single line installation drawings, and by 30 June 1969, had completed a total of 54 installations, removals and relocations. Only eight WRA's

required formal engineering. In many respects, the squadron was capable of providing a more rapid reaction to the operational requirements of AFETR.

There have been several times when our personnel in station, both overhead and technicians, have had an extra heavy workload due to the high rate of skill augmentation. This has been primarily true of the Outside Plant Unit of the Wire Section. July through December saw an average of 30 (361X0/361X4) personnel were deployed in support of South East Asia (Vietnam and Thailand), while the last six months found only a mean of 15 technicians. This augmentation support required a total of 81 personnel who remained on TDY for periods up to 179 days, involved 37,264 manhours at a cost of \$45,599.73. This work consisted of cable installation and antenna/tower erection from as far north as Dong Ha to the southern delta area at Soc Trang, from the coastal area around Cam Ranh Bay to the mountain area of Pleiku in Vietnam.

Another augmentation which drained heavily on our Outside Plant personnel was the Pacific GEEIA Region requested cable splicing augmentation to Okinawa. In August 1968, 16 361X4 personnel were deployed to Kadena Air Base for a cable rehabilitation project. During December and January personnel were rotated and a total requirement of 12 cable splicers continued the augmentation until June 1969 when they returned. The cost of the augmentation totaled \$64,561.24

Although the Pacific GEEIA Region enjoyed the biggest share of augmentation, other squadron personnel were deployed to Germany and Turkey to augment European GEEIA Region. European travel to IRAN in

in support of a Eastern GEEIA Region tropospheric engineering study found five of our 304X4's travelling in deserts and mountains to assist in siting communications equipment. "Local" augmentation requirements also sent our personnel to Alaska, Labrador, Iceland and the Azores. Again the largest share was borne by the Wire Section and played havoc with the personnel availability statistics reported by the Workload Controllers.

In monitoring the in-progress and projected work, the Workload Control Section completed, in August 1968, the establishment of a Squadron Command and Control Room to visually display the status of schemes and maintenance work orders. Plastic strips, against a printed background, were made to display all of the data for a particular scheme or workorder and to expedite the removal or updating of the data. Updated, timely status is furnished by the individual commodity workload controllers to the Control Room NCO who posts the data on the plastic strips. Entries and changes are extracted on almost a real time basis by the Control Room Director and speedily transmitted to the Region Headquarters. This concept has added flexibility and instantaneous reaction to the requirements of the teams in the field and increased the accuracy of reporting through the chain of command to the GEEIA Commander, General Nichols.

On 11 October 1968, the Squadron was pleased to receive General Nichols and his staff, accompanied by the Region Commander, Colonel Bradley, who arrived for presentation of the Air Force Outstanding Unit

Award to the Squadron. The period of the award covered 1 January to 31 December 1967 and was presented for the outstanding communications support of the Space Launch Program provided to the Air Force Eastern Test Range. Again on 11 February 1969, the General and his Staff returned to Patrick AFB to present his "State of GEEIA" message to all squadron personnel. The General's message was enthusiastically received and was strongly motivating as he reviewed the Command's and Squadron's significant achievements and future goals to work toward.

In reviewing this year's accomplishments, 270 installation schemes, 54 WRA's, 68 PRE-IRANS and 75 IRANS have been completed. Without the efficient supply support provided by the Supply Unit of the Support Branch many of these timely job completions could not have been achieved. 1250 line items were requisitioned and transported to various job sites in support of the maintenance workload. To expedite the completion of the extremely short lead time WRA's, some as short as 24 hours, the expertise and knowledge of our Supply technicians proved invaluable. 1563 line items of Command furnished bench stock and major end items of equipment, were received from supply channels, assembled into "bill of materiel" packages and provided to the installation teams. 1150 manhours were expended in the on site supply assistance provided to the GEEIA teams working on U. S. Strike Command Headquarters building communications project. Our Squadron Support Officer, in an effort to expedite supply action at MacDill, AFB, established a special Obligation Authority in the amount of \$1,000.00. This on site fund precluded delays in having to order minor supplies

through the parent squadron and then transshipping the materiel to MacDill.

No less notable support was provided by the Transportation Unit. The Squadron Motor Pool kept 216 tons of Government equipment efficiently rolling over 800,000 miles. The total inventory cost exceeds \$705,000 and includes pick-up trucks, 2 1/2 ton maintenance vans, V-17 construction line trucks, V-18 earth auger trucks, M-151 jeeps, scouts, 2 1/2 ton cargo trucks, multi-stop step vans, M-246 wrecker, 1 ton panel truck, 10 ton tractor, industrial tractors with Auburn Trenching attachments, J-36 trencher, mobile power units, air compressors, splicing, cable trailers and a 25 ton lowboy trailer. From this inventory, 240 vehicles were processed and deployed TDY to provide vehicle and construction equipment support for the installation/maintenance crews. Vehicles were spread at various times as far north as the Azores Islands to the deep south island missile tracking station off the West Coast of Africa, Mahe and as far West as Barksdale AFB, La.

Our Support Branch, upon receiving authorization on 22 March 1969 from Eastern GEEIA Region, coordinated the transfer of accountability for the Eastern GEEIA Region contingency stock (Scheme 9800) to the Patrick AFB Base Supply. During the preliminary research, squadron supply personnel discovered that of 210 line items, Base Supply maintained active stock record cards on 93% of the items. With this in mind, further coordination was made to not only transfer the accountability but actually transfer the custody of the materiel. After much discussion, Base Supply agreed to accept the items and physical transfer of the items

commenced on 7 April 1969. Presently 93% of the items have been transferred and the remaining items are to be transferred by 30 July 1969.

During May 1969, the Squadron Support Branch Officer, Lt Jehle, departed PCS to SEA and was subsequently replaced by 2nd Lt Rick Harrelson, 6421, who arrived from the Supply school at Lowry AFB, Co.

Personnel, as well as equipment, were processed in and out of the squadron. In accomplishing the tremendous task of preparing and reproducing the 759 TDY orders required for our personnel, the Administrative Branch expeditiously handcarried orders (TDY) through the PAFB Finance and Reproduction Facilities in an effort to insure the timely departure of teams reacting to emergency installation/maintenance requirements. Seven military administrative specialists and a qualified Administrative Officer were on hand at the first of the year. However, by midyear, the Administrative Officer was lost to a SEA PCS reassignment and from that moment until now the Administrative personnel has had an 86% turnover rate, losing six of its seven qualified personnel to PCS assignments and discharges. Replacements, in general, have consisted of cross-trainees or one-level. To further add to the personnel rotation problems, the squadron was given the responsibility in May 1969 of performing all of its own keypunch operations in support of the GEEIA Management System (GEMS). An 026 IBM Keypunch and an 056 card verifier was provided to the squadron and Administrative personnel were provided machine operation and training by the Base Statistical Services Section. Initially, the punching of the GEEIA Form 77 for manhour

accounting required two personnel, eight hours a day. As experience and familiarity with the equipment was obtained, the end of June finds only one Administrative Specialist required to fulfill the requirements. An additional workload of preparing the GEEIA Form 27 for special tools and test equipment utilization and in July 1969, the GEEIA Financial Sub-system will further increase the workload. A civilian authorization for a keypunch operator was to be provided but with the present "freeze" on civilian authorizations and hiring to fill vacancies, this civilian will be a long time in coming. Since October 1968, the Administrative Branch has been without a qualified Administrative Officer (7024) and selected Communication Officers have performed his function as an additional duty.

November 1968 brought the loss of our highly qualified Ground Safety NCO due to a PCS assignment to the Philippine Islands. The squadron searched for volunteers who would be qualified to cross train to the 241X0 AFSC. Several personnel volunteered but, due to physical defects and/or cross training restrictions, could not be selected. An NCO from Quality Control was selected to perform the Ground Safety duties. Recently, the squadron was notified that a qualified 241X0 was forecast into the squadron during July 1969.

The Squadron's operational and administrative functions are still separated from the Squadron Barracks and support base by 20 miles. Building 60705 provides facilities for the Commander, First Sergeant, Administrative Branch, Operations Officer and the Electronics Branch. Hangar "C" provides facilities for the Wire Branch and the Motor Pool Unit. The Squadron Support function is split between both structures.

The distance between these areas is five miles; however, an additional 20 miles to Patrick AFB exists. Personnel functions, medical services, as well as the Squadron Barracks are located on Patrick. This separation of facilities has provided morale, in addition to transportation and personnel utilization problems. The First Sergeant, MSgt Frazier, was relocated from Patrick AFB to the Cape Kennedy facilities in June 1969 to obtain a more close liaison with the squadron personnel and provide him with a more knowledgeable understanding of the Squadron's operation.

Internal Squadron participation in suggestion and Cost Reduction Programs provided noteworthy results. For instance, the 30% goal for suggestion participation was surpassed by five percent and over \$100,000 in savings to the Government was realized. One hundred twenty two suggestions were processed from an average of 350 personnel assigned. Managerial and supervisory personnel provided the motivation to achieve these results. Again, in support of the Cost Reduction Program, Supervisory influence was clearly indicated. In Category 1B, the squadron was assigned a goal of \$503.00 and an audited savings of \$2,700.00 was obtained. Category 1B is the use of long supply excess and surplus inventory. The audited savings of \$5,100.00 in Category 1A3 (secondary items) exceeded the goal of \$1,760.00; while an additional savings of \$5,100.00 in Category 3B1 (General Management Improvements) surpassed the \$3,866.00 goal. In short, the total cost reduction goal of \$7,889.00 for the squadron was surpassed by more than \$5,000.00

An additional program which received added interest during this fiscal year was the Zero Defects Awards. Three Gold, 49 Silver awards and 78 Bronze Awards were approved and presented. Personnel who received the awards ranged from Administrative Specialists to operational teams in the field. Most of the awards were presented during the last six months of the year, indicating added emphasis in this recognition program. Thirty-two silver awards were presented in June 1969 alone. It is significant to note that of 72 total silver awards presented to squadron personnel, 49 were presented in this fiscal year.

Working without error has been a goal for all squadron personnel; however, the squadron watchdog over quality may have provided additional motivation. Starting out with three Quality Control Inspectors, the implementation of GEEIA Manual 74-1, dated 1 April 1969, redesignated the function as Quality Assurance. This Section is authorized four inspectors, one section chief and a typist. Presently only four inspectors are assigned and responsible for 100% inspection of all schemes and work orders. To date, 140 Quality Assurance Inspections have been made. Knowing this section is functioning properly may have urged concentrated effort by all teams to produce a quality product.

The lofty degree of achievements in the squadron has been tarnished only slightly by the Ground Safety results for the year. Twelve reportable accidents, assisted by one civilian first aid injury and 49 military non-reportable accidents prevented the squadron from obtaining an accident-free year. During the first six months 10 reportable

accidents occurred; while the remainder of the year only saw two. Three of the reportables were accidents resulting from participation in off-duty athletic events. Non-reportable accidents showed a sharp decline during the last six months. Out of a total of 27 non-reportables only three occurred in the period January through June. The decrease in accidents clearly indicates increased command and supervisory emphasis.

Unit and Command emphasis also provided impetus to the On-the-Job-Training Program and exceptional noteworthy results were achieved. Of 107 personnel tested, 17 airmen attained test results of 90 percentile or better, placing them on the Specialty Knowledge Test Honor Roll. Motivation in the form of explaining the benefits of early completion of CDC courses versus the promotion cycles and providing individual attention to slower personnel provided the following exceptional results:

Total personnel tested	107
Total personal qualified	79
3-level passing rate	100%
5-level passing rate	68.8%
7-level passing rate	69.2%
Overall passing rate	73.8%

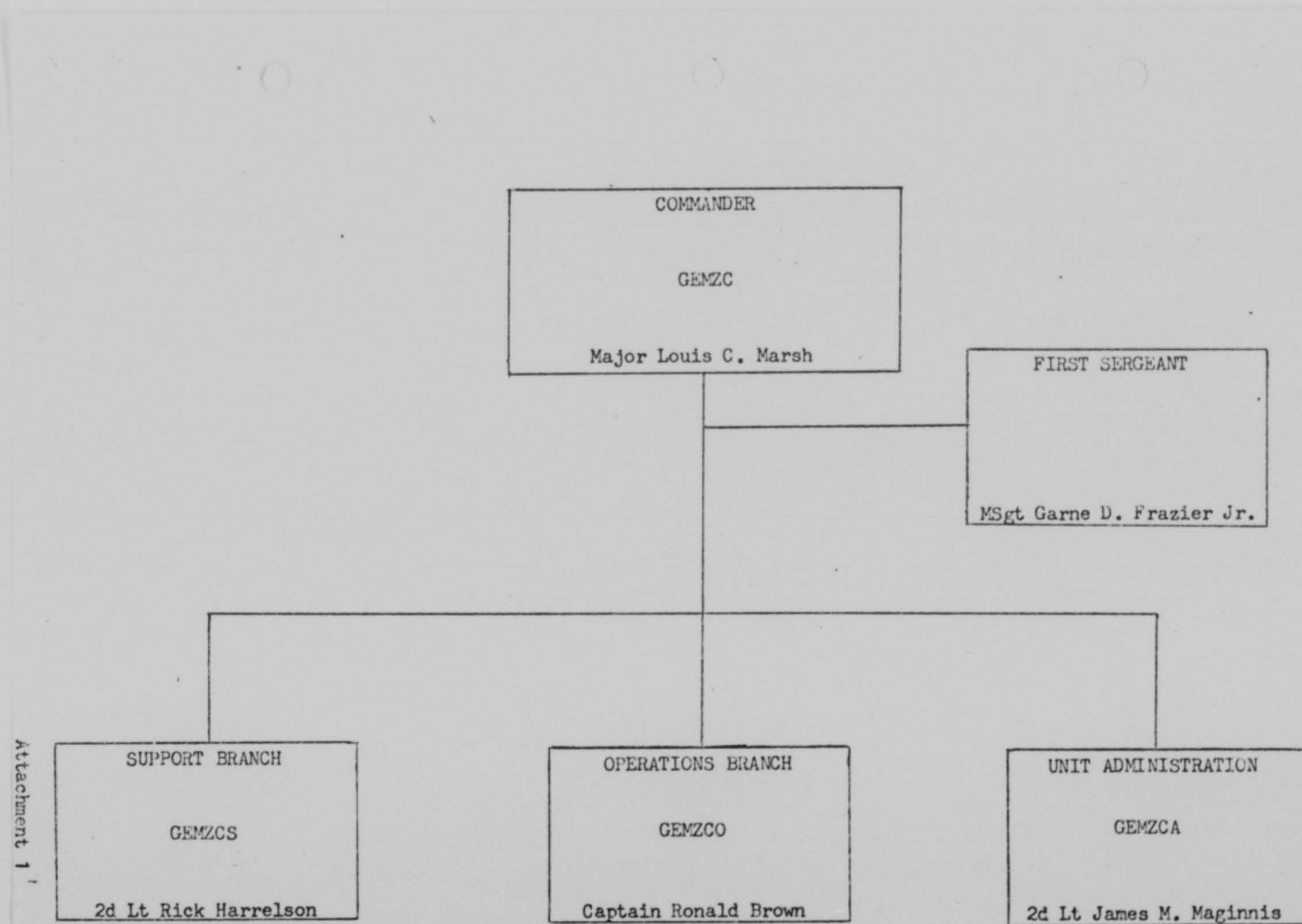
To relieve some of the workload placed upon the Region's construction personnel (361X0), ten 304X4's were trained in basic construction techniques by the 202rd Air National Guard Squadron at Robins AFB, Ga. These semiskilled personnel were then used at various locations to augment skilled construction teams.

With the implementation of AFLCR 23-17, the training function was transferred from the Administrative Branch to the Operations Branch in March 1969.

In closing the year, the squadron personnel authorizations had been reduced by 27 airmen and 5 civilians. 1 July 1968 started with 12 officers, 377 airmen and 42 civilians authorized. As of 30 June 1969, the squadron had an authorization of 12 officers, 350 airmen and 37 civilians. The assigned strength remained fairly constant with 11 officers, 357 airmen and 36 civilians. To finance this work force, the squadron military payroll totaled \$2,293,052.00; the Civilian Payroll was \$386,228.06 and we incurred operational/maintenance costs of \$1,261,198.00.

In striving for increased publicity to announce our accomplishments, the responsibilities of the Information Officer were reassigned in Feb 69. Since this date maximum publicity in all types of news media has been obtained. 40 news items were forwarded to the Patrick AFB Information Office for release to external sources and the local Air Force Systems Command newspaper. 42 articles were sent to the Hometown News Center for publication of our airmen's achievements in their local community papers. In addition, 50 articles were submitted to the GEEIA News to announce the achievements of squadron personnel. As a final touch, a five minute radio broadcast featuring the 2862nd GEEIA Squadron story was taped and released to ten different news outlets. Our accelerated information program has greatly enhanced the morale of our personnel and instilled additional pride in the squadron.

This high esprit-de-corps sponsored by a close civilian/military relationship within the squadron has resulted in a tremendously successful year both in quantity and quality of production.



COMPLETED WORKLOAD SUMMARY

Schemes, WRA's, Pre-IRANS by Commodity Completed and Short History of WRA's

1. Schemes by commodity:

<u>COMMODITY CODE:</u>	<u>NUMBER OF SCHEMES</u>
A - Telephone Inside Plant	54
B - Telephone Outside Plant	24
C - Other Government Communications	33
J - Micro-Wave, Tropo	3
K - Crypto	34
M - Meterological	9
N - NAV-AIDS Radio	15
P - Public Address	39
R - Radio	38
S - Antenna O. P.	9
V - Closed Circuit TV	6
W - NAV-AIDS Radar	3
X - Radar	2
Y - EDPE (Electronic Data Processing Equipment)	<u>1</u>
TOTAL	270

2. WRA's by Commodity:

<u>COMMODITY CODE:</u>	<u>NUMBER OF WRA</u>
A - MOPS & MITOC	26
P - PA	25
V - A2A & CCTV	2
C - Other Government Communications	<u>1</u>
TOTAL	54

3. PRE-IRANS by Commodity:

<u>COMMODITY CODE:</u>	<u>NUMBER PRE-IRANS</u>
M - Meterological	8
R - Radio	37
S - Antenna O. P.	8
N - NAV-AIDS Radio	6
X - Radar	5
W - NAV-AIDS Radar	1
B - Telephone Outside Plant	1
J - Micro-Wave, Tropo	1
C - Other Government Communications	<u>1</u>
TOTAL	68

4. IRANS by Commodity:

<u>COMMODITY CODE:</u>	<u>NUMBER IRANS</u>
R - Radio	39
M - Meterological	10
N - NAV-AIDS Radio	4
W - NAV-AIDS Radar	4
X - Radar	2
A - Telephone Inside Plant	2
S - Antenna O. P.	9
B - Telephone Outside Plant	4
V - Closed Circuit TV	<u>1</u>
TOTAL	75

2

5. Short history of WRA's (short lead time jobs - MOIS, MITOC, PA - Work-load for Eastern Test Range)

- a. Started: 14 March 1969
- b. Number Received: 65ea (2 ea A2A, 33 ea PA, 14 ea MOPS, 15 ea MITOC, 1 ea MODEM)
- c. Number returned for Engineering: 12 ea.
- d. Number Cancelled: .2 ea.
- e. Number Completed: 54 ea.
- f. Number scheduled for completion FY 1/70: 11 ea.

5. Short history of WRA's (short lead time jobs - MOIS, MITOC, PA - Work-load for Eastern Test Range)

- a. Started: 14 March 1969
- b. Number Received: 65ea (2 ea A2A, 33 ea PA, 14 ea MOPS, 15 ea MITOC, 1 ea MOLEM)
- c. Number returned for Engineering: 12 ea.
- d. Number Cancelled: .2 ea.
- e. Number Completed: 54 ea.
- f. Number scheduled for completion FY 1/70: 11 ea.

FY 69 GROUND SAFETY REPORT

	<u>Personal Injury</u>		<u>Govt Vehicle</u>		<u>Property Damage</u>		<u>Monthly Totals</u>		<u>Monthly Cost</u>
	<u>Rep</u>	<u>Non-Rep</u>	<u>Rep</u>	<u>Non-Rep</u>	<u>Rep</u>	<u>Non-Rep</u>	<u>Rep</u>	<u>Non-Rep</u>	<u>Total</u>
Jul-68	2	1	3	0	0	0	5	1	\$1,493.00
Aug-68	0	2	1	0	0	0	1	2	111.00
Sep-68	0	5	0	1	1	0	1	6	720.00
Oct-68	2	5	0	0	0	0	2	5	1,070.00
Nov-68	0	4	0	0	0	0	0	4	56.00
Dec-68	1	4	0	1	0	0	1	5	1,576.00
Jan-69	0	6	0	0	0	0	0	6	84.00
Feb-69	0	2	0	0	0	1	0	3	53.00
Mar-69	0	2	0	0	0	0	0	2	28.00
Apr-69	0	8	0	0	1	1	1	9	279.00
May-69	0	2	0	0	0	0	0	2	28.00
Jun-69	0	5	1	0	0	0	1	5	<u>162.00</u>
Totals	5	46	5	2	2	2	12	50	\$5,667.00

Attachment 3

FY 69 ZERO DEFECTS AWARDS

	<u>Bronze</u>	<u>Silver</u>	<u>Gold</u>	<u>Total</u>
1st Quarter	13	12	1	26
2d Quarter	6	0	1	7
3d Quarter	8	5	1	14
4th Quarter	<u>51</u>	<u>32</u>	<u>0</u>	<u>83</u>
Individual Totals	78	49	3	130

Attachment 4'

Awards and Decorations: The following were presented to our personnel:

Bronze Star Medal

Major Louis C. Marsh

MSGT Stacy C. Bragg, Jr.

TSgt Thomas H. Guill

Air Force Commendation Medal

Captain Francis R. Stabler

SMSGT Stanley N. Keller

MSGT John H. Cranek

MSGT Robert F. Hughes

MSGT Paul L. Yonce

TSgt George S. Ling

TSgt Richard S. Miller

SSgt John D. S. Carpenter, II

SSgt Jerry J. Lowery

SSgt Jerry L. Mason

SSgt Patrick Orlando

SSgt Delbert M. Stockinger

SSgt Richard J. Tinneney

Sgt Donald R. Roush

A1C Richard W. Hancock

GEEIA Certificate of Merit

SMSgt Stanley N. Keller

MSgt Robbin McCarmont

MSgt Fred P. Morrison

TSgt Bobby L. Burgess

SSgt William R. Brewton

SSgt Raymond J. Herring

Honor Graduate Award - AFLC NCO Academy

SMSgt Stanley N. Keller

MSgt Fred P. Morrison

Distinguished Graduate - NCO Leadership School

Sgt Raymond J. Herring

Nominated Squadron and Region Outstanding Airman of the Year Air Force Association

SMSgt Stanley N. Keller

Senior NCO and NCO of the Year

MSgt Merle R. Offenheiser

TSgt James B. Jones

Outstanding Airman of the Year

A1C James P. Siemers

Outstanding Team Chief of the Year

TSgt Bobby L. Burgess

Airman and NCO of the Quarter

Quarter ending September 1968 - A1C James P. Siemers

TSgt Randall H. Gillespie

Quarter ending December 1968 - A1C Thomas O. Bishop

TSgt William H. Wilson

Airman and NCO of the Quarter (Continued)

Quarter ending March 1969 - AIC Marion E. Wood Jr.

TSgt Herbert W. Long

Quarter ending June 1969 - AIC James M. Evans

TSgt Alfred L. Lefor

Outstanding Serviceman of the Month

AIC Robert R. Reid

AIC James M. Evans

AIC Gary L. Motsinger

AIC Thomas A. Bishop

AIC Gary N. Devenny

AIC Paul T. Norcott

AIC Daniel H. Kuhn

AIC Alse C. Bell

AIC Marion E. Wood Jr.

Sgt Gary D. Baxter

Sgt George E. Zink

SSgt Harry C. Bullard

Letter of Commendation

SMSgt Luther R. Johnson

MSgt Robert L. Tickel

TSgt James B. Jones

TSgt Jack P. Sanders

TSgt Stanley E. Williams

SSgt Kirtland J. Brown

Letter of Commendation (Continued)

SSgt Willis L. Eastridge	Sgt Darrell R. Miller
SSgt Randall H. Gillespie	Sgt Patrick Orlando
SSgt William H. Hall	A1C Daniel H. Kuhn
SSgt Cecil J. Jarreau	A1C James V. Lefave
SSgt Pearl E. Mathias	A1C Robert R. Reid
SSgt Issac D. Mouhot	A1C James P. Seimers
SSgt Clarence H. Rector	A1C Raymond L. Shedd
SSgt Duilio D. Secondini	A1C Angelo Ubertaccio
SSgt Jack L. Vandergriff	A1C Sellers Wilson
Sgt Kirtland J. Brown	Mr Sam Jennings
Sgt Harry G. Bullard	Mr Franklin A. Rhoads
Sgt Robert C. Dubuc	Mr Jack P. Sanders
Sgt Wesley L. Fischer	Mr Thomas N. Stutler
Sgt Edward N. Halsell	Mr Arthur E. West
Sgt Joe E. McAdoo Jr	

Letters of Appreciation

There were 97 letters of appreciation received by our personnel during this period.

Quality Salary Increase

James H. Coffey

Outstanding Performance Rating

William S. Britton

Billy E. Byrd

W. S. Cheek

James H. Coffey

Louise B. Coffey

Sammy Jennings

Ralph Massingill

Franklin A. Rhoads

Linden R. Shoemaker

George D. Smith

Arthur R. West

Jane J. Williams

Sustained Superior Performance Award

William S. Britton

Billy E. Byrd

Henry Kutz

Ralph Massingill

Shelly Okerstrom

George D. Smith

Arthur R. West

Jane J. Williams

Twenty Year Government Service Pin

George D. Smith

Maurice E. Wilson

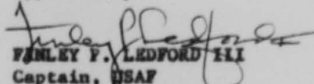
Raymond B. Webb

HISTORY OF THE 2863RD GEEIA SQUADRON

1 JULY 1968-30 JUNE 1969

Prepared by
1Lt Eugene W. Ahlfors
Historical Officer
2863rd GEEIA Squadron

Approved by:


STANLEY F. LEDFORD III
Captain, USAF
June 30, 1969

EASTERN GEEIA REGION, AIR FORCE LOGISTIC COMMAND, UNITED STATES AIR FORCE

Exhibit 4

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1. COST REDUCTION PROGRAM STATUS
2. ORGANIZATIONAL CHART
3. SPECIAL ORDERS

MISSION

The mission of the 2863rd GEEIA Squadron is to accomplish fixed ground communications-electronics-meteorological installation, rehabilitation, modernization, removal, contract monitoring, O&F maintenance certified as beyond the capability of the using command, and scheduled and unscheduled depot level maintenance projects as assigned by Headquarters Eastern GEEIA Region.

BIOGRAPHY CAPTAIN FINLEY P. LEDFORD III

Captain Finley P. Ledford III, SSAN 250-54-7735, Commander of the 2863rd GEEIA Squadron. From November 1959 to February 1962, as a Non-Commissioned Officer, he served with the 2872nd GEEIA Squadron, Torrejon Air Base, Spain, as a GEEIA Team Chief.

After enlisting in the Air Force in February 1954, his assignments included a 36 week Ground Radio Repairman School at Scott AFB, Illinois; duty with the 43rd Comm Squadron, 78th Operations Squadron, and Western Air Defense Force Headquarters at Hamilton AFB, California; a remote tour with the 1971st AACS Squadron in Iceland; and almost three years with the 1920th AACS Squadron at Eglin AFB, Florida, before joining the 2872nd GEEIA Squadron in Spain. He departed the 2872nd GEEIA Squadron to enter Officer Candidate School.

He completed the six month OCS course as a Distinguished Graduate, receiving the class leadership award and commission on 21 September 1962. He then attended the 43 week communications officer course at Keesler AFB, Mississippi. He completed the course several weeks ahead of schedule and left Keesler with the Outstanding Honor Graduate award and the highest grade average on record for the course. His next assignment was Headquarters Eastern GEEIA Region, with duty first as Region Plans Officer and later as Chief of the Systems/Projects Branch, Programs Management Division. During this assignment, he attended the resident Squadron Officer School, which he finished as a Distinguished Graduate.

His next assignment was to Korat RTAFB, Thailand. One of the first six people assigned to the 483rd GEEIA Squadron, he helped establish and organize the new SEA Squadron. After a year with the 483rd, in which he saw duty as OIC of Workload Control and Operations Officer, Captain Ledford returned to Keesler AFB for the Communications Electronics Staff Officers Course. Completing the course as Outstanding Honor Graduate, he also registered the highest grade average in the 12 year history of the school and received the Armed Forces Communications Electronics Association's Distinguished Graduate Citation.

Captain Ledford joined the 2863rd GEEIA Squadron in March 1968 as Commander of Detachments 2 and 3 at Wright-Patterson AFB, Ohio. He assumed command of the 2863rd on 22 July 1968, during the relocation of the Squadron from Brookley AFB, Alabama to Wright-Patterson AFB, Ohio.

Captain Ledford is married to the former Betty Hines of Medina, Ohio. They have two children, a boy and a girl. (Mrs. Ledford has received recognition as Family Services Volunteer of the Year at Brookley AFB and as one of the Outstanding Young Women of America in 1966.) Captain Ledford enjoys reading, bowling, golf, and creative electronics/mechanics. Captain Ledford and family presently reside at 7168 Mandrake Drive, Dayton, Ohio. His date of birth is 2 March 1936 and his DOR is 17 January 1967.

BIOGRAPHY JOHN J. KEEGAN Jr.

John J. Keegan Jr., Captain, USAF, FV317165, was born in Washington D. C. on 24 March 1943. He graduated from the Catholic University of America, Washington, D. C. June 1965 with a B.S. degree in Electrical Engineering. He graduated from the Air Force Reserve Officer Training Corps as a distinguished graduate. He came on Active Duty in September 1965 and was assigned as Base Communications Officer at Truax Field, Wisconsin in Air Defense Command. He attended the Officer Communications Course OBR3031 at Keesler AFB, Mississippi from February 1966 through 1 November 1966. He was assigned to GEEIA on 2 November 1966 and to Wright-Patterson AFB, Ohio on 20 August 1968. His date of rank is 1 September 1968. His present position is Chief, Operations Branch. He is married to Sylvia E. Keegan, from Yazoo City, Mississippi. His present residence is 622A Dodge Court, Dayton, Ohio.

CHIEF, SUPPORT BRANCH

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James Buchanan, Captain, SSN 461-62-9425, was born 14 May 1942 in Seminole, Texas. He graduated from Texas A and M University with a BBA in Marketing in 1964 and an MBA in Management in 1965. He graduated as a Distinguished Graduate in ROTC in 1964. He came on active duty 29 October 1965. His first assignment was as Base Supply Officer at Wright-Patterson AFB, Ohio. He received the Outstanding Supply Officer Award in 1968 and the Air Force Commendation Medal in 1968. He was reassigned to GEEIA on 15 March 1968 at Wright-Patterson. He is married to Martha E. Buchanan and lives at 220 Orville Street, Fairborn, Ohio.

BIOGRAPHY ALLYN K. MILLS

Lt Mills was born in Port Huron, Michigan on 8 June 1942. While attending Sandusky High School in Sandusky, Michigan, he participated in varsity football, basketball and baseball, and was a member of the varsity club. He graduated from Sandusky High School in May 1960 and the following September entered Michigan State University. In June 1964, he graduated from MSU with a Bachelor of Arts Degree in Political Science.

Lt Mills enlisted in the Air Force on 30 April 1965 and completed basic training in June. He received orders assigning him to Gunter AFB, Alabama as a student in the Medical Helper Course. In August, he received PCS orders assigning him to the USAF Hospital as medical administrative specialist. He remained at Keesler for two years until he was reassigned to OTS at Lackland AFB, Texas and graduated in Class 67J on 30 June 1967. He returned to Keesler and completed the Communications Officer Course in April 1968. He reported to Detachment 3, 2863rd GEEIA Squadron, Wright-Patterson AFB, Ohio in May. While in the Squadron Lt Mills has performed duties as OIC Radio Section, OIC Outside Plant Section and is presently Acting Chief of Administration.

BIOGRAPHY HENRY W. SMITH

Mr. Smith is a native of Cedar Bluff, Alabama. He has a diversified background in electronics for 30 years. He attended the University of Alabama from 1941 - 1942. He was a Civil Service employee at Brookley AFB, Alabama. He joined the Signal Corps in February 1943 and served 3 years in the Pacific Area. After WW II he was assigned to the Communications Section at Brookley AFB and was active in the National Guard. Mr. Smith was recalled to active duty during the Korean conflict and served for 2 years in the ZI as a Radio Officer of the 226th Antiaircraft Artillery Group. He returned to Brookley AFB, and has spent the last 9 years in GEELA. He has attended several managerial and technical schools, including a 9 week manpower management course in USAF School of Logistics. Active in community affairs, he is a Department Superintendent in the Central Baptist Church in Mobile, Alabama. He is the Unit Chairman of the United Fund Drive and has achieved 100% participation for the last 9 years. Mr. Smith is married to the former Connie McAdams of Quitnon, Mississippi. He has 2 children, Donald 16, and Patricia 15. He has 27 years of Federal Service.

SUPPORT

New Equipment received:

- a. TF-1000 trencher.
- b. 3 each GMC Telephone Maintenance Trucks.
- c. 1/4 ton utility trailer.
- d. 5 ton tilt trailer.

Motor Pool:

- a. The V-17, R/N 51L2842, which has been stationed at Ramey AFB, Puerto Rico for the past two years, has been returned to Wright-Patterson AFB, Ohio. It has had a limited technical inspection and we are awaiting disposition instructions.

COST REDUCTION PROGRAM

The 2863rd GEEIA Squadron had CRP Goal of \$6,452 for FY 1969.
To date a total of \$49,062 has been validated for the program,
which is approximately 750% of the squadron goal.

Cost Reduction items which have been submitted and non-
validated have amounted to \$14,517.

TRAINING

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In August 1968, the squadron added a system of new management tools to the OJT program. Target dates and control dates were established for each milestone (such as completion of a CDC volume) in each individual's training program. Charts were displayed in the training office to show the scheduled target dates and control dates versus actual completion dates for each trainee. Other information, such as test grades, date entered training, trainer, and projected SKT date, was also shown on the charts. Under the new system, anyone missing a target date or scoring too low a grade received intensified training attention; anyone missing a control date received "get well" attention ranging from two hours of remedial training one evening per week to two or more hours of remedial training five evenings per week. The trainee, trainer, and supervisor were interviewed by the Commander when problems were experienced or anticipated. Trainees away on TDY received letters from the Commander. The new program afforded trainees, trainers, supervisors, and the Commander a more comprehensive picture of where each trainee stood in respect to optimum progress, and allowed early identification and correction of abnormal progress.

The new management tools enhanced the effectiveness of the OJT program. "Personnel not in training vs number eligible" dropped from 10.3% in August to 0% in December, and has remained at 0% since (the established goal is 4% or less). "Personnel in excessive training vs number in training" averaged 1.3% per month

for the period August thru June (the established goal is 5% or less). "Personnel upgraded vs number in training" averaged approximately 12% per month from August thru May (established goal is 8% or better). Note: These figures represent averages for the periods cited; there were individual months in which goals were not met and other months in which goals were far exceeded.

The squadron had no Training Technician assigned during the six-month period of July thru December. MSgt Raymond Callahan performed the duties of Training NCO until a Training Technician, SSgt Gordon Woltz, arrived in January 1969. SSgt Woltz was in the squadron for less than six months before he departed on PCS orders.

The advent of the new Weighted Airman Promotion System (WAPS) brought change in the OJT program. Beginning in April 1969, the SKT was no longer administered for upgrading to the five and seven skill level. New requirements for expanded training in military subjects were introduced. Under WAPS, airmen eligible for promotion would be given an SKT to measure job specialty knowledge and a Promotion Fitness Examination (PFE) to measure military knowledge.

In response to the announced changes in the promotion system and their impact on the training program, the squadron initiated new measures to effect total, continuing professional training for all personnel as well as for personnel on upgrade training. As one measure, the squadron started developing "handout" training

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packages including references and study material on military subjects. This measure was intended primarily to afford squadron personnel a head start on PFE preparation pending receipt of USAF Promotion Fitness Examination Study Performance Kits. The "handouts", more condensed than the PFE Study Reference Kits, would also be used for refresher study.

GROUND SAFETY

The 2863rd GEEIA Squadron received numerous awards during fiscal year 1969. They were for specific performance and accomplishments in all categories of Ground Safety.

The Squadron has again, as in 1967, been presented the Eastern GEEIA Region "Tops in Safety Award" for 1968. It was necessary for the Squadron to attain the highest efficiency rating based on the Eastern GEEIA Region Ground Accident Summary to receive this award.

The "Accident Free Days" Safety Achievement Award was attained by the Squadron and held from 1 January to 13 August 1968 for a period of 225 days. This award is retained by the organization having the greatest number of accident free days based on reportable accidents.

The 2750th Air Base Wing, Wright-Patterson AFB, Ohio, also recognized the 2863rd GEEIA Squadron for safety accomplishments during the period 1968 and 1969. The squadron received each of the three safety awards presented by the base: the Military Accident Prevention Award, the Civilian Accident Prevention Award, and the USAF Accident Prevention Award.

The Civilian Accident Prevention Award was presented the Squadron for an accident free period from 5 March 1967 to 5 March 1969, five years comprising 378,517 civilian manhours of operation.

From 1 September 1968 to 31 December 1968 a total of 216,862 miles of USAF Motor Vehicle operation was recorded without a

reportable accident. For this, the Squadron received the USAF Motor Vehicle Accident Prevention Award. During calendar year 1968, the Squadron performed 781,564 miles of operation. The one vehicle accident which was sustained during the period was minor and not the fault of the squadron operator.

From 20 September 1968 to 2 February 1969 a total of 25,086 mandays of operation was performed by Military personnel without a lost time disabling injury. For this the Squadron received the Military Accident Prevention Award. Two reportable disabling injuries were sustained in calendar year 1968.

The Squadron moved from Brookley AFB, Alabama, to Wright-Patterson AFB, Ohio during June, July and August 1968. In this period not a single accident was sustained, reportable or non-reportable, although a total of 27,000 miles were driven. The mileage was driven by Squadron personnel transporting families, Government vehicles, and equipment. This was an outstanding accomplishment considering the extent and nature of hazardous exposure. The total cost of all accidents during 1968 amounted to \$1,025.00. The 2863rd played a significant part in cooperation with Wright-Patterson in assistance rendered the City of Dayton, Ohio during the 1968 National Vehicle Safety Check Award for cities in the 100,000 to 300,000 population range. At Wright-Patterson AFB, a total of 12,332 vehicles were safety checked. The Squadron contributed to the effort by submitting all vehicles used by 2863rd personnel to an inspection conducted by the Squadron Safety Officer.

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Presently there are 7,994 military and 19,221 civilians assigned to Wright-Patterson AFB, all potential drivers of private vehicles. The Squadron was instrumental in the effort which led to a fatality-free record for 1968. During 1968 not one military man assigned to Wright-Patterson AFB died in an auto accident. This outstanding record is credited to the mandatory 20 hour driver improvement course for newly assigned airmen under 26 years of age; all eligible airmen of the 2863rd in this category attended this course.

USAF SUGGESTION PROGRAM

Squadron participation in the USAF Suggestion Program continued at an "average" rate during the relocation from Brookley AFB to Wright-Patterson AFB; however, after the move was completed and the squadron had settled down, the participation rate surged to an unprecedented level. During the last six months of FY 69, squadron personnel at Wright-Patterson submitted a total of 204 suggestions, achieving a rate many times higher than the USAF goal.

Number of Schemes meeting the ICD by Fiscal Quarter

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<u>ICD</u>	<u>SCHEMES</u>	<u>WORK ORDERS</u> ¹
169	49	52
269	55	45
369	43	53
469	52	39

1. Does not include Pre-IRANS

Number of Schemes meeting the ICD by Fiscal Quarter

<u>Schemes</u>	<u>Maintenance Work Orders¹</u>
169 - 49	52
269 - 55	45
369 - 43	53
469 - 52	39

1. Does not include Pre-IRANS

ROSTER OF KEY PERSONNEL

Capt Finley P. Ledford III - Commander
Capt John J. Keegan, Jr. - Chief, Operations Branch
Capt William D. Lester - OIC, Workload Control
Capt James P. Buchanan - Chief, Support Branch
Capt Dennis K. Fillinger - Chief, Quality Assurance
Capt Warren E. Evans - Quality Assurance Inspector
1st Lt Eugene W. Ahlfors - OIC, Outside Plant Section
1st Lt Boyd R. Galinger III - OIC, Inside Plant Section
1st Lt Roger D. Niclas - OIC, Radar Section
*1st Lt Allyn K. Mills - Acting Chief of Administration
2nd Lt George K. Kelly - Assistant Chief, Support Branch
2nd Lt Louis W. Landau - OIC, Radio Section
SMSgt Curtis W. Burleigh - First Sergeant
TSgt Leo J. Couture - Safety Specialist
*SSgt Donald E. Root - Training Technician
GS-13 Henry W. Smith - Chief, Detachment 1
F-11 Cyrus A. Altimus - Assistant General Foreman Outside Plant Section

*Denotes Acting, Temporary

CHRONOLOGY OF SIGNIFICANT EVENTS

July 1968

Relocation of the 2863rd GEEIA Squadron progressed extremely well. PCS transfer of 2863rd military personnel began 1 July, and within three weeks 50 people had completed the move. Approximately 145,000 pounds of tools, equipment, and supplies were moved, all on squadron vehicles. Transfer of functions, including workload management, was also accelerated. Essentially all squadron business was being conducted from Wright-Patterson AFB by mid-July.

Captain Finley P. Ledford III, Commander of Detachments 2 and 3 assumed command of the 2863rd GEEIA Squadron effective 22 July.

August 1968

Movement of squadron property, including more than 1,700 EAID items and many hundreds of non-EAID items, was completed. The shipments were all made on 2863rd GEEIA Squadron vehicles and 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 accomplishment. Personnel relocations from Brookley AFB to Wright-Patterson AFB were completed with only a few exceptions. The 2863rd military strength on board at Wright-Patterson AFB grew to 185, of which 97 transferred from Brookley AFB and the remainder were assigned through the PCS pipeline.

The squadron occupied temporary facilities in Buildings 70 and 1084, pending completion of a military construction program

conversion project to provide permanent facilities in Building 70. A study of the permanent facilities programmed for the squadron revealed that the scope of the conversion project was substantially less than that originally approved. The floor space would be at least 2800 square feet too small to accommodate the squadron. Action was initiated through channels to increase the space by 2880 square feet.

The squadron added a system of new management tools to the QJT program (see "Training", page 10, for further discussion of the system).

September 1968

By early September the squadron had experienced an overall personnel turnover of approximately 60% and a command and staff turnover of 100% during a period of less than four months. Movement of all personnel and property was completed; however, work and arrangements to permanently situate the squadron at Wright-Patterson AFB continued. The second of three barracks needed for permanent troop housing was obtained; 16 squadron people were temporarily quartered in an open bay barracks in the "Sherwood" section of Area A pending availability of more adequate quarters. The troop housing shortage at Wright-Patterson AFB was prolonged by delays in construction progress of a new airman dormitory.

October 1968

The permanent change of station of the 2863rd GEEIA Squadron from Brookley AFB to Wright-Patterson AFB was officially effective

1 October 1968 by announcement in AFLC Special Order GA-21, 26 August 1968. The order also discontinued Detachments 2 and 3.

On 15 October, AFLC (MCE) sent Hq USAF (AFOCE-L) a message requesting additional funds to permit the required 2280 square foot expansion of the MCP conversion project for permanent facilities for the squadron. Pending further development, the construction contractor was instructed not to proceed with work on the walls which would be affected by the change.

The squadron moved within Building 70 to an area made vacant by relocation of Accounting and Finance from Building 70 to Building 1 (Due to nonavailability of other space, the squadron had been temporarily occupying part of the area designated for renovation under the conversion project).

The Base Auditor at Wright-Patterson AFB validated two 2863rd GEEIA Squadron Cost Reduction items totaling \$15,860.63.

The GEEIA Commander, BGen Nichols, visited the 2863rd on 31 October.

November 1968

On 1 November AFLC (MCEE) sent a message to the US Army Engineer Division authorizing award of a contract change order to effect the required 2880 square feet expansion of the MCP conversion project for 2863rd Squadron permanent facilities.

Efforts to expedite assignment of a third barracks succeeded. The additional barracks, adjacent to the two already in use, enabled the squadron to vacate the open bay temporary quarters in Area A.

SMSGt Burleigh, First Sergeant, attended the 1968 USAF-Wide Career Motivation Conference at Offutt AFB 18-21 November following his selection as one of three AFLC representatives.

A Cost Reduction item generated by Detachment 1 was validated at \$3,500.

Three new commercial V-17/V-18 line maintenance vehicles were assigned to the squadron.

December 1968

Augmentation to Pacific and European GEEIA Regions amounted to more than 12% of the total assigned enlisted personnel.

The commander established a First Term Airman Advisory Council.

January 1969

Augmentation to the overseas Regions represented more than 13% of the total enlisted strength of the squadron. Approximately 50% of the assigned military splicers were in Southeast Asia.

A 2863rd GEEIA Squadron Cost Reduction item was validated at \$1416.00 by the Wright-Patterson AFB Auditor.

The Base Commander presented a USAF Motor Vehicle Accident Prevention Achievement Award to the squadron for 216,862 miles of accident-free Government vehicle operation.

A Civilian Advisory Council was established, along with an "Outstanding Civilian Employee of the Quarter" program to afford civilians a type of recognition similar to the "NCO of the Quarter" and "Airman of the Quarter".

February 1969

Another Cost Reduction item was validated at \$675.50, bringing the 2863rd GEEIA Squadron's documented savings to a total of \$20,696.00, more than three times the goal assigned for FY 69.

Captain Meredith A. Morrison, Chief, Operations Branch, departed PCS on 14 February to attend OAR 3011 school. Captain John J. Keegan Jr. was assigned duty as the 2863rd Operations Officer.

Augmentations to Pacific and European GEEIA Regions constituted approximately 17% of the assigned enlisted strength. In addition, four civilian personnel were on augmentation TDY.

In-progress workload included 56 schemes and work orders, with one scheme delinquent by FSD (ICD).

The Wright-Patterson AFB Commander presented a Military Accident Prevention Achievement Award to the squadron.

March 1969

Bridader General Nichols and Colonels Purkey, Miller, and Millis visited the squadron on 11 March. The GEEIA Commander presented his "State of GEEIA" address.

The GEEIA Annual General Inspection of the 2863rd Squadron was conducted during the week of 17-21 March.

After numerous aborts and reschedulings, an FAA flight check was finally completed on the Instrument Landing System installation at Craig AFB, Alabama (scheme 0149A7BO-EVMB-N7226). The facility passed the check and completion documents were signed 6 March.

The squadron's total workload was completely free of delinquencies,

with all of the in-progress work having a 369 or later FSD (ICD) and all of the programmed workload, several hundred schemes and work orders, having a 469 or later FSD (ICD).

Augmentation to Pacific and European Regions continued at a high level, with approximately one-sixth of the squadron's total enlisted capability performing overseas duty.

A 1/4-ton utility trailer equipped with generator, air compressor, water pump, manhole heater and blower, floodlight, and amber beacon light was received.

On March 24 the squadron received a new TF-1000 trencher.

Squadron personnel at Wright-Patterson AFB submitted 98 suggestions, under the USAF Suggestion Program, during the quarter ending 31 March.

April 1969

Twenty-six personnel were augmenting Pacific and European Regions. An additional sixteen people were augmenting other squadrons within the Eastern Region.

The first European job specifically assigned to the squadron (not on an augmentation basis), an MPN-15 GCA change-out at Ramstein AB, Germany, was started.

The squadron completed 29 schemes and 41 work orders in a period of approximately five weeks.

The Base Commander, BGen Williams, presented a Civilian Accident Prevention Achievement Award to the squadron for a five-year period without a civilian disabling injury.

May 1969

Augmentation included 25 people to Pacific and European

Regions and 17 people to other squadrons within the Eastern Region.
On 5 May the WPafb Auditor validated a squadron Cost Reduction item for \$400.00.

Beneficial occupancy inspection of the squadron's permanent facility in Building 70 was conducted 21 May. Some work remained to be done, and occupancy was tentatively scheduled for the first or second week in June.

More than 25% of the squadron's enlisted personnel were identified as July-September losses, primarily through PCS assignments. The scheduled losses included a majority of the key, experienced top-four grade Noncommissioned Officers. The Training Technician, assigned for less than five months, was among those receiving PCS assignments.

June 1969

The 2863rd GEEIA Squadron completed its move into permanent facilities in Building 70.

Squadron personnel at Wright-Patterson AFB submitted 106 suggestions, under the USAF Suggestion Program, during the quarter ending 30 June.

27

ASSIGNED STRENGTH

11 - Officers

187 - Airmen

197 - Civilians

395 - Total

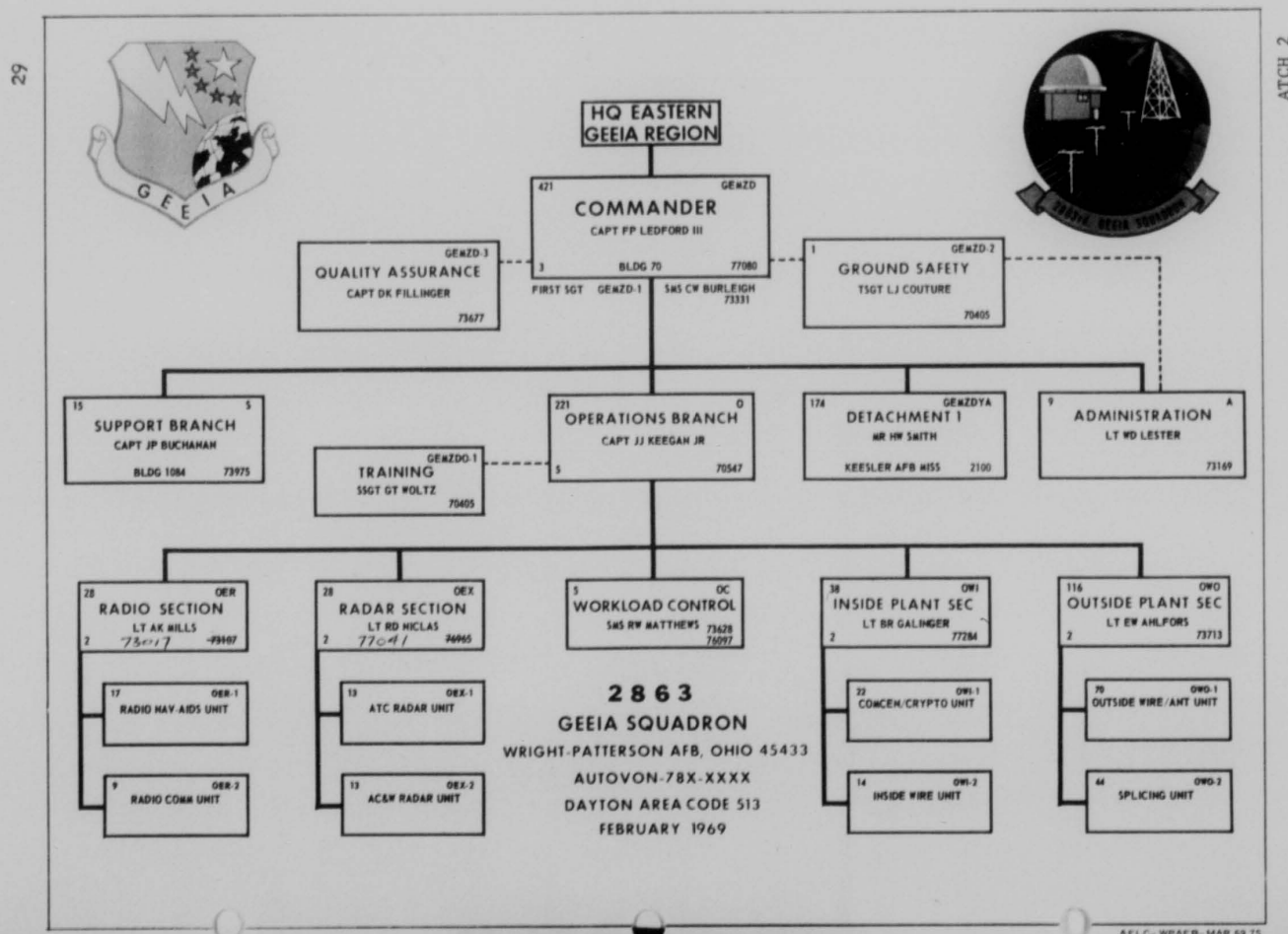
1. Message 1717062 June 69, Subject RCS:RGR-42

COST REDUCTION PROGRAM STATUS

28

C R P AREA	AWAITING VALIDATION	RETURNED NON-VALIDATED	TOTAL VALIDATED	SQD GOAL FY 69	% of GOAL
IA3 SECONDARY ITEMS:					
Review of Scheme Material			1,417	1,853	
Validation of Request for Modulators		7,770			
Lawrenceville Antenna Farm		6,747			
V-17 Regulator and Generator			385		
		14,517	1,802	1,853	98%
Reclamation of AM/FPS 6 Components			25,300		
IB USE OF LONG SUPPLY, EXCESS AND SURPLUS INVENTORY:					
Withdrawal of Climbing Belts from R&M			620	509	118%
IC1 GENERAL MANAGEMENT IMPROVEMENTS:					
Borrowed J-36 Trencher			11,300	4,070	
Lifting Hoist (Det 1)			3,530		
Clinton County TACAN	15,800				
Det 1 Move	15,800		1,240		
			16,070	4,070	100%
IC2 TRANSPORTATION & TRAFFIC MGT.					
Squadron Move Brockley to WPAFH			4,170	-0-	
Shipment of Poletrailer			50		
OVERALL TOTAL	15,800	14,517	49,064	6,452	74.0%

ATCH 1



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

30

SPECIAL ORDER
 GA-21

26 August 1968

1. Announcement is made of the permanent change of station of the 2863d GEEIA Squadron from Brookley AFB, Alabama to Wright-Patterson AFB, Ohio, effective 1 October 1968. Authority: AFLC Movement Order Nr 2, dated 21 June 1968 and AFM 26-2.
2. Detachment 2, 2863d GEEIA Squadron is discontinued at Wright-Patterson AFB, Ohio, effective 1 October 1968. Personnel and manpower authorizations revert to the parent unit. AFEMS Organization Identity Number 286340970002 is cancelled. Authority: AFM 26-2.
3. Detachment 3, 2863d GEEIA Squadron is discontinued at Wright-Patterson AFB, Ohio, effective 1 October 1968. Personnel and manpower authorizations revert to the parent unit. AFEMS Organization Identity Number 286340970003 is cancelled. Authority: AFM 26-2.

FOR THE COMMANDER:



RALPH R. MALANGA, Colonel, USAF
 Director, Administrative Services

DISTRIBUTION:

- 1 ea DCS, Staff Office & AMAs
- 2 ea AFLC MET
- 3 ea Hq USAF (AFMSG) (AFOMO) (AFOAP) (AFPMP) (AFPDC)
- 1 ea Hq USAF (AFDASA) (AFOCE) (AFADPAB-1)
- 5 ea GEEIA Region
- 2 ea GEEIA (GEG) (GEB) (GEV) (GES) 6 (GEX)
- 5 MOAMA (MOB)
- 10 2863d GEEIA Sq, Brookley AFB, Ala.
- 5 ARPC, 3800 York St., Denver, Colo.
- 1 MASDC, Davis-Monthan AFB, Ariz.
- 1 AUL (AUL2D) Maxwell AFB, Ala.
- 1 2802d IG&CG, Newark AF Stn, Newark, OH.
- 1 MCGA 6 MCOM
- 1 MCOB 1 SGSPAD
- 3 MCAMS 2 SCDDPF
- 1 MCEPE 1 ACC
- 3 MCGSCPP-1 1 ACDF
- 2 MCKH 2 EWG
- 1 HWA 2 EWAM

AF WP-A-175

GA-21

ATCH 3

AN/MSQ-77 IRAN PROGRAM IN SEA

Exhibit 5

ATC/124

1

DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS SACRAMENTO AIR MATERIEL AREA (AFMC)
 MCCLELLAN AIR FORCE BASE, CALIFORNIA 95652



11 FEB 1969

REPLY TO
 ATTN OF SMNLP

SUBJECT Depot Maintenance Project Directive Number R-0-7023-SM (SAC)

TO GEEIA (GEOM-4)

1. PROJECT DESCRIPTION: The purpose of this Project Directive is to authorize the On-Site Irans of six (6) AN/MSQ77's and one (1) AN/TSQ81 Bomb Directing Central Radar Sets located at classified sites in Southeast Asia. Irans will be performed by Eastern GEEIA Region on a scheduled basis in support of the Strategic Air Command mission requirements.

2. PRIORITY: FAD II, U/N"A", IPD 07.

3. SCHEDULE: Firm Iran schedules will be negotiated and coordinated between GEEIA, Det 15/2CEG, 7th Air Force and PACAF. Project to start May 1969 and terminate December 1969.

4. DISPOSITION: N/A

5. PRELIMINARY LABOR AND COST ESTIMATES:

LABOR	\$177,731.00 (E)	(22,300 M/HR @ \$7.97)
MATERIAL	517,500.00 (E)	
TOTAL	\$695,231.00 (E)	

6. WORK SPECIFICATIONS AND TECHNICAL REQUIREMENTS: Applicable Equipment Technical Orders and SMAMA Work Specification SM5800-F dated 6 May 1968 (TABA) using the "ESSENTIAL REPAIR" concept and/or special procedures or policies established by the IM/SM during the course of this project.

7. SPECIAL MATERIAL REQUIREMENTS: All host base and On-Site spares coupled with GEEIA's Bench Stock will be used, together with total effort by GEEIA for maximum repair of components On-Site in the MDA VAN. In the event of a supply difficulty during the course of this project, GEEIA will notify Mrs Mary Hudson (SMNLR-3) extension 32494/36268, who is responsible for the supply monitorship for this project.

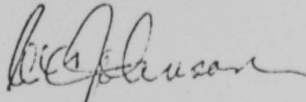
8. SPECIAL FUNDING INSTRUCTIONS: H569XX as applicable.

9. REPORTING: Completion actions will be reported on AFTO Form 216 (Pre-Iran) and AFTO Form 217 (Iran) in accordance with T.O. 00-25-108 and monthly GEEIA Iran Status Summary, addressed to SMAMA (SMNLPB). In addition, GEEIA will submit to SMAMA (SMNLTS) two (2) copies of Material Requirement Lists within thirty (30) days after completion of each major end item equipment of the Project Directive. The MRLs will be prepared and submitted in accordance with AFLCM 66-2, Part Five, Chapter Ten and the instructions on the reverse side of AFLC Form 14. Actual usage experience of both direct and indirect material is required. Submission of key-punched card decks in AFLC Form 905A (Reference AFLCM 65-1) format is preferred, if ADP machines are available.

10. PROJECT MONITOR: Mr. Eugene D. Brown, SMNLP, telephone AUTOVOHN 633-2583, 633-2292.

11. CLASSIFICATION: Unclassified

FOR THE COMMANDER



W. C. JOHNSON, Chief
Production Management Branch
Defense Electronics SM Division

DISTRIBUTION:
SMAMA

K-2	1
NLRIA	1
NLRS	1
NMQ	1
NLTM	1
NPM-1	1
NMMP	1
NLO	1
GEEIA	
GEOM	2
GESMR	1
SAC	
DOCEA-1	2
DOCEMA	1
ICEG/RBSM-E	1
USAF	
AFSMEK	1
AFLC	
MCMP	1
MCMPWB	1

COPY

ROUTINE
PT 0013
RT 13ZYUW RUEDHEA4992 1142319-UUUU--RUCLERA.
ZNR UUUUU
R 242101Z APR 69
FM GEEIA GRIFFISS AFB NY
TO RUCLHPA/EASTERN GEEIA RGN/GEMOM/KEESLER AFB MISS
INFO RUCLERA/DET 2863 GEEIA SQ/GEMZDYA/KEESLER AFB MISS
RUHHWHA/PACGEEIARGN/GEPO/WHEELER AFB HAWRUCVAAA/1CMBTEVALGP/RBSM-E/BARKSDALE AFB
LA
RUSQSNA/DET 15 1CMBTEVALGP TAN SON NHUT AB RVN
RUVARIA/AFLC/MCOC
RUEFHQA/CSAF/AFSMEK
BT
UNCLAS GEOM-4
SUBJECT: CANCELLATION OF AN/MSQ-77/TSQ-81 IRAN. IAW AFLC
MCOC 072115Z APR 69 AND SMAMA SMNLP 231734Z APR 69
THE FOLLOWING IRANS ARE DELETED: 6184LOBO 6185LOBO, 6186LOBO,
6187LOBO, 6188LOBO, 6189LOBO, 6190LOBO. THIS ACTION BASED ON
SM/IM NON-SUPPORT OF GEEIA REQUIREMENTS.
BT
#42
NNNN#

COPY

PROJECT SCOPE CORAL

Exhibit 6

1/1/1977

1

GEEIA PROGRAM DIRECTIVE

Issued by the Directorate of Operations, Headquarters GEEIA

DATE	SUBJECT	NUMBER
7 February 1969	Scope Coral (Presidential C-E-M Support for Homestead AFB)	GPD XXIV-28-(69)

INTRODUCTION

- 1.1 **Purpose:** This is an implementing GPD tasking Eastern GEEIA Region with the responsibility of providing quick reaction service to all navigational and meteorological equipments support covered by Scope Coral.
- 1.2 **Authority:** GEG letter, dated 10 Jan 1969 subject: "GEEIA Support of Homestead AFB."

2. PROGRAM SUMMARY

2.1 In order to provide timely MM in support of Scope Coral, Eastern GEEIA Region must effectively plan for material, Meteorological and NavAids skills, test equipment and etc.

2.2 When maintenance problems cannot be resolved by Homestead AFB, Eastern GEEIA Region will provide special support to resolve on-site maintenance difficulties and return the customers facility to a satisfactory operational condition.

2.3 Special support is considered immediate support providing the items required are on hand instead of the customary 48 hours.

2.4 Equipments to be supported under Scope Coral are as follows:

AN/FRC-19B
AN/FRC-2
AN/FRC-13
AN/FRC-7A
AN/FRC-8A
AN/GYC-3
AN/GRI-9C
Wilcox 482A

AN/YFS-7T
AN/GCQ-10
AN/GCQ-11/20
AN/GRI-13
AN/TM2-11
AN/FM-1
AN/APQ-13

*40% Part of other ...
50% Part of ...
50% Part of ...
50% Part of ...
50% Part of ...
50% Part of ...
50% Part of ...
50% Part of ...*

3. PROGRAM MANAGEMENT

- 3.1 Eq GEEIA/GEOM-6 will have management responsibilities for Scope Coral.
- 3.1.2 Project Monitor for Scope Coral is Benjamin J. Vaccaro/1602

OFF: Hq GEEIA (GEOM-6)
DISTRIBUTION: A, C, I

UNCLASSIFIED

SECURITY CLASSIFICATION

GEEIA FORM 91
JUN 61

GPD XXIV-28-(69)

Page two of two

- 3.1.3 GEOM-6 will act as office of primary responsibility (OPR).
- 3.2 Eastern GEEIA Region will insure that all GEEIA maintenance actions are accomplished in a timely manner.
 - 3.2.1 All problems that cannot be resolved at Eastern GEEIA Region will be reported to Project Monitor/GEOM-6.
 - 3.2.2 Reported problems will be supported by factual information which will be evaluated to determine justification for such actions.
- 4. REPORTING
 - 4.1 AFTO 217 will be utilized to report final closing action for any MDM accomplishment. Exception will be listed in AFTO-217 by mutual agreement of the GEEIA team leader and operating command personnel.
- 5. PRIORITY
 - 5.1 FAD I 1-6 Precedence Rating applies.
- 6. FUNDING
 - 6.1 MRM Installation Funds P-437.
- 7. SECURITY GUIDANCE
 - 7.1 This GPD is unclassified.
- 8. POINTS OF CONTACT
 - 8.1 Hq GEEIA OPR: GEOM-6/Benjamin J. Vaccaro/330-7602.

FOR THE COMMANDER

Joseph J. Miceli
JOSEPH J. MICELI
Chief, Maintenance Management Division
Directorate of Operations

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS EASTERN GEEIA REGION (AFLC)
KEESLER AIR FORCE BASE, MISSISSIPPI 39524



REPLY TO
ATTN OF: GEMSL

18 February 1969

SUBJECT: Project Scope Coral

TO: All Concerned

1. Headquarters GEEIA, Griffiss AFB, N.Y. message R201501Z Jan 69 and AFLC message R051605Z Feb 69 requires special procedures and supply support to insure that ground communication, electronic, and meteorological equipment located at Homestead AFB, Florida, be kept in peak operating condition in support of presidential aircraft.
2. Due to the minimum reaction time frame for GEEIA team support, it is necessary to establish MEM special levels at Homestead AFB.
3. To successfully accomplish this mission, Eastern GEEIA Region/GEMSL has established the attached program. It is this office's desire that supply support to Scope Coral be accomplished by the target dates indicated.

FOR THE COMMANDER

A handwritten signature in cursive script, appearing to read "Raymond H. Jacobson".

RAYMOND H. JACOBSON, 2nd Lt, USAF
Chief, Logistics Support Branch

3 Attachments

1. Program Part I
2. Program Part II
3. Program Part III

Part I

1. AF Form 1996 - Adjusted Stock Levels (ref Chapter 11, Part One, Vol II, AFM 67-1)
 - a. Logistics Support Branch will insure that the
 - (1) 2862nd GEEIA Squadron, Cape Kennedy AFB, Fla. establish their requirements (OPR - GEMZCO)
 - (2) 2862nd prepares the 1996's in five (5) copies to the extent of
 - (a) Stock Number
 - (b) Nomenclature
 - (c) Minimum Level
 - (d) Part Number
 - (e) Application
 - (f) Justification(OPR - GEMZCS)
 - (3) 2862nd forwards four (4) copies of the 1996's to the 1942nd Comm Squadron, Homestead AFB, Fla.
 - (4) The 1942nd completes their portion of the 1996 as the originating activity and forwards them to host base Supply, Attn: Mr. Dukes, AIMS
 - (5) Upon completion of their actions, Base Supply will forward processed 1996's by Air Mail to MSgt D. Darwactor, Hq Eastern GEEIA Rgn, Keesler AFB, MS 39534. The target date for receipt of these 1996's at Hq Eastern GEEIA is 28 Feb 69.
 - b. A representative from GEMSL will handcarry these 1996's to
 - (1) Kelly AFB, Texas, for identification and tagging of special level assets.
 - (2) OCAMA (OCNDRA), for approval and subsequent shipment of assets to Homestead AFB, Fla.
 - c. OCAMA (OCNDRA) will issue shipping and/or requisitioning instructions.

Atch 1

2. TACAN Antenna -

- a. This project requires that a TACAN Antenna - Low Band - be prepositioned at Homestead AFB, Fla.
- b. Accountability for this Antenna will remain with FB2310 Griffiss AFB, N.Y.
- c. Antenna is crated for longtime storage IAW TPO 5825-994-8371 and will be stored in Base Supply, Homestead AFB in accordance with the above TPO and will be distinctly marked for Project Scope Coral.
- d. Authority and responsibility for removing antenna from storage to the site rests entirely with GEEIA Team Chief. Antenna will always be transported in an upright position.
- e. GEEIA Team Chief will be responsible for proper packing and shipment of reparable to Griffiss AFB, N.Y. Mark for FY9615, 2861st GEEIA Sq, Supply Pri 02, Transportation Priority 999 applies.
- f. GEEIA Team Chief will advise GEMSL of utilization of stored Antenna. GEMSL, in turn, will direct shipment of serviceable replacement to Homestead.

Part II

1. GEMSL will insure that procedures for issue of GSEIA MDM special levels are established between GSEIA, 1942nd Comm Squadron, and Homestead Base Supply.
 - a. Issue and Excess Exception Codes will be assigned by Base Supply to prevent any releases except to the 1942nd Comm Squadron.
 - b. MDM materials are not obtained from base supply by the 1942nd without prior approval of GSEIA.
2. Homestead Base Supply will guarantee adequate and secure storage facilities for all MDM items.
3. It will be necessary for Base Supply, Homestead AFB to provide weekly status to GEMSL and OCAMA until all MDM special levels are received.
4. GSEIA and Homestead Base Supply will negotiate any funds reimbursement required to support this project.

Atch 2

1

Part III

1. Base Supply at Homestead AFB will be required to furnish two copies of the 90 day special level listing (one each to GEMSL, Hq Eastern GEEIA Rgn, and to GENZCS, 2862nd GEEIA Sqdn).
2. The 180 day review of MDM special levels will be accomplished by the 2862nd GEEIA Sqdn. Base Supply will provide this listing/AF Form 1996's. During this review any deletions/additions will be forwarded to the 1942nd Comm Sqdn.

Atch 3

MEMORANDUM OF AGREEMENT BETWEEN HEADQUARTERS, TACTICAL AIR COMMAND,
HEADQUARTERS, GEEIA, HEADQUARTERS, 5TH WEATHER WING.

- I. PURPOSE: This agreement is to formalize the mutual aspects of Project Scope Coral.
- II. SCOPE: This document shall be applicable to the CEM Equipment located at Homestead AFB, Fla and Key Biscayne and designated Scope Coral Support.
- III. Headquarters TAC will:
 1. Assure that funding action is accomplished to permit immediate withdrawal of any required material from Base Supply and other support requirements.
 2. Assure that Base Supply, Homestead AFB;
 - a. Provides priority monitor report (D-18), daily to Headquarters, Eastern GEEIA Region (GEMSL) until all MDM Special levels are received.
 - b. Furnishes two copies of the special level listing every 3 months (one each to Headquarters, Eastern Geeia Region, GEMSL and 2862nd Geeia Sq, GEMZCS).
 - c. Issue and Excess Exception Codes will be assigned by Base Supply to prevent any release except to the 1942 Communications Squadron and Det 35, 3rd Weather Squadron.
 - d. MDM materials are not obtained from base supply by either 1942 Communications or Det 35, 3rd Weather Squadron without prior verbal approval of 2862nd Geeia Sqdn.
 - e. Guarantee adequate and secure storage facilities for all MDM items within Base Supply.
 3. Assure appropriate support agreements with the following base activities to assure timely response.
 - a. AE
 - b. BCE
 - c. PMEL
- IV. Local Units Homestead AFB will;
 1. Provide personnel to assist the GEEIA team during the 90 day peaking program, and as required on emergency requirements.
 2. Request GEEIA assistance within 2 (two) hours after outage if local unit cannot effect restoration.

V. GEEIA will:

1. Provide a peaking team every 90 days on each major CEM facility. The team will be comprised of the most technically qualified personnel from the 2860th and 2862nd Geeia Squadrons.
2. A quick reaction team, for emergency restoration, will be provided immediately by the 2862nd Geeia Squadron from Patrick AFB, Fla.
3. Assure adequate overtime authorizations are granted commensurate with the project.
4. Preparation a TACAN Antenna - Low Band - at Homestead AFB, Fla.
 - a. Accountability for this Antenna will remain with FB2310 Griffiss AFB, N.Y.
 - b. Antenna is crated for longtime storage IAW TPO 5825-994-8371 and will be stored in Base Supply, Homestead AFB in accordance with the above TPO and will be distinctly marked for Project Scope Coral.
 - c. Authority and responsibility for removing antenna from storage to the site rests entirely with GEEIA Team Chief. Antenna will always be transported in an upright position.
 - d. GEEIA Team Chief will be responsible for proper packing and shipment of reparable to Griffiss AFB, N.Y. Mark for FY9615, 2861st GEEIA Sq, Supply Priority 02, Transportation Priority 999 applies.
 - e. GEEIA Squadron will advise GEMSL of utilization of stored Antenna. GEMSL, in turn, will direct shipment of serviceable replacement to Homestead.
5. Closely coordinate all Geeia support, scheduled or emergency with the using activity to assure maximum utilization of personnel, time and material. Contact points will be established by the 2862nd and 2860th Geeia Squadron with Homestead AFB activities.
6. Eastern GEEIA Region contacts are:
 - a. Installations - Mr. Billy N. Fitts; Autovon 696-2481
 - b. Maintenance - Mr. William E. Shumaker, Autovon 696-2381

VI. This Agreement is effective upon receipt for all actions required to successfully insure our capability to support Presidential Activities. There will be no scheduled

amendments to this agreement, it will be amended as the need arises. This agreement is not all inclusive and all actions required to support Scope Coral will be accomplished by all units.

VII. COMMUNICATIONS: Direct communications between 1942 Communications Squadron, Det 35, 3rd Weather Squadron, 2860th GEEIA Sqdn, 2862nd GEEIA Squadron, the Local FAA, White House Officials, Eastern GEEIA Region and other Military and Civilian Agencies, as required, is authorized to provide support. Project "Scope Coral" is authority.

COORDINATION

FAO COMM AREA

9TH AIR FORCE

1942 COMM SQDN

DET 35, 3RD WEATHER SQDN

EASTERN GEEIA REGION

John W. Davis 1108

James E. Parish, Capt

John W. Davis CAPT

Robert L. Sturdevant Capt

William E. Shumaker

Ronald H. Bussinger 7459T

SCOPE CORVA

Capt E
18 Apr



SUPPORT
AGREEMENT

MEMORANDUM OF AGREEMENT

BETWEEN

28 MAR 1969

HEADQUARTERS,
4531 TAC FTR WG (RTU)

HEADQUARTERS,
EASTERN GEEIA REGION

HEADQUARTERS,
5TH WEATHER WING

HEADQUARTERS,
TAC COMM AREA (AFCS)

FOR

PROJECT "SCOPE CORAL"
ACTIVITIES AT HOMESTEAD AFB, FLA

I. PURPOSE: This agreement outlines the responsibilities and actions required for quick reaction support of Project Scope Coral.

II. SCOPE: This document shall be applicable to the CEM Equipment located at Homestead AFB, Fla., and Key Biscayne, Fla., and designated as Scope Coral Support.

III. Homestead AFB, Fla. will:

1. Assure that funding action is accomplished to provide immediate withdrawal of all required material from Base Supply and other support requirements.

2. Assure that Base Supply, Homestead AFB:

a. Provides a daily Priority Monitor Report (D-18) to Headquarters, Eastern GEEIA Region (GEMSL) until all MDM Special Levels are received.

b. Furnishes two copies of the Special Level Listing every three months (one each to Headquarters, Eastern GEEIA Region (GEMSL) and 2862nd GEEIA Squadron (GEMZCS).

c. Assigns Issue and Excess Exception Codes to prevent any release except to the 1942 Communications Squadron and Det 35, 3rd Weather Squadron.

d. Issues no MDM materials from Base Supply to either 1942 Communications Squadron or Det 35, 3rd Weather Squadron without prior verbal approval of 2862nd GEEIA Squadron.

e. Provides adequate and secure storage facilities for all MDM items within Base Supply.

3. Initiate appropriate support agreements with the following base activities to assure timely response.

a. AE

b. BCE

c. PMEL

IV. Local Units Homestead AFB will:

1. Provide personnel to assist the GEEIA team during the 90 day peaking program, and as required on emergency requirements.

2. Request GEEIA assistance within two (2) hours after outage if local unit cannot effect restoration.

V. GEEIA will:

1. Provide a peaking team every 90 days on each major CEM facility. The team will be comprised of the most technically qualified personnel from the 2860th and 2862nd GEEIA Squadrons.

2. Assure that immediate reaction for emergency restoration will be provided by the 2862nd GEEIA Squadron from Patrick AFB, Fla.

3. Assure adequate overtime authorizations are granted commensurate with the project.

4. Pre-position a TACAN Antenna - Low Band - at Homestead AFB, Fla.

a. Accountability for this antenna will remain with FB2310, Griffiss AFB, N. Y.

b. Antenna is crated for long time storage IAW TPO 5825-994-8371 and will be stored in Base Supply, Homestead AFB in accordance with the above TPO. The antenna will be distinctly marked for Project Scope Coral.

c. Authority and responsibility for removing antenna from storage to the site rests entirely with GEEIA Team Chief. Antenna will always be transported in an upright position.

d. GEEIA Team Chief will be responsible to insure proper packing and shipment of reparable antenna to Griffiss AFB, NY. Mark for FY9615, 2861st GEEIA Sq, Supply Priority 02, Transportation Priority 999 applies.

e. GEEIA Squadron will advise GEMSL of utilization of stored antenna. GEMSL, in turn, will direct shipment of serviceable replacement to Homestead.

5. Coordinate all GEEIA support, scheduled or emergency, with the using activity to assure maximum utilization of personnel, time and material. Contact points will be established by the 2862nd and 2860th GEEIA Squadrons with Homestead AFB activities.

6. Eastern GEEIA Region contacts are:

a. Installations - Mr Billy N. Fitts, Autovon 696-2481.

b. Maintenance - Mr William E. Shumaker, Autovon 696-2381.

VI. This agreement is effective upon receipt for all actions required to successfully insure our capability to support Scope Coral activities. There are no scheduled amendments to this agreement, rather it will be amended as the need arises. This agreement is not all inclusive and all actions required to support Scope Coral will be accomplished by all units.

VII. COMMUNICATIONS: Direct Communications between 1942 Communications Squadron; Det 35, 3rd Weather Squadron; 2860th GEEIA Sq; 2862nd GEEIA Sq; the local FAA, White House Officials, Eastern GEEIA Rgn and other military and civilian agencies, as required, is authorized to provide support. Project "Scope Coral" is authority.

William Donics
WILLIAM DONICS, Col, USAF
Commander

Tac Comm Area (AFCS)

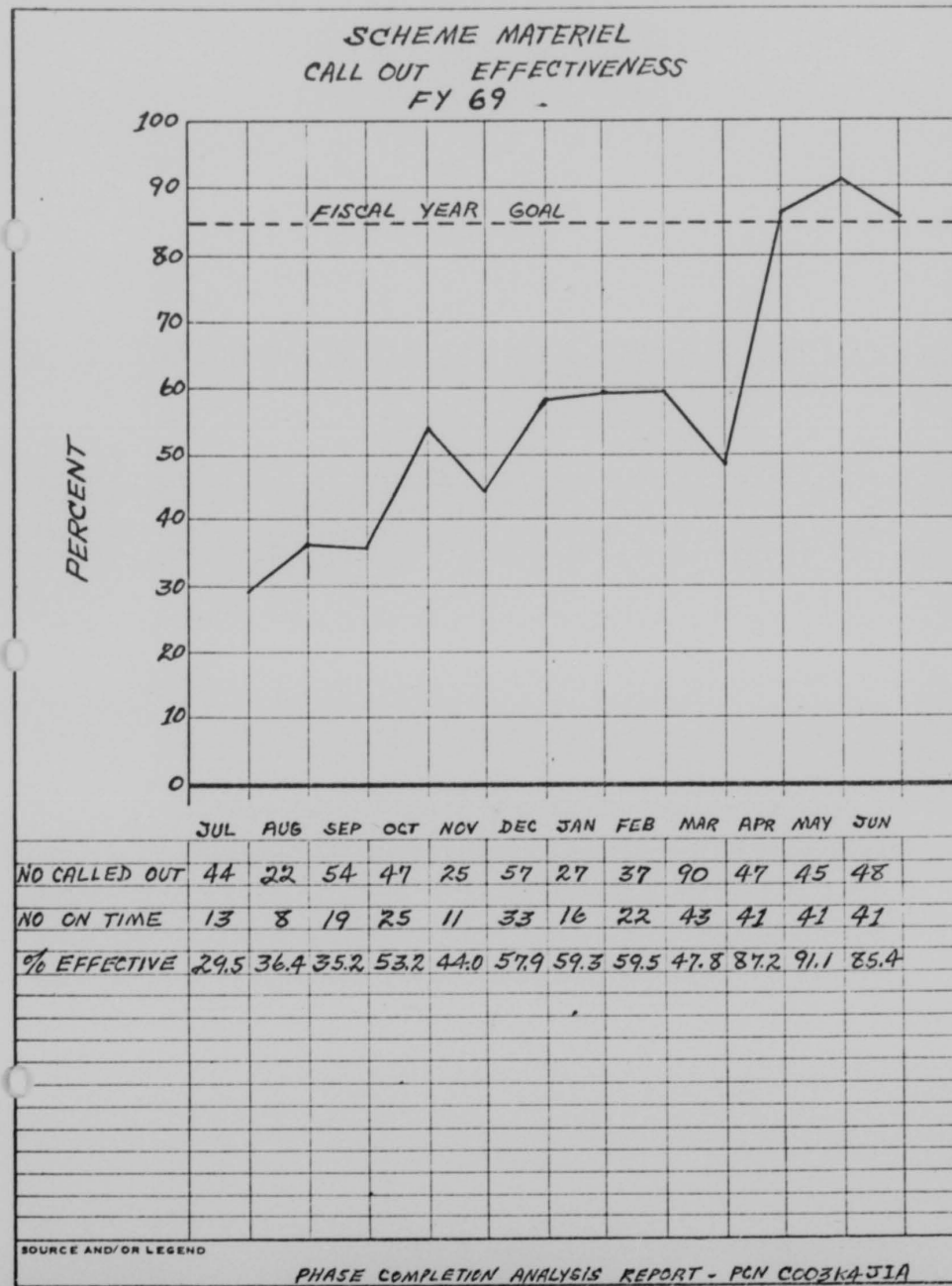
(This will be considered an interim agreement pending finalization of 11-4 support agreement.)

Wiltz P. Segura
WILTZ P. SEGURA, Col, USAF
Commander
4531 Tac Ftr Wg (RTU)

George E. Rath
GEORGE E RATH, Col, USAF
Commander

5th Weather Wing

Lewis L. Bradley, Jr.
LEWIS L. BRADLEY, JR, Col, USAF
Commander
Eastern GEEIA Region



AFLC FORM MAY 57 289

PERIOD DATA CHART (8 X 10%)

PHASE COMPLETION ANALYSIS REPORT - PCN CCOZKAJIA
PREVIOUS EDITION OF THIS FORM IS OBSOLETE.
Exhibit 7

RIBBON CUTTING CEREMONY
19 November 1968

<u>TIME</u>	<u>ACTION</u>	<u>OPR/OCR</u>
1015-1030	Greet guest at gate and instruct to park in vicinity of Bldgs 2 and 6. Guests will follow signs/escort to Bldg 1. Guests will be received in the lobby of Bldg #1 for signing of guest register and receipt of name tags.	GEMA GEMV
	<u>Note:</u> All Region personnel will be instructed to park in lots on the North side of Bldg #1.	
1025	All Region personnel will be assembled in place <u>on lawn</u> in front of Bldg #1.	ALL DIVISIONS
1035	All Region personnel will move forward to positions on pavement immediately in front of Bldg #1.	ALL DIVISIONS
1035-1040	Guests leave lobby of Bldg #1 for front porch and steps Bldg #1.	GEMA GEMV
1040-1045	Introduction of honored guests and other invited guests by Colonel Bradley.	GEM GEMV
1045-1047	Remarks by General McGehee.	GEM/GEMV
1048-1050	Remarks by General Nichols.	GEM/GEMV
1051-1052	Colonel Coumba gives scissors to General Nichols for ribbon cutting. Ribbon cut. Hostesses and Colonel Bradley assist.	GEM
1053-1055	General McGehee presents "Honorary Key" to General Nichols.	
1056	Guests return to lobby of Bldg #1 for refreshments. Region personnel return to buildings.	
1115	Guests depart.	

Exhibit 8

AGENDA FOR EGEELA
SQUADRON COMMANDERS' CONFERENCE

13 Jan 1969

Travel Time

14 Jan 1969

0800 Operations Officer Workshop - Room 128, Bldg 1

15 Jan 1969

0800 Prime staff and conferees seated in Control Room
0805 Welcome and opening remarks by Col Bradley
0825 Operations Reporting - GEMO
0855 Demonstration of Control Room procedures - GEMO & Col Bradley
0915 Coffee Break
0930 Normal Operations briefing - GEMO
1015 Manpower ceilings and controls - SGOMGS & Col Bradley
1030 OJT - 2863rd Sqdn & Col Bradley
1100 Quality Program - GEMO & Col Bradley
1115 OER's & APR's - Col Coumbs and GEMA
1130 2860th Sqdn - subject of choice
1145 Lunch
1300 Supply concept for maintenance - GEMS
1330 Procurement - GEMO
1345 BWCP - GEME
1400 Pre-CEIP Engineering - GEME
1415 Incentive and allied award program - GEMV
1500 GEMS input and manhour accounting - GEMV

Exhibit 9

15 Jan 1969

1530 Team Chief briefings - GEMO
1600 Adjourn for day
1730 Cocktail hour, Williamsburg Room, Keesler Officers' Club

16 Jan 1969

0800 ICD Changes - GEMO
0830 Cost Accounting - GEMV & Col Bradley
2861st Sqdn - subject of choice
0900 Reinlistment - SMSgt Phillips
0915 Coffee Break
0930 Normal Ops briefing - GEMO
1030 Wartime Guidance - GEMV & GEMO
1000 2862nd Sqdn - subject of choice
1115 2863rd Sqdn - subject of choice
1130 Safety - GEMO
1145 Lunch
1300 Region 'How Goes It' briefing - GEMV
1405 Squadron Management Performance System - GEMV
1430 Col Bradley's closing remarks (if more time is needed for other subjects, this time will be adjusted accordingly.)
Formal conference close - remainder of afternoon may be spent as required (i.e., travel arrangements, visiting with Divisions)

17 Jan 1969

Travel time or concluding any business at the Hq as desired



*HOW GOES IT
ANALYSIS*

PREPARED BY HEADQUARTERS EGEEIA
MANAGEMENT ANALYSIS GROUP
MAY 1969

Exhibit 10

1

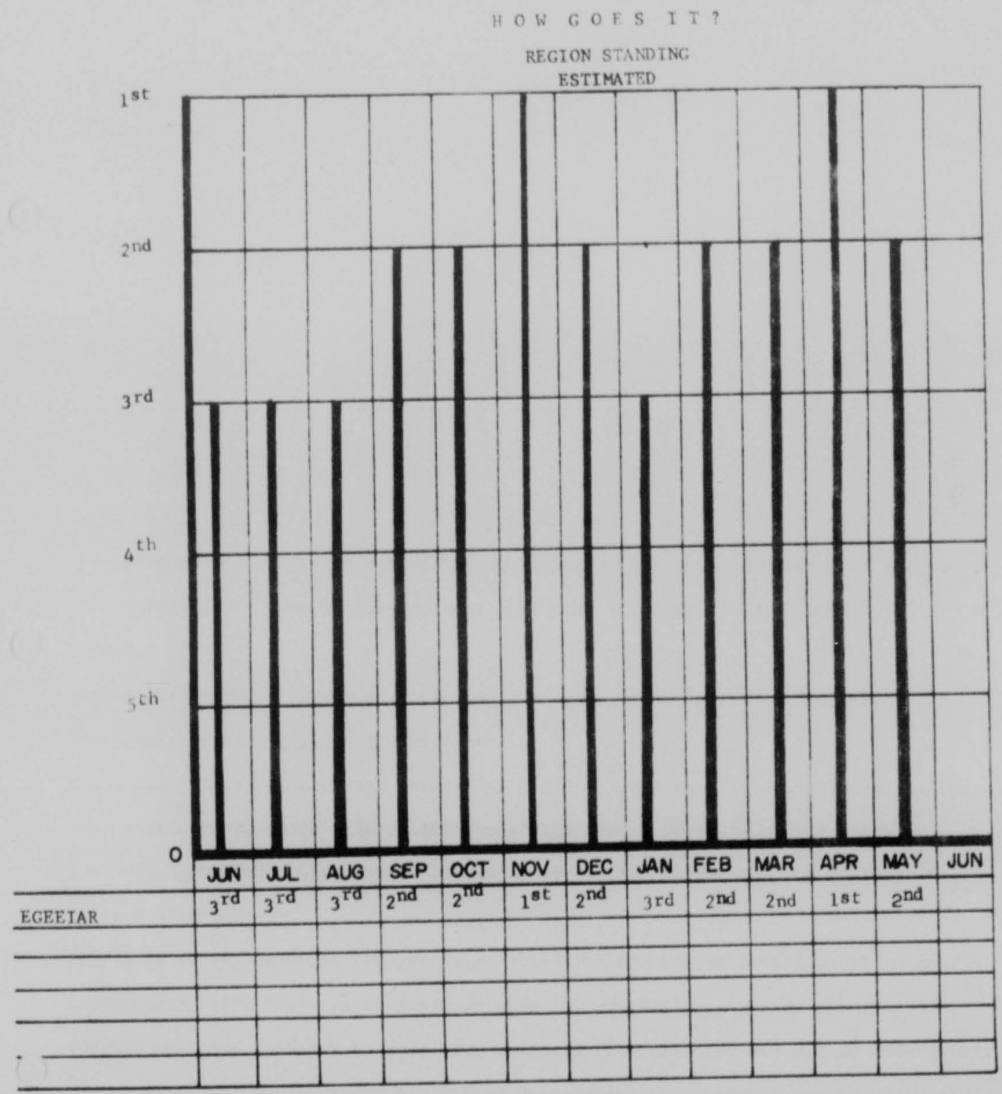
"HOW GOES IT" BRIEFING

The purpose of this briefing is to assist the Commander and his Staff in examining the inter-relationships among all Region activities; to include measuring progress against approved programs or goals and to reveal deficiencies and aid in developing recommended solutions. Every workload area and management function within the Region is a candidate for the intensive screening and review permitted by inclusion in this briefing.

The GEEIA Management Performance System, GEEIA rating system for the Regions, and the Management Analysis Digest comprise approximately half the topics reviewed; the other topics selected are based upon a special analysis of their impact effect on accomplishment of the GEEIA Mission.

Our Objective is to attain and maintain the first place rating with GEEIA through:

- Priority 1: Timely Completion of Workloads with Quality Assurance
- Priority 2: Accuracy and High Utilization in our Manhour Accounting System



SOURCE: Management Performance Rating/Management Analysis Digest

OPR: GEMVM

Eastern GEEIA Region Standing

This chart depicts Eastern Region estimated standing for the month among all GEEIA Region, coupled with a composite score for the Quarter. This Region's standing is based upon data contained in the Phase Completion Analysis Reports, Management Analysis Digest, Manhour Accounting Reports, and other data.

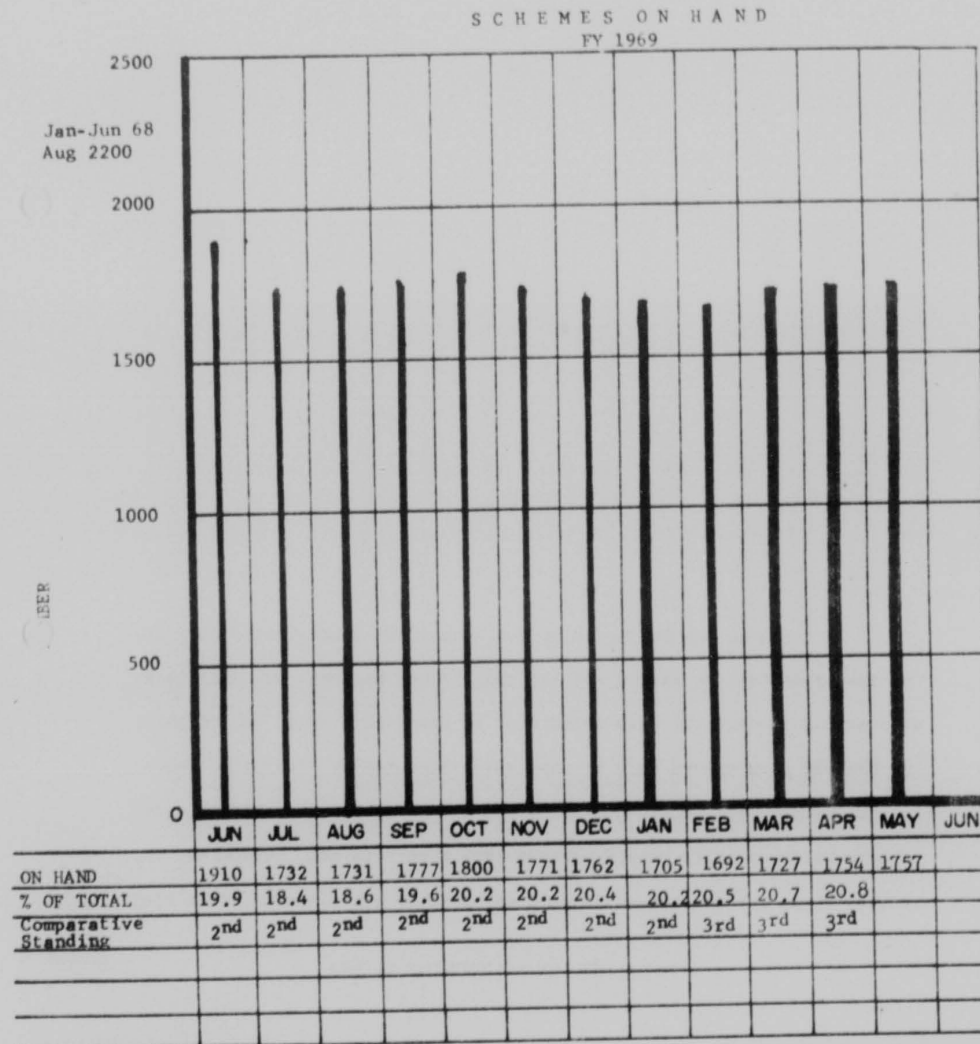
MISSION COMPARATIVE ACCOMPLISHMENT

MAY 1969

	EASTERN	EUROPE	CENTRAL	WESTERN	PACIFIC
Engineering	96.6	100.0	94.4	100.0	29.9
PIPs	100.0	100.0	100.0	100.0	100.0
Maintenance	100.0	100.0	100.0	100.0	100.0
Installation	96.6	85.7	84.2	100.0	96.6
Labor Utilization (ENG)	85.5	86.4	101.9	85.7	66.7
Labor Utilization (M/I)	<u>63.3</u>	<u>85.6</u>	<u>52.5</u>	<u>66.8</u>	<u>44.7</u>
POINTS EARNED	413.7	410.7	391.3	423.0	329.1

Region Comparative Accomplishments

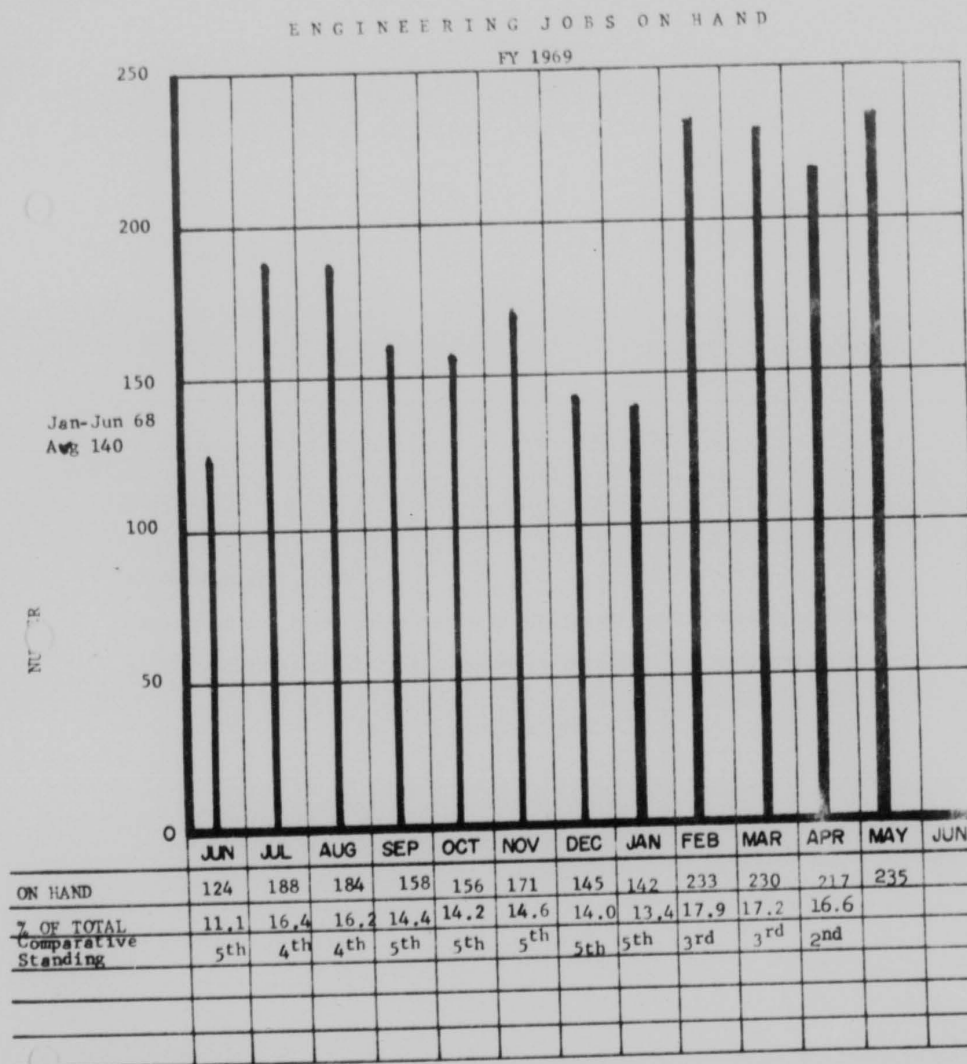
This chart portrays the comparative accomplishments of all GEEIA Regions for the month. You will note that Eastern placed first in maintenance. Installation completions with a score of 96.6 placed this Region in second position. A 100% completion rate in PIPs also placed Eastern in first place. This timeliness of completion data for these four areas is based upon the required data. That is, the number of schemes scheduled for completion versus the number completed during the month.



SOURCE: COO3K2V1A
OPR: GEMVM

Schemes On Hand

This chart shows our scheme workload on hand and that workload as a percent of the total GEEIA workload and reveals our comparative volume standing within GEEIA.

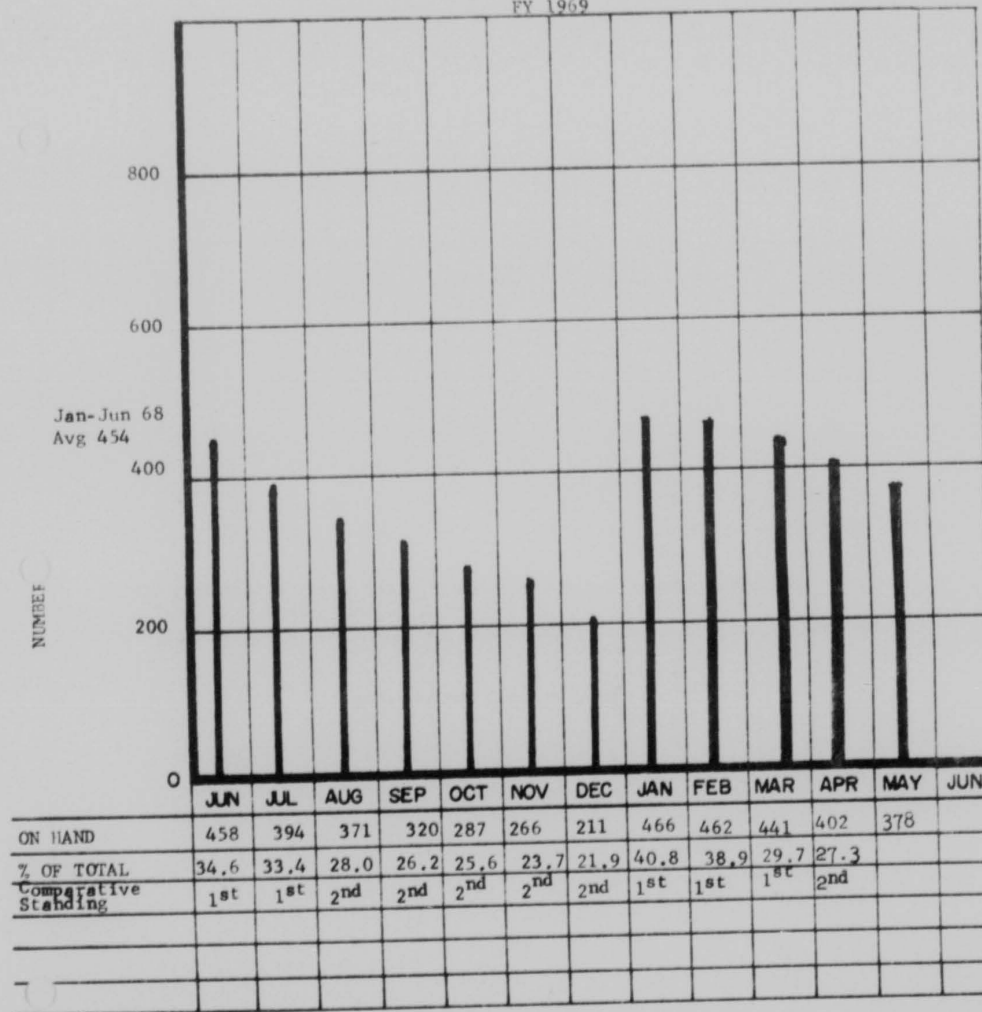


SOURCE: C003K2V1A
OPR: GEMVM

Engineering Jobs on Hand

This chart depicts the volume of engineering jobs on hand, with our percent of the GEEIA total, and reveals our comparative volume standing.

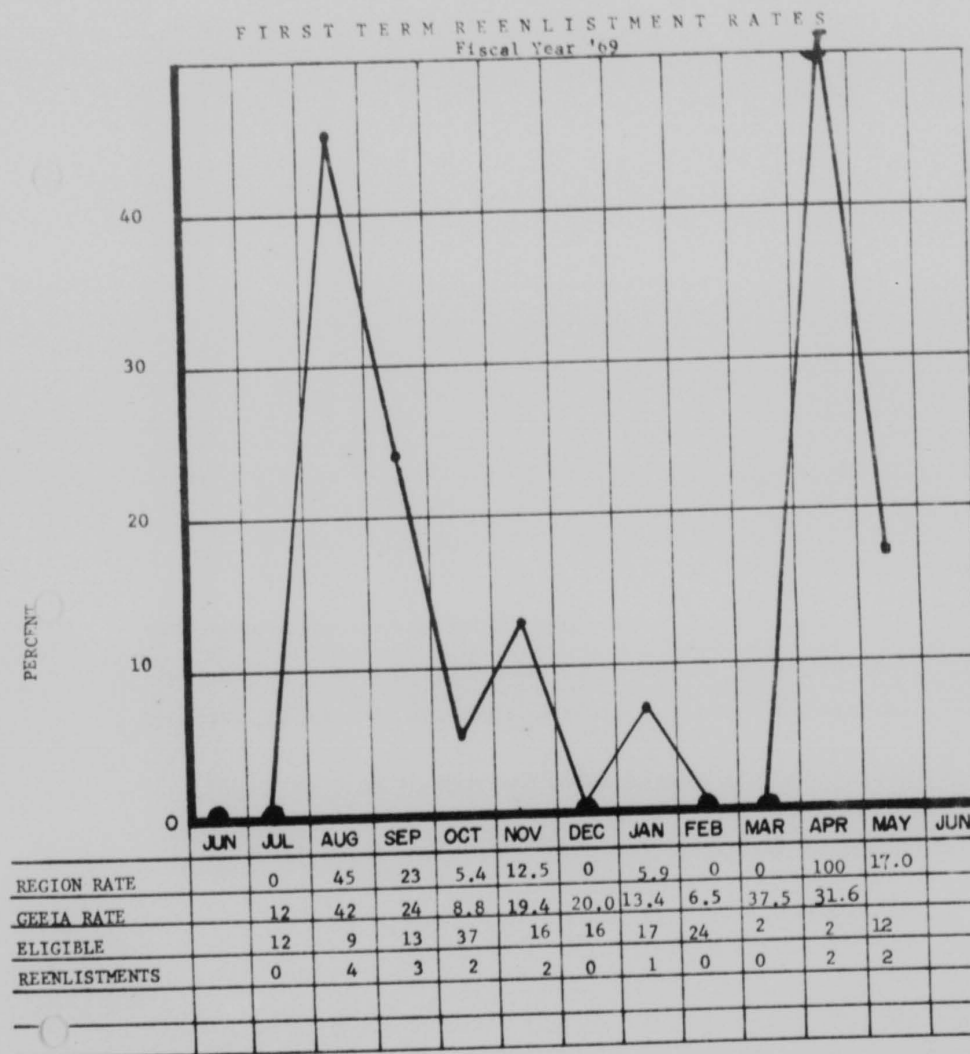
MAINTENANCE W/O ON HAND
FY 1969



SOURCE: C003K2V1A
OPR: GEMVM

Maintenance Work Orders On Hand

This chart depicts our maintenance work orders on hand, along with our work orders as a percent of the total GEEIA workload, and reflects our comparative volume standing within GEEIA.



SOURCE: EGEEIAR 178-1

OPR: GEMA

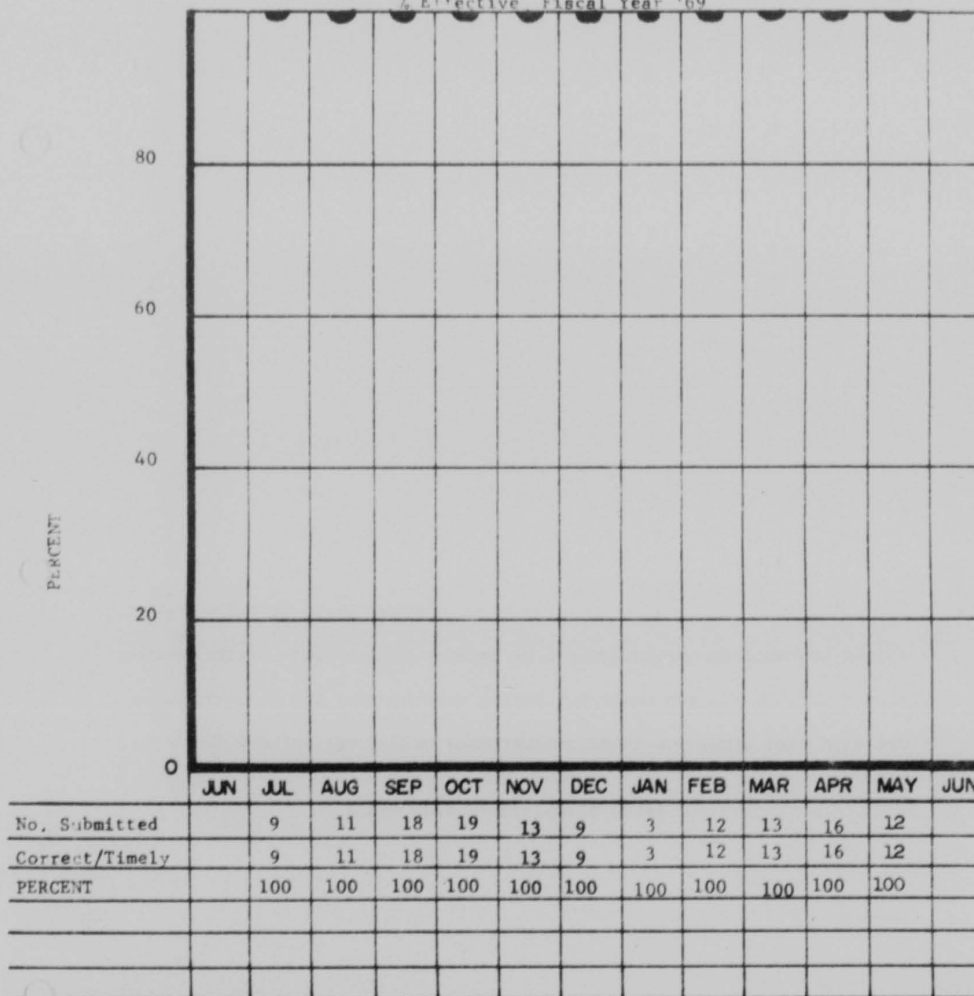
RATED

First Term Reenlistment Rates

This chart depicts the Region reenlistment rate, the GEEIA rate with the number eligible for reenlistment during the month and the number of actual reenlistments. This topic is rated in the Management Performance System and has a weight of 10 points.

OFFICERS EFFECTIVENESS REPORTS

% Effective Fiscal Year '69



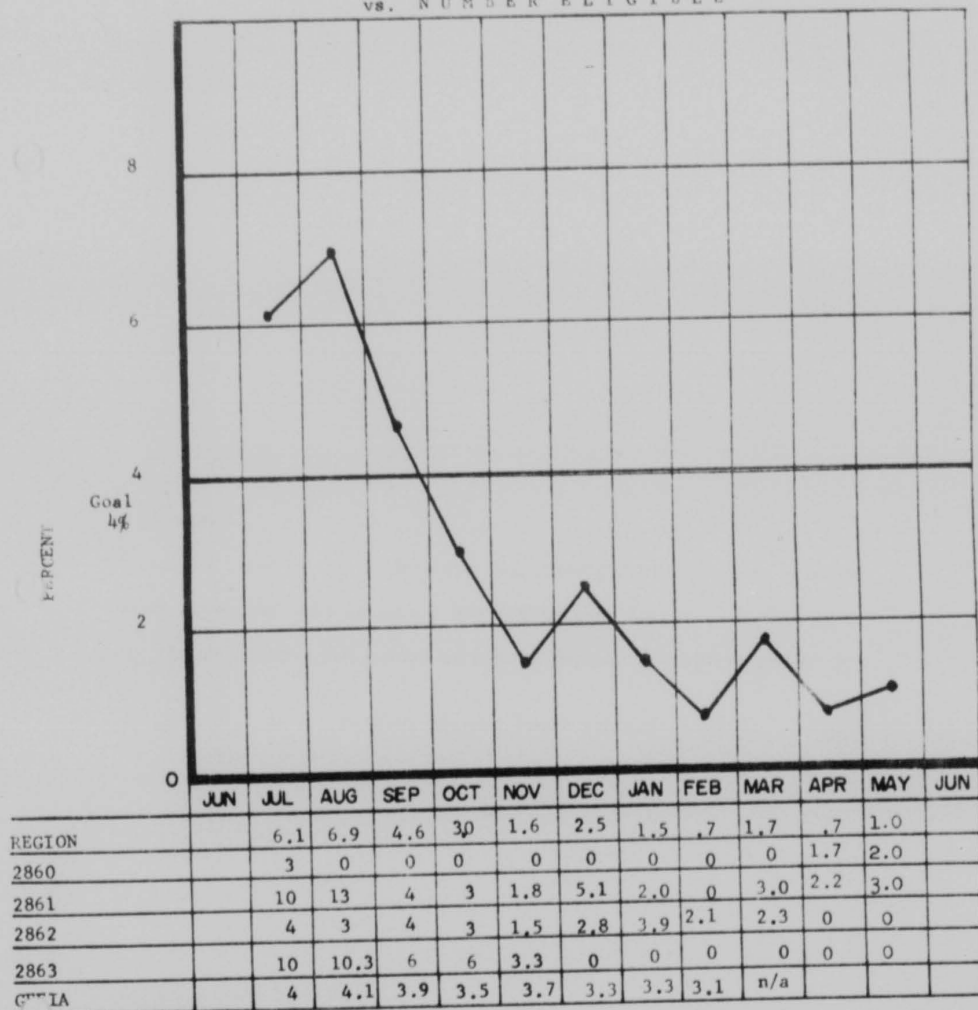
SOURCE: EGEEIAR 178-1
OPR: GEMA

RATED

Officer Effectiveness Reports

This chart portrays the number of OERs submitted during the month, the number submitted correct/timely and the percent correct/timely. This subject is rated in the Management Performance System and has a weight of 10 points.

PERSONNEL NOT IN TRAINING
vs. NUMBER ELIGIBLE



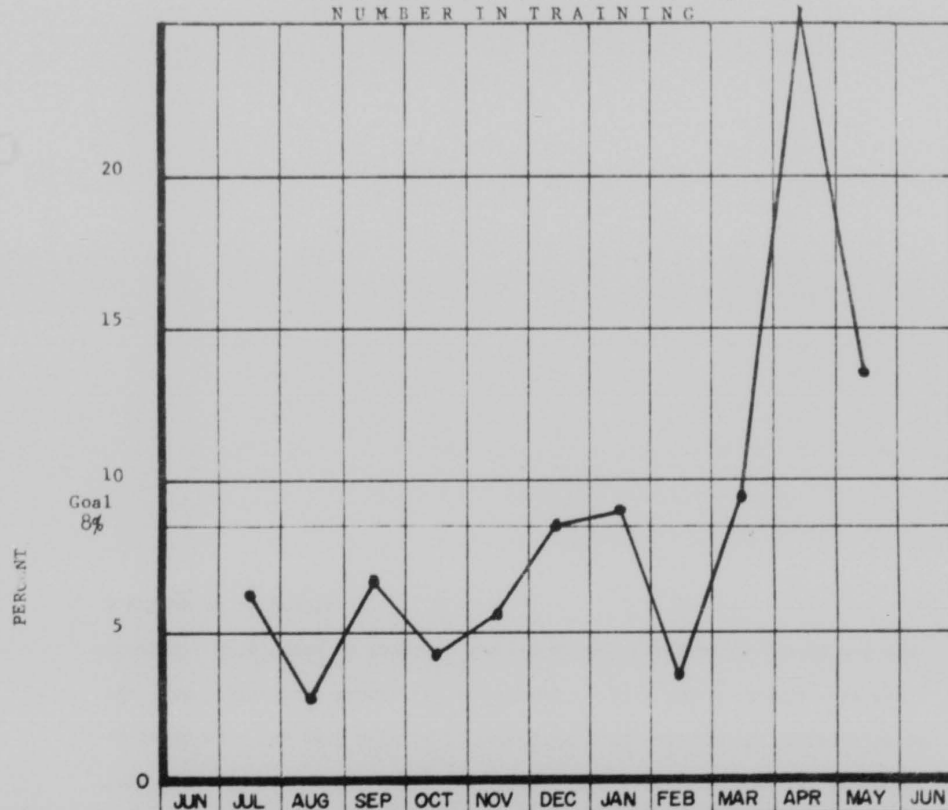
REGION	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2860		3	0	0	0	0	0	0	0	0	1.7	2.0	
2861		10	13	4	3	1.8	5.1	2.0	0	3.0	2.2	3.0	
2862		4	3	4	3	1.5	2.8	3.9	2.1	2.3	0	0	
2863		10	10.3	6	6	3.3	0	0	0	0	0	0	
GUATEMALA		4	4.1	3.9	3.5	3.7	3.3	3.3	3.1	n/a			

SOURCE: AFLC/GEAMT
OPR: GEMA
RATED

Personnel Not in Training Versus Number Eligible

This chart shows the personnel that are eligible for training but are not in training. The goal here is to keep your personnel not in training below 4%. The Region rate along with the Squadron rates and the GEEIA rate are charted. This topic is rated in the Management Performance System and has a weight of 10 points.

PERSONNEL UPGRADED vs.
NUMBER IN TRAINING



	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
REGION		6.6	3.3	6.9	4.4	5.8	8.1	8.7	3.5	9.1	27.6	13.1	
2860		3	19.0	6.5	8	0	9.3	7.3	3.4	6.6	25.0	16.6	
2861		10	5.0	3.6	2	12.5	14.4	7.2	4.2	9.0	32.0	13.0	
2862		4	13.0	7.8	10	7.2	3.2	14.0	3.2	13.7	18.2	15.2	
2863		10	18.0	0	4	0	4.8	2.0	4.3	8.1	62.0	6.6	
C/A		9	8.4	5.4	7.1	5.6	8.4	8.4	8.2	n/a			

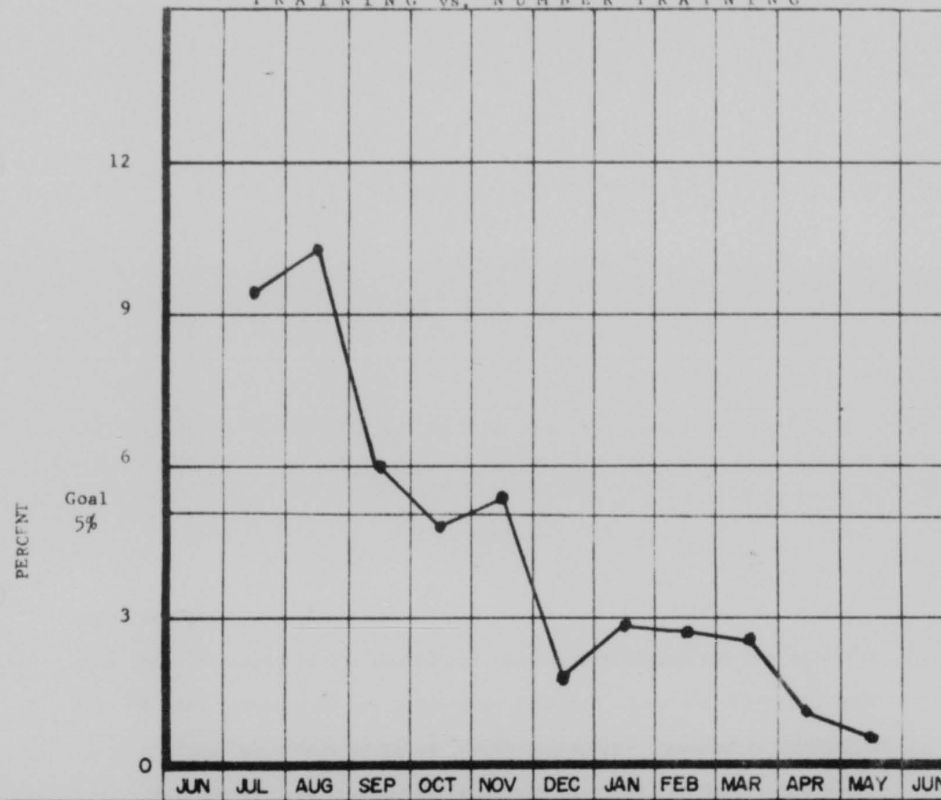
SOURCE: AFLC/GEAMT
OPR: GEMA

RATED

Personnel Up-Graded vs. Number in Training

This chart depicts the percent of personnel up-graded by month. The goal is to up-grade at a rate of 8% or better per month. Charted is the Region monthly rate followed by the individual Squadron rates and the GEEIA rate. This topic is rated in the Management Performance System and has a weight of 10 points.

PERSONNEL IN EXCESSIVE
TRAINING vs. NUMBER TRAINING



	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
REGION		9.3	10.2	6.0	4.8	5.4	1.9	2.9	2.8	2.0	1.1	.5	
2860		2	5.4	0	0	4	4.7	3.6	3.4	3.3	0	0	
2861		21	10.5	13	13	6.2	1.1	0	0	0	0	0	
2862		7	14.5	5.5	4	4.8	2.1	4.0	4.3	4.6	2.7	1.0	
2863		0	0	0	0	6.8	0	4.0	3.8	0	0	0	
GEELA		8.9	8.0	6.0	5.3	5.4	7.6	3.1	3.5	n/a			

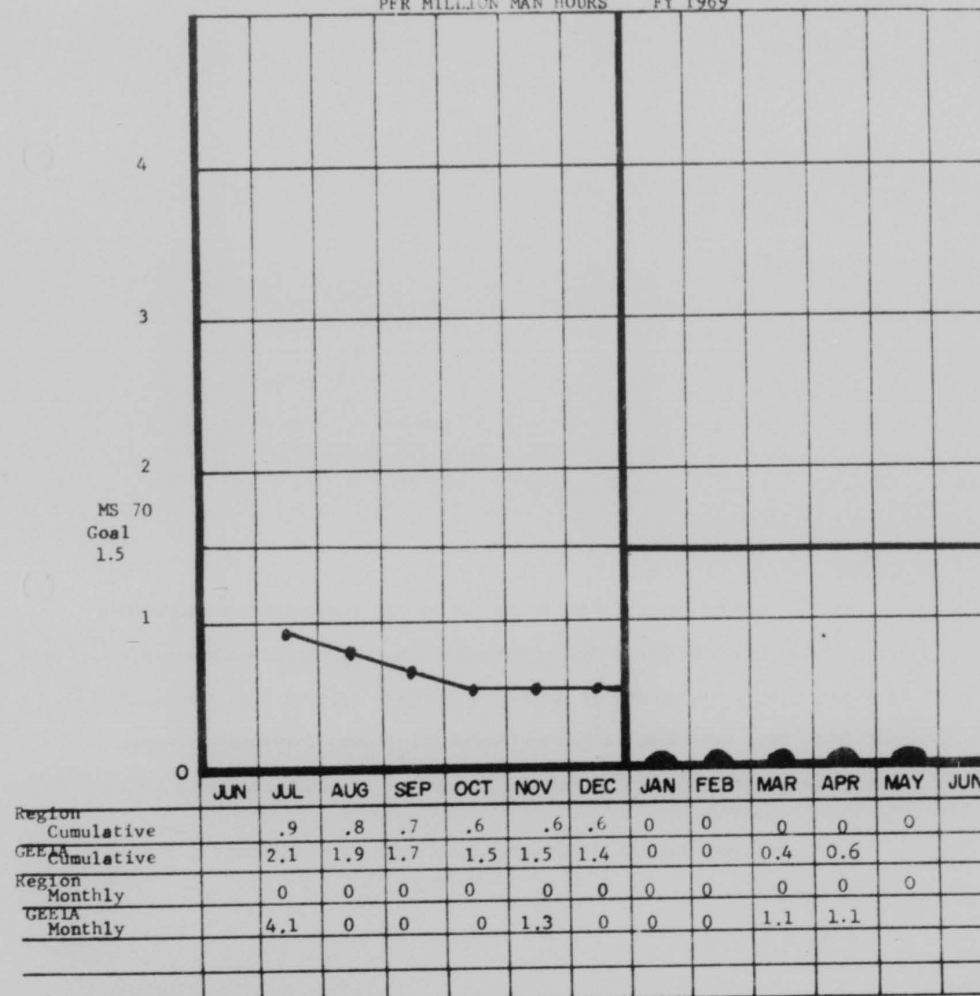
SOURCE: AFLC/GEAMT
OPR: GEMA

RATED

Personnel in Excessive Training vs. Number Training

This chart reflects the percent of the Region personnel that are in an excessive training status. The goal is not to have more than 5% of your personnel in excessive training. Charted is the Region rate followed by the Squadron rates and the GEELA rate. This topic is rated in the Management Performance System and has a weight of 10 points.

CIVILIAN DISABLING INJURIES
PER MILLION MAN HOURS FY 1969



SOURCE: RCS-AF-CDI-X2

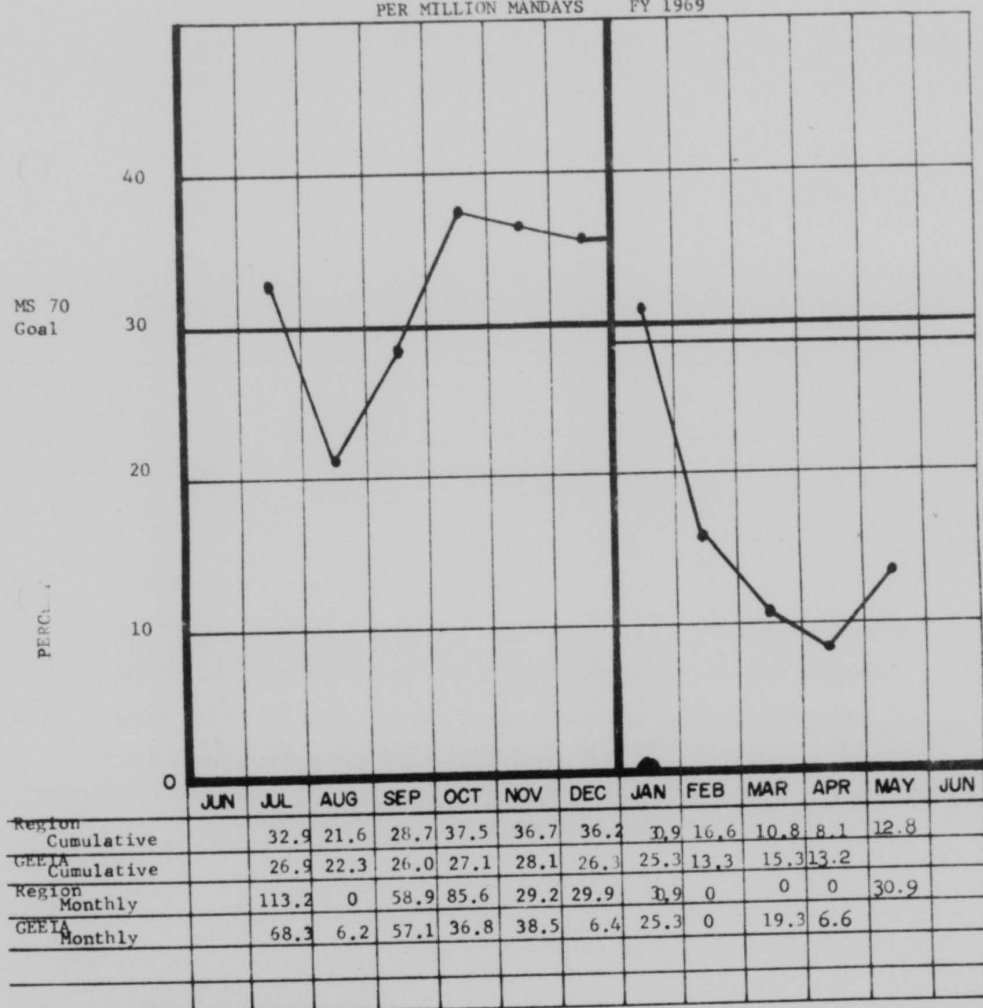
OPR: GEMQ

RATED

Civilian Disabling Injuries

This chart portrays our Region cumulative injury rate along with the GEEIA cumulative rate followed by the Region and GEEIA monthly rates. The goal in this area is to stay within a rate of 1.5 or less injuries per million manhours. This topic is rated in the Management Performance System and has a weight of 10 points.

MILITARY DISABLING INJURIES
PER MILLION MANDAYS FY 1969



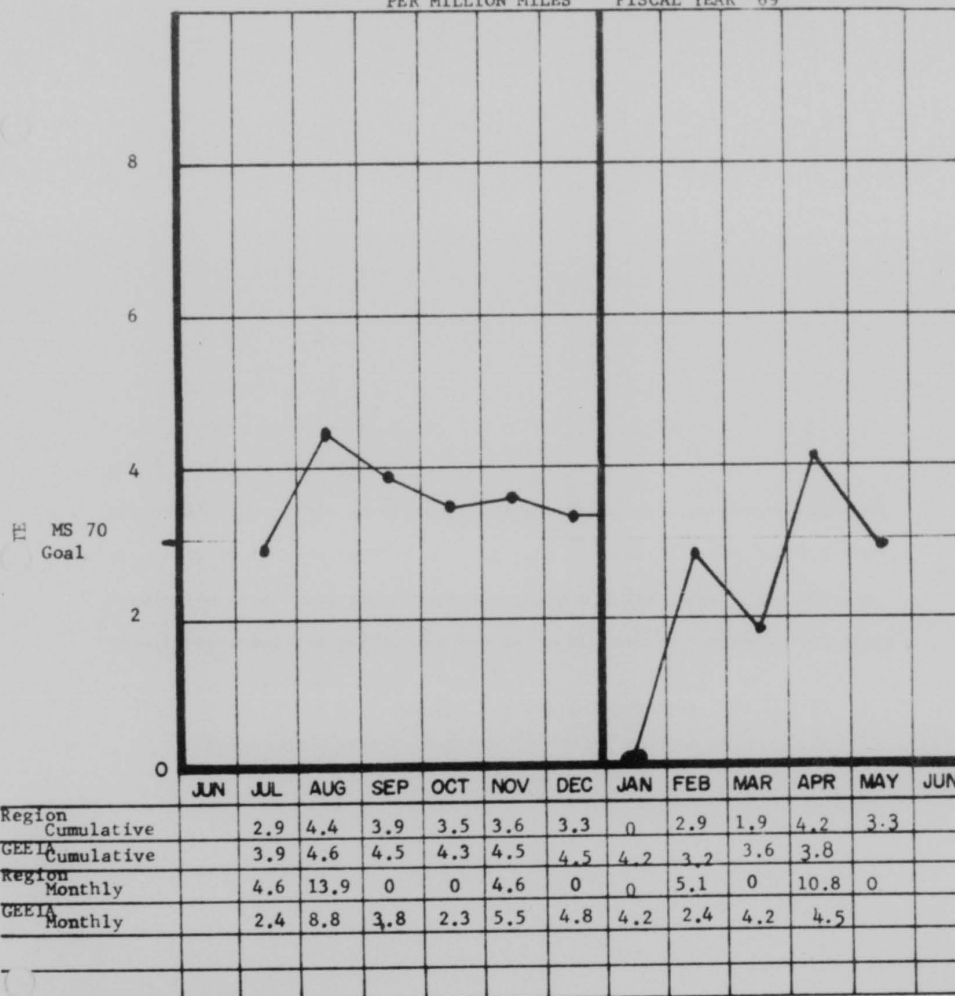
SOURCE: RCS-AF-CDI-X2
OPR: GEMO

RATED

Military Disabling Injuries

This chart shows the Region cumulative injury rate followed by the GEEIA cumulative rate, then the Region and GEEIA monthly rates. The goal in this area is to stay below a rate of 28.9 or less injuries per million man days. This topic is rated in the Management Performance System and has a weight of 10 points.

AF MOTOR VEHICLE ACCIDENTS
PER MILLION MILES FISCAL YEAR '69

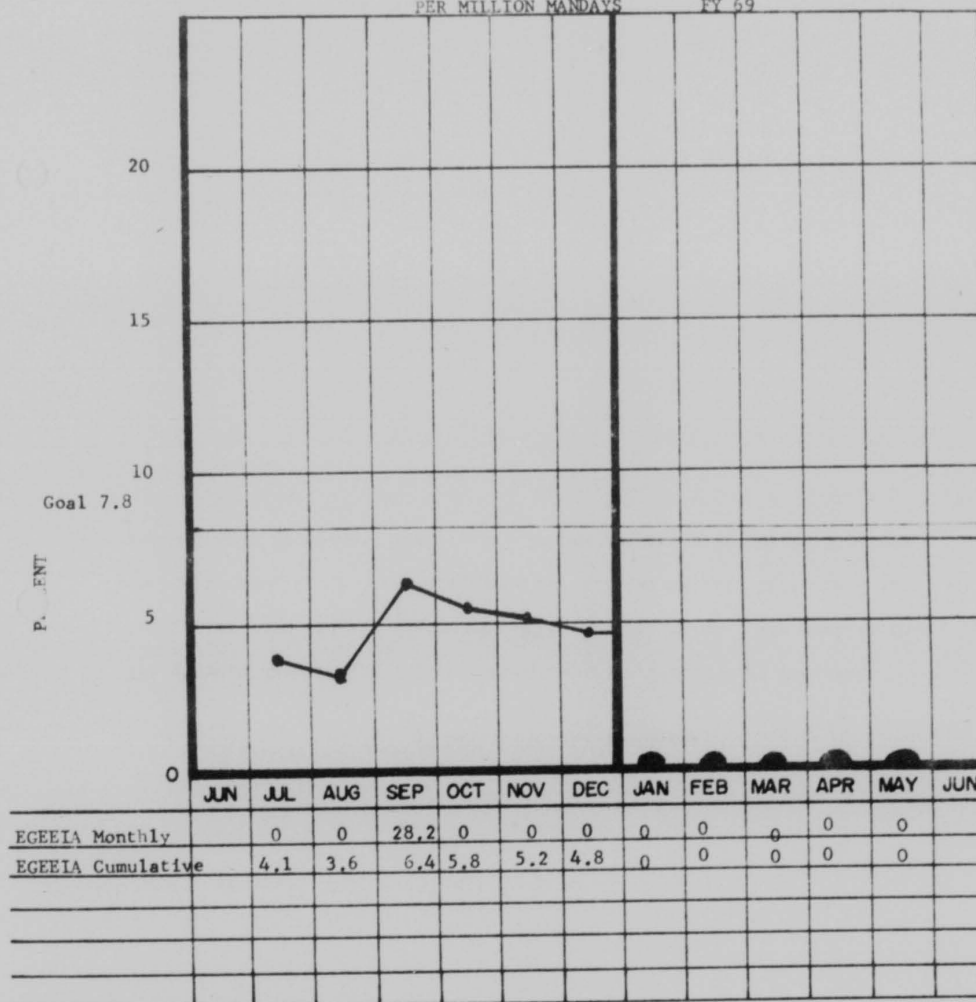


SOURCE: RCS-AF-CDI-X2
OPR: GEMQ
RATED

AF Motor Vehicle Accidents

The charted data is the Region cumulative rate followed by the GEEIA cumulative rate and the Region and GEEIA monthly rates. The goal in this area is to have 3.4 or less accidents per million miles. This topic is rated in the Management Performance System and has a weight of 5 points.

MILITARY PRIVATE MOTOR VEHICLE ACCIDENTS
PER MILLION MANDAYS FY 69



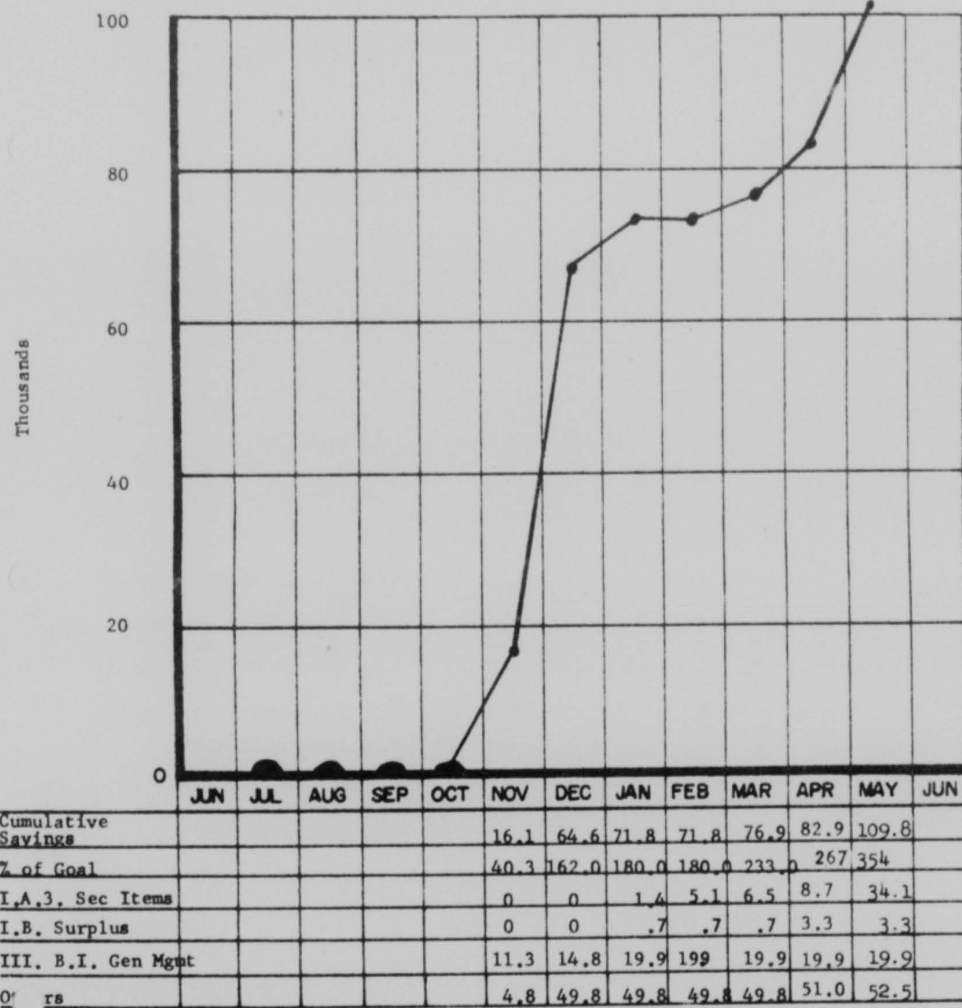
	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
EGEEEA Monthly	0	0	0	28.2	0	0	0	0	0	0	0	0	0
EGEEEA Cumulative		4.1	3.6	6.4	5.8	5.2	4.8	0	0	0	0	0	0

RATED
SOURCE: RCS-AF-CDI-X2
OPR: GEMQ

Military, Private Motor Vehicle Accidents

This chart depicts the Region cumulative rate along with the Region monthly rate. The goal in this area is to have a rate less than 7.8% accidents per million man days. This topic is rated in the Management Performance System and has a weight of 5 points.

COST REDUCTION PROGRAM



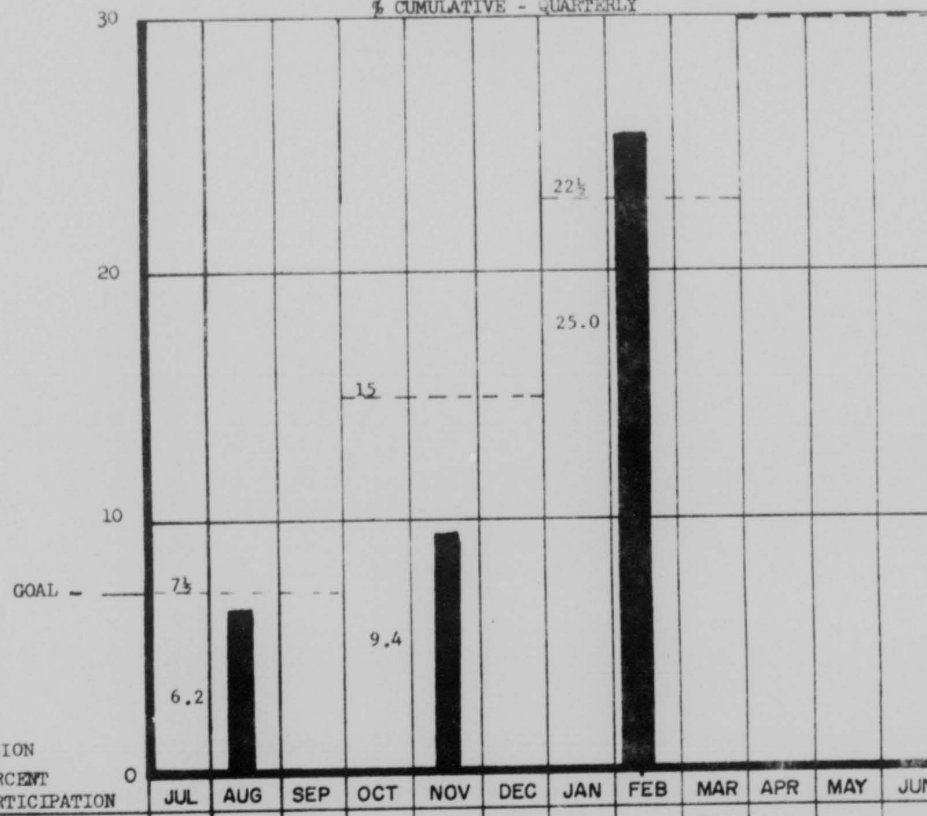
SOURCE RCS: DD-161(Q) 895
 OPR: GEMV
 RATED

Cost Reduction Program

This chart reflects our cumulative dollar savings to date. Our FY 69 goal is \$31,000. This topic is rated in the Management Performance System and has a weight of 10 points.

SUGGESTION PROGRAM PARTICIPATION

% CUMULATIVE - QUARTERLY

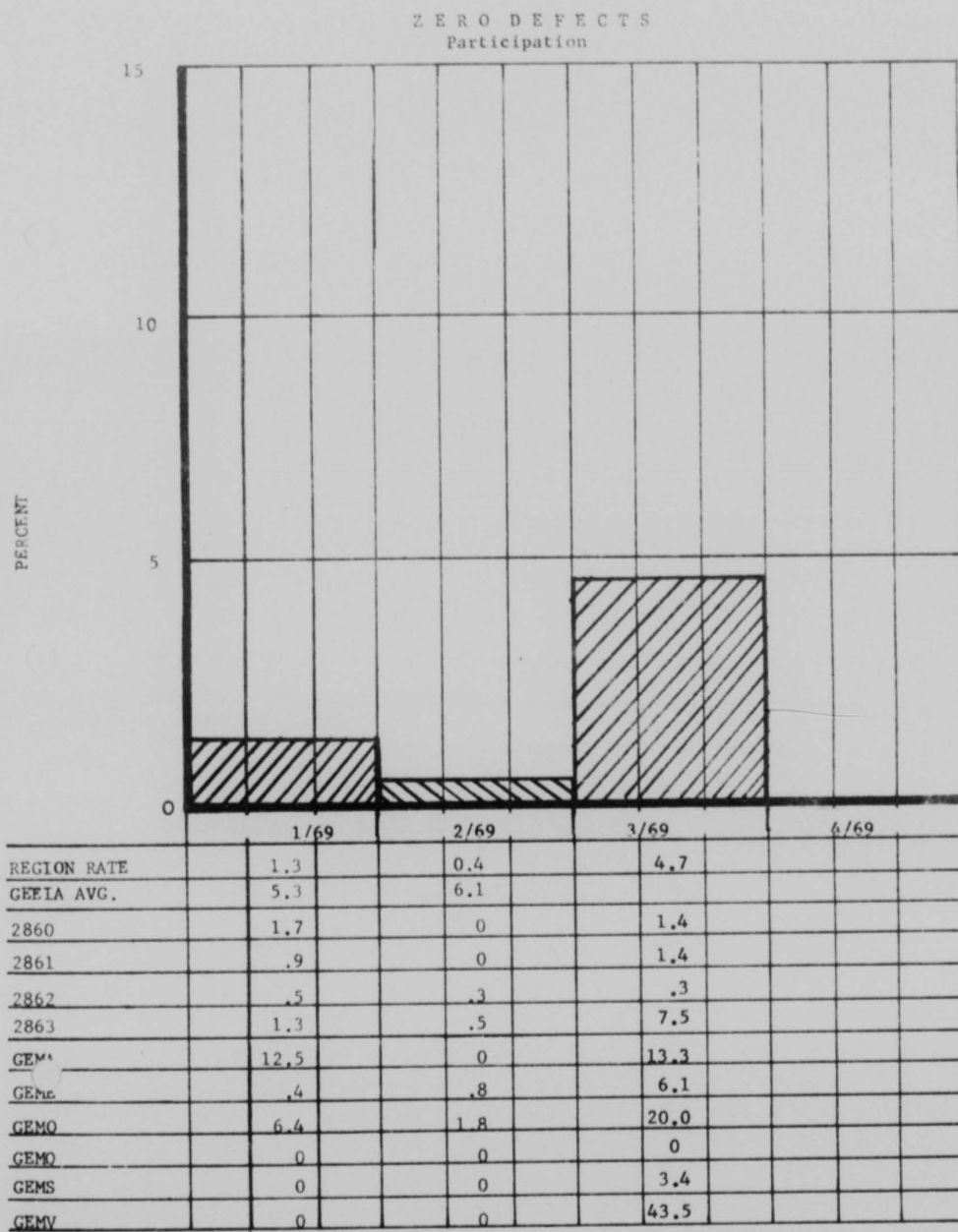


REGION	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
PERCENT PARTICIPATION												
MILITARY			9.0			13.3			29.0			
CIVILIAN			2.6			4.4			19.0			
2860			1.7			3.4			15.0			
2861			2.5			3.5			14.0			
2862			19.8			26.0			31.0			
2863			2.6			8.7			35.0			
A			0			6.3			20.0			
GEME			1.8			2.4			20.0			
GEMO			6.1			7.3			44.0			
GEMQ			25.0			25.0			33.0			
GEMS			0			3.3			10.0			
GEMV			5.3			8.0			35.0			

SOURCE: RCS; GE-U17
OPR: GEMVM

Suggestion Program

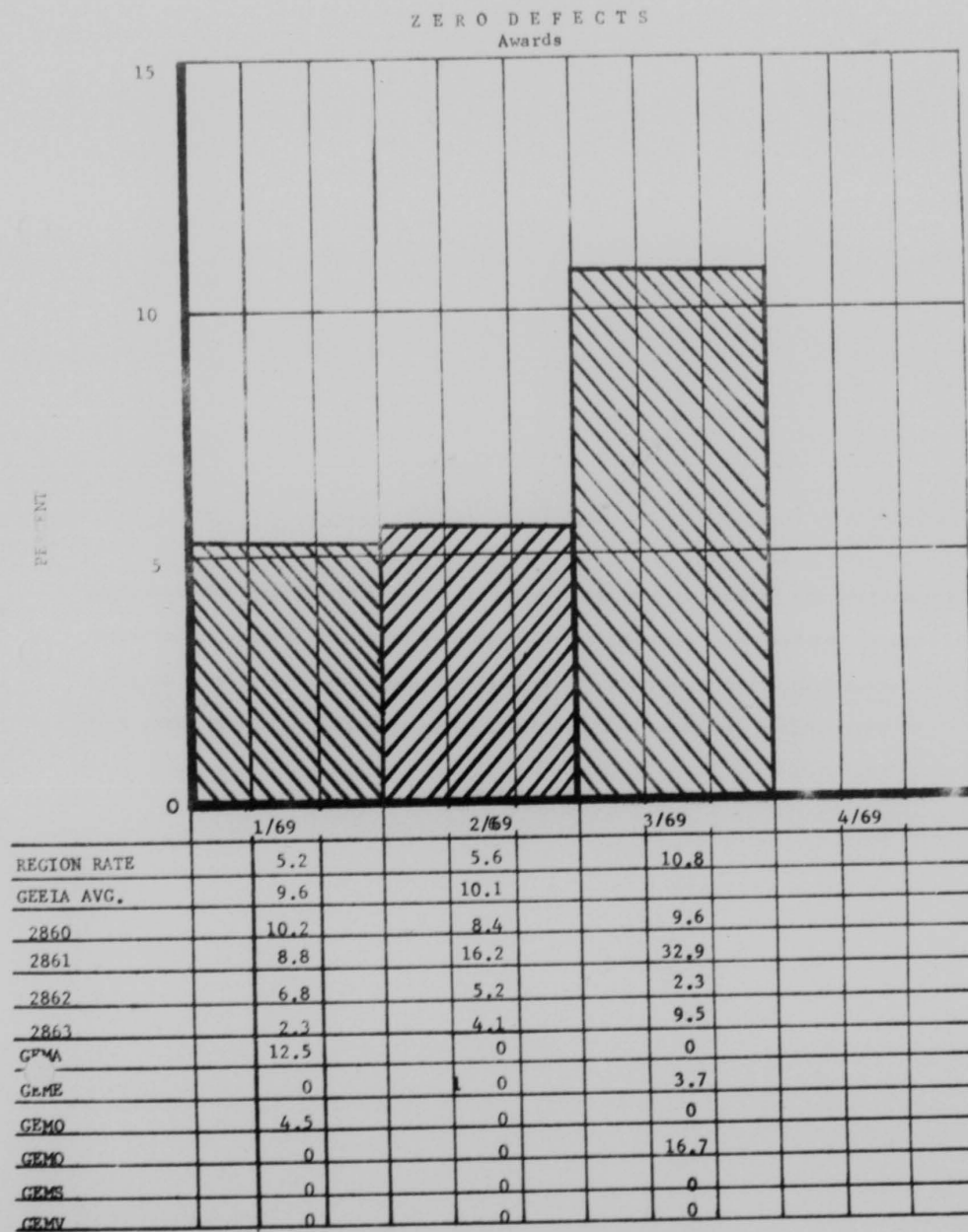
Charted are the military and civilian participation rates followed by the combined military and civilian rate by Squadron and Hq components. This data is determined by dividing the average personnel strength into the number of suggestions submitted (cumulative) during the fiscal year. The goal in this area is a participation rate (cumulative) of 30% by 30 June 1969.



SOURCE: RCS-LOG-U-136
OPR: GEMV
RATED

Zero Defects Participation

This chart shows the degree in which Eastern Region personnel participated in the Zero Defects Program. Participation is measured by relating Care Forms submitted to average personnel strength for the quarter. Also charted is the GEEIA average participation rate for use as a measure in gauging our performance.

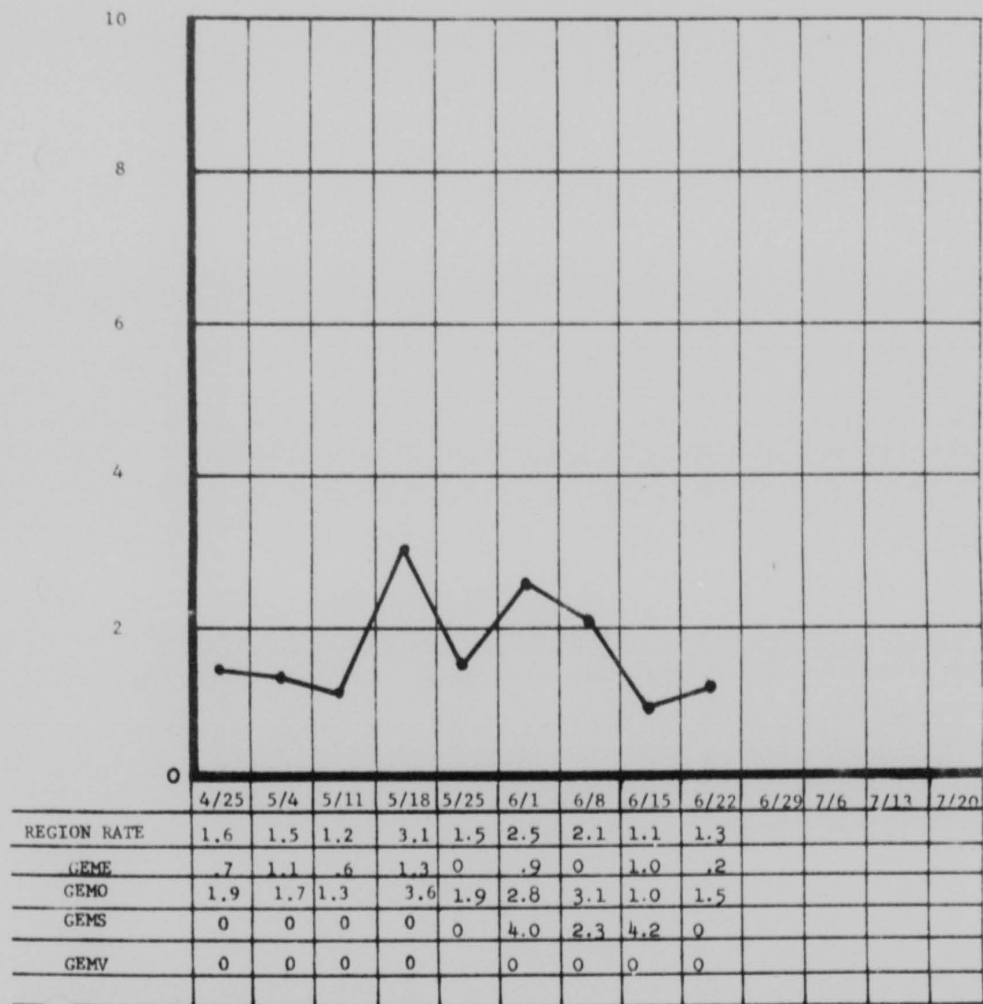


SOURCE: RCS-LOG-U-136
OPR: GEMV
RATED

Zero Defects Awards

This chart portrays Zero Defects awards in terms of individual recognition awards. Individual awards included the Bronze Pin, Silver Pin, and the Gold Pin. Also charted is the GEEIA average awards rate for use as a gauge of how well we are participating in the award segment of the program.

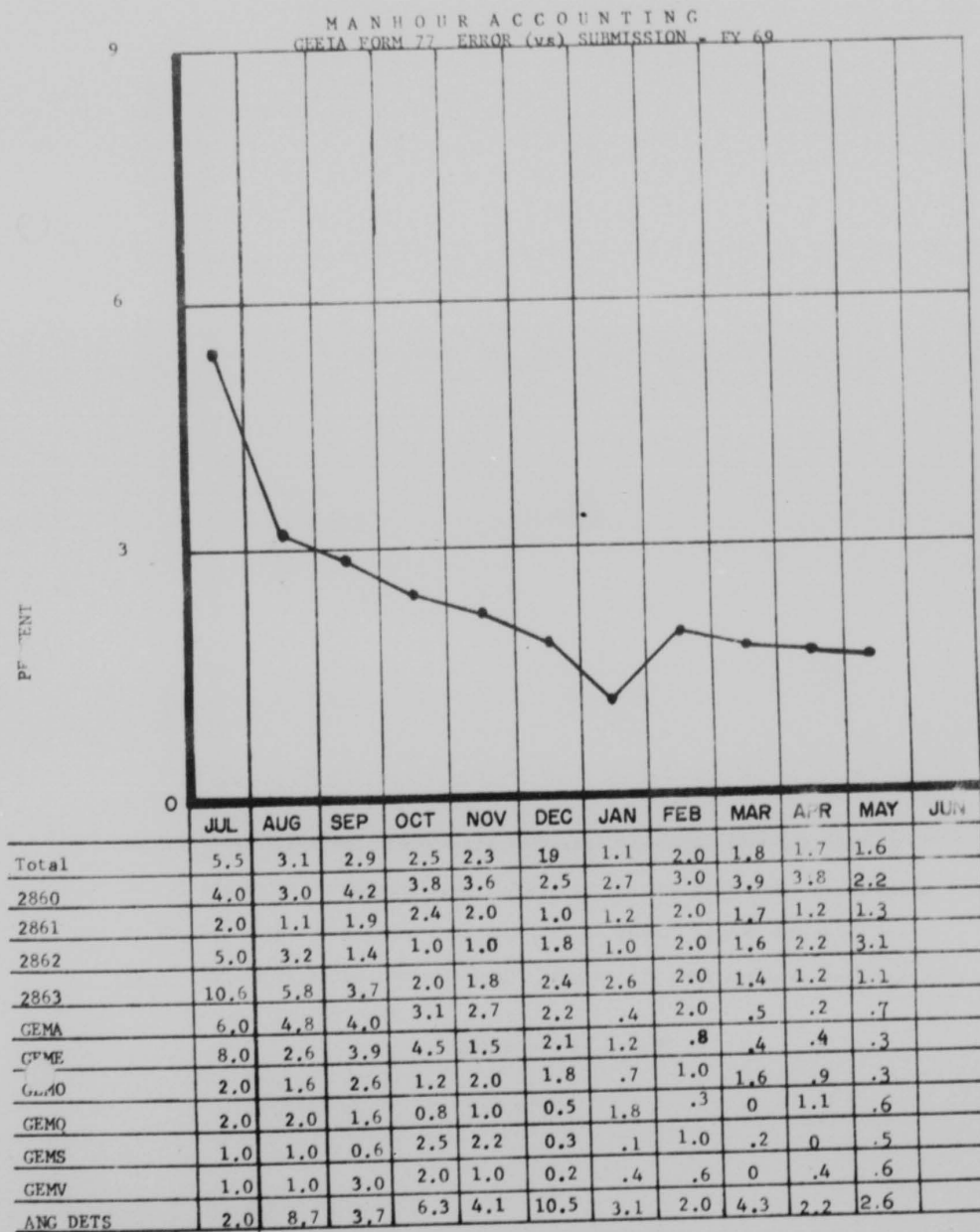
GEEIA Forms 56 & 56A
Errors (vs) Cards Submitted



SOURCE: DAILY LOG
OPR: GEMV

GEMS Workload System

This chart portrays the percent error rate on the submission of GEEIA Forms 56 and 56A. The actual rate charted for the Region is the number of errors vs the number of cards submitted. Included are the individual error rates of the 4 organizational components involved. The GEMV rate pertains to key punch support.



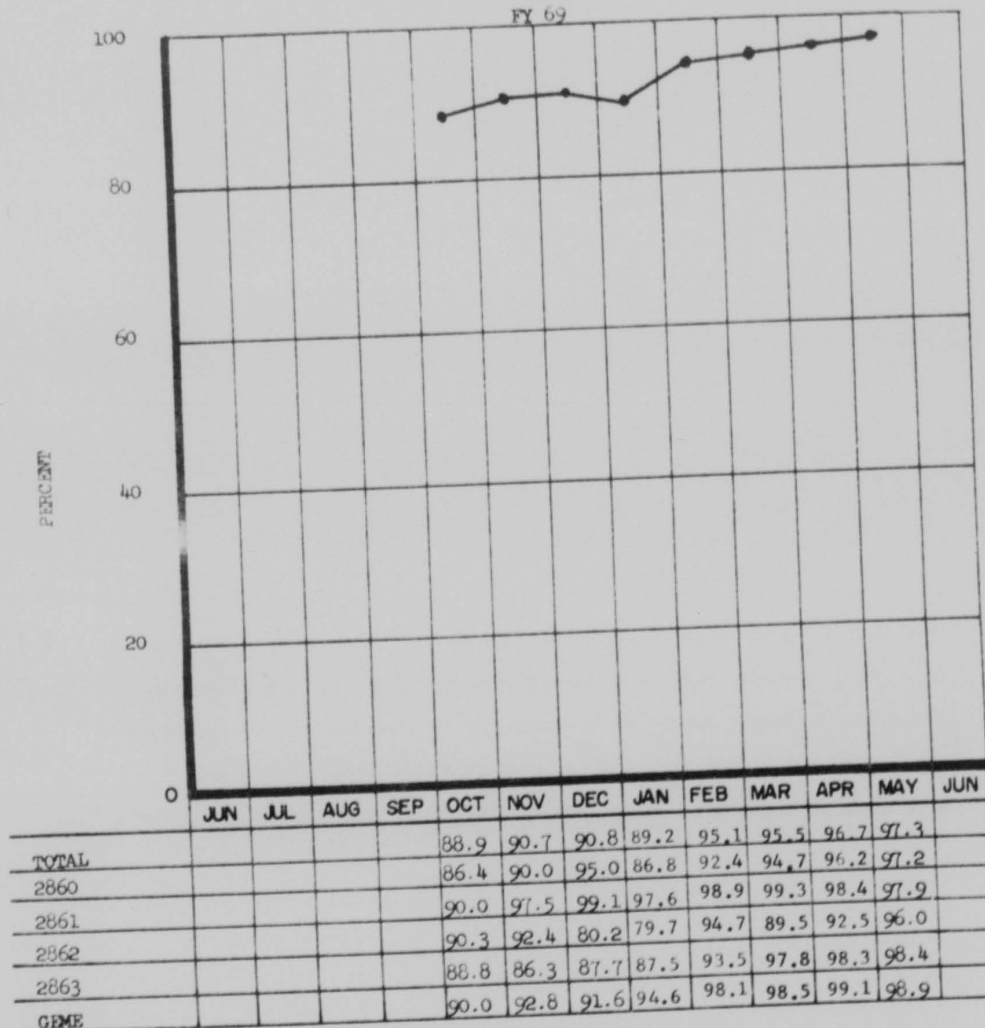
SOURCE: RCS-ECE-UT
OPR: GEMVMO

Manhour Accounting

This chart is concerned with entry errors in the preparation of GEEIA Form 77. The chart reveals the error rate for the total Region and for the Squadrons and Hq components. The errors measured are errors in preparing the form, i.e., filling in the appropriate data. This measure is not concerned with manhours, but is concerned with correct entries on the form.

REPORTING ACCURACY EXPENDED MANHOURS
DIRECT LABOR

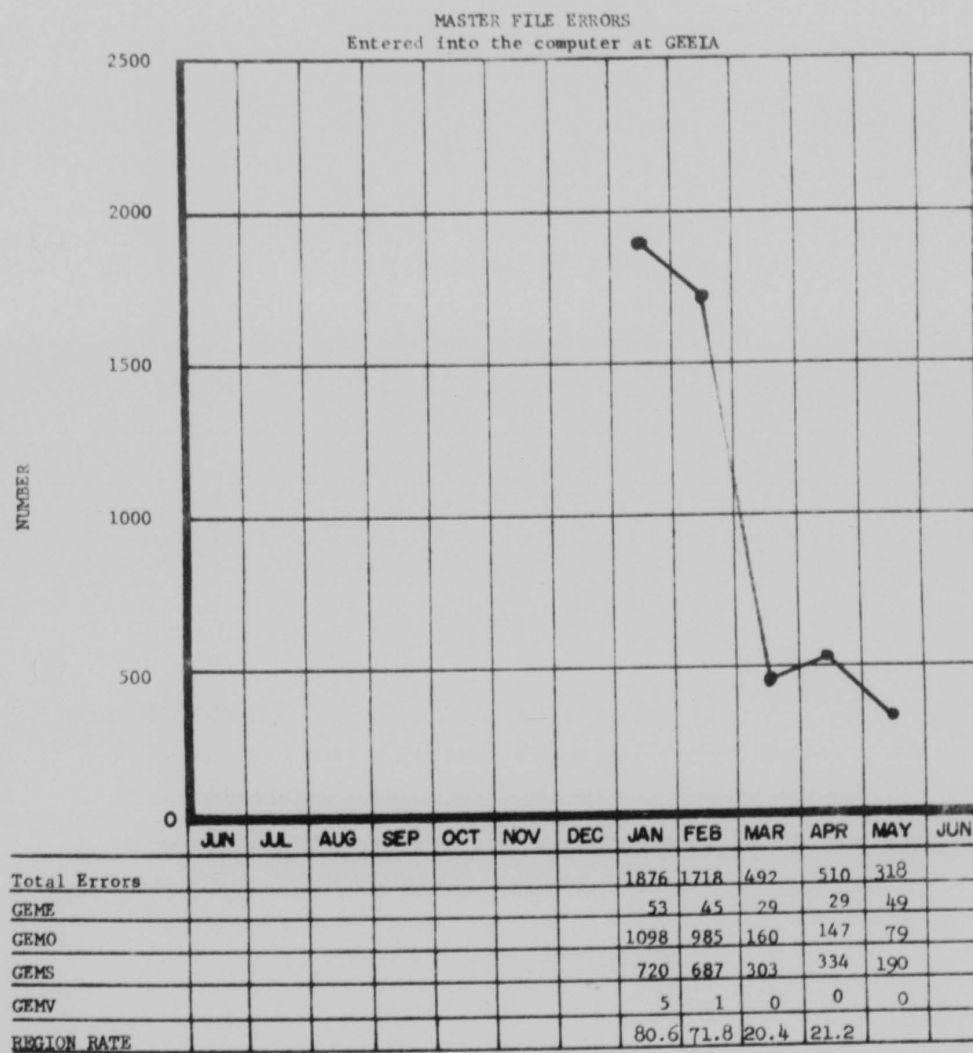
FY 69



SOURCE: Monthly Workload Summary, COO3JMR1A
Work/Work Unit Error List, COO3JJD1A
OPR: GEMV

Reporting Accuracy Expending Manhours

This chart measures the accuracy of reporting manhours on GEELA Form 77. The charted figures reveal the Region accuracy rate. The type errors that cause inaccuracies are erroneous/incomplete work unit and workload identification data. Individual Squadron rates and our Engineering rate are included.



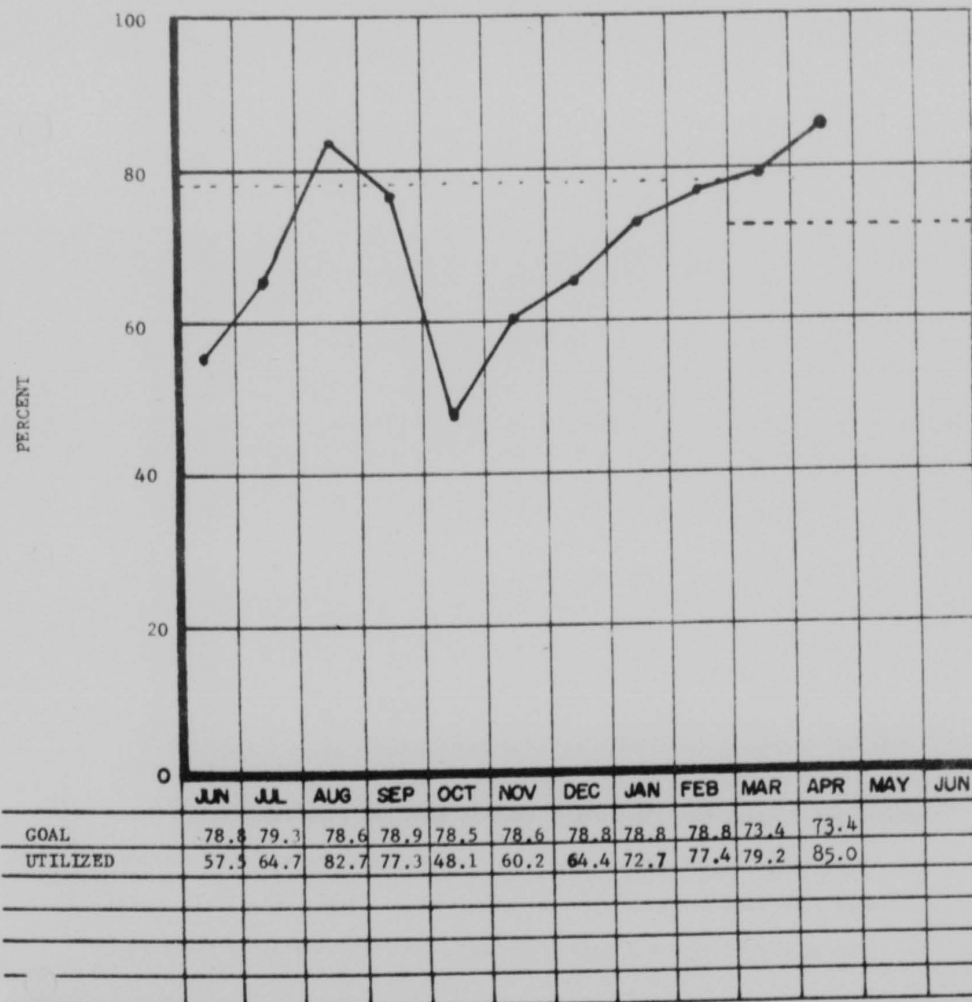
SOURCE: Master File Region Report, C003K
 OPR: GEMVM

Master File Errors

This chart indicates the quality of data inputed by the Region in the Master File at Hq GEEIA. A series of 18 various checks were made from computer products to evaluate the condition or quality of Master File data. This error rate includes schemes (including amendments), job orders and work orders.

MANHOUR ACCOUNTING DIRECT LABOR
GEME

ASSIGNED DIRECT VS UTILIZED DIRECT

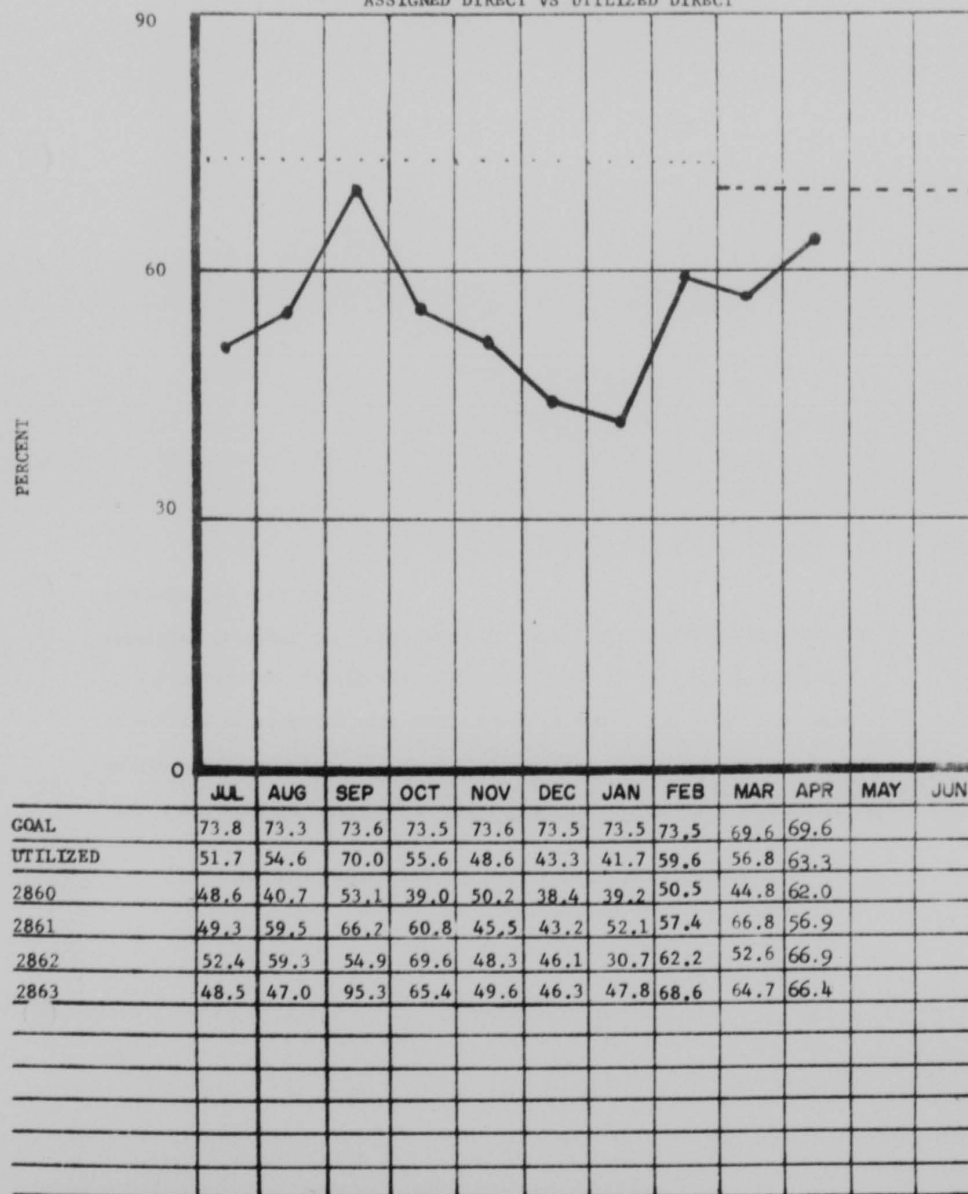


SOURCE: Monthly Actual Labor Utilization Report, C003JLS1A
OPR: GEMV

Manhour Accounting - Direct Labor (Engineering)

This chart measures our direct labor (100 hours) utilized as percent of assigned direct labor. To attain the maximum points available for this topic, our utilization rate must equal the goal. This topic is rated in the Management Performance System and has a weight of 50 points. Reporting is shown for prior month to insure all assigned and expended manhours for that period.

MANHOUR ACCOUNTING DIRECT LABOR
 MAINTENANCE/INSTALLATION
 ASSIGNED DIRECT VS UTILIZED DIRECT



SOURCE: Monthly Actual Labor Utilization Report, C003JLS1A
 OPR: GEMV

Manhour Accounting Direct Labor

This chart depicts our direct labor utilization rate versus our direct labor assigned for the maintenance and installation phase (200 hours). This topic is rated in the Management Performance System and has a weight of 100 points. Utilization problems will be covered on the next chart. Reporting is shown for prior month to insure all assigned and expended manhours for that period.

MANHOUR ACCOUNTING, MAY 1969 (APRIL)

2860th Squadron

CODE	MANHOURS ASSIGNED INFO GEMS	MANHOURS EXPENDED IN GEMS	PERCENT UTILIZED	PERCENT OF TOTAL EXPENDED MANHOURS
<u>Direct Labor</u>	35,110	21,741	62.0	39.6
<u>Lagtime</u>	--	4,171	--	7.6
<u>Support</u>	7,408	10,118	136.7	18.4
<u>Supervision</u>	5,632	4,798	85.2	8.7
<u>Training</u>	1,808	6,373	352.5	11.6
<u>Duty Absence</u>	--	2,133	--	3.9
<u>Non-Duty Absence</u>	--	5,587	--	10.2
<u>Totals</u>	49,958	54,921		109.9

* Variance of input assigned vs. expended - short 28.2 persons daily in input assigned

This chart reveals the total manhours input into the GEMS, after the third work day of the month as manhours assigned versus those hours reported expended by action taken codes. To insure that manhours expended are credited, an additional month is allowed for late reporting and correction of errors. For example, manhours expended in April and not reported until May are credited against April performance. The Work Center Supervisor is the key to this system. It is his responsibility to insure that all assigned manhours are reported properly and that expended manhours equal the assigned manhours.

MANHOUR ACCOUNTING, MAY 1969 (APRIL)

2861st Squadron

CODE	MANHOURS ASSIGNED INTO GEMS	MANHOURS EXPENDED IN GEMS	PERCENT UTILIZED	PERCENT OF TOTAL EXPENDED MANHOURS
<u>Direct Labor</u>	38,568	21,949	56.9	38.1
<u>Lagtime</u>	--	4,903	--	8.5
<u>Support</u>	9,392	9,155	97.5	15.9
<u>Supervision</u>	6,512	5,649	86.7	9.8
<u>Training</u>	3,656	8,732	238.8	15.2
<u>Duty Absence</u>	--	2,730	--	4.7
<u>Non-Duty Absence</u>	--	4,511	--	7.8
<u>Totals</u>	58,128	57,629		99.1

* Variance of input assigned vs. expended - short 2.8 persons daily in hours expended

This chart reveals the total manhours input into the GEMS, after the third work day of the month as manhours assigned versus those hours reported expended by action taken codes. To insure that manhours expended are credited, an additional month is allowed for late reporting and correction of errors. For example, manhours expended in April and not reported until May are credited against April performance. The Work Center Supervisor is the key to this system. It is his responsibility to insure that all assigned manhours are reported properly and that expended manhours equal the assigned manhours.

MANHOUR ACCOUNTING, MAY 1969 (APRIL)

2862nd Squadron

CODE	MANHOURS ASSIGNED INTO GEMS	MANHOURS EXPENDED IN GEMS	PERCENT UTILIZED	PERCENT OF TOTAL EXPENDED MANHOURS
<u>Direct Labor</u>	44,384	29,687	66.9	46.6
<u>Lagtime</u>	--	3,084	--	4.8
<u>Support</u>	6,144	6,518	106.1	10.2
<u>Supervision</u>	11,352	9,284	81.8	14.6
<u>Training</u>	3,160	6,041	191.2	9.5
<u>Duty Absence</u>	--	4,307	--	6.8
<u>Non-Duty Absence</u>	--	4,763	--	7.5
<u>Totals</u>	65,040	63,684		97.9

* Variance of input assigned vs. expended - short 7.7 persons daily in hours expended

This chart reveals the total manhours input into the GEMS, after the third work day of the month as manhours assigned versus those hours reported expended by action taken codes. To insure that manhours expended are credited, an additional month is allowed for late reporting and correction of errors. For example, manhours expended in April and not reported until May are credited against April performance. The Work Center Supervisor is the key to this system. It is his responsibility to insure that all assigned manhours are reported properly and that expended manhours equal the assigned manhours.

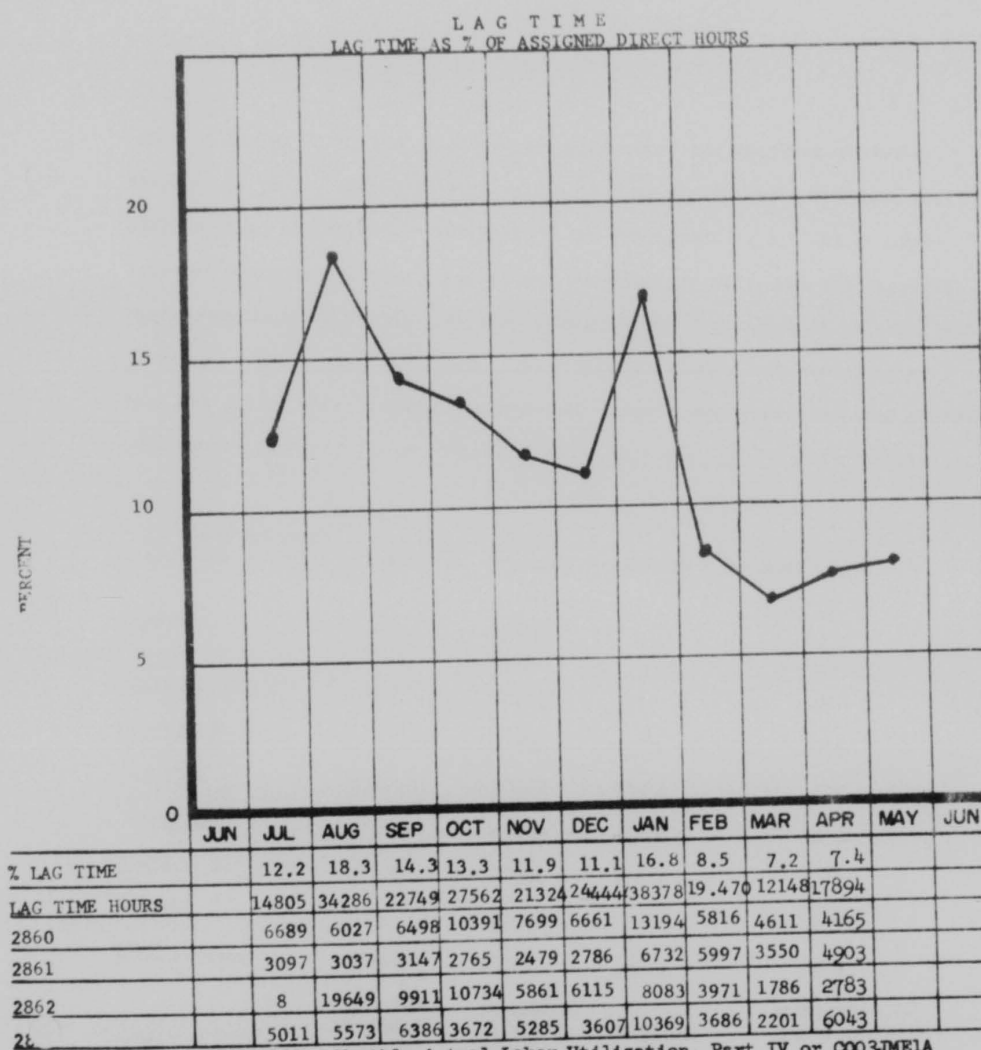
MANHOUR ACCOUNTING, MAY 1969 (APRIL)

2863rd Squadron

CODE	MANHOURS ASSIGNED INTO GEMS	MANHOURS EXPENDED IN GEMS	PERCENT UTILIZED	PERCENT OF TOTAL EXPENDED MANHOURS
<u>Direct Labor</u>	44,656	29,633	66.5	44.9
<u>Lagtime</u>	--	6,043	--	9.1
<u>Support</u>	9,592	9,955	103.8	15.1
<u>Supervision</u>	12,128	7,956	65.6	12.0
<u>Training</u>	2,320	4,725	203.7	7.2
<u>Duty Absence</u>	--	1,959	--	3.0
<u>Non-Duty Absence</u>	--	5,795	--	8.8
<u>Totals</u>	68,696	66,066		96.2

* Variance of input assigned vs. expended - short 14.9 persons daily in hours expended

This chart reveals the total manhours input into the GEMS, after the third work day of the month as manhours assigned versus those hours reported expended by action taken codes. To insure that manhours expended are credited, an additional month is allowed for late reporting and correction of errors. For example, manhours expended in April and not reported until May are credited against April performance. The Work Center Supervisor is the key to this system. It is his responsibility to insure that all assigned manhours are reported properly and that expended manhours equal the assigned manhours.



SOURCE: COO3JLS1A, Monthly Actual Labor Utilization, Part IV or COO3JME1A
 OPR: GEMVM

Lag Time

The charted data reflects the percent of lag time hours as a part of total assigned direct hours. The total lag time actual hours are reflected on the chart in addition to the lag time hours for each Squadron. Reporting is shown for prior month to insure all expended hours are included. Computation requires data from current and prior months' summary listings.

LAGTIME CHARGES
 April 1969
 (Manhours)

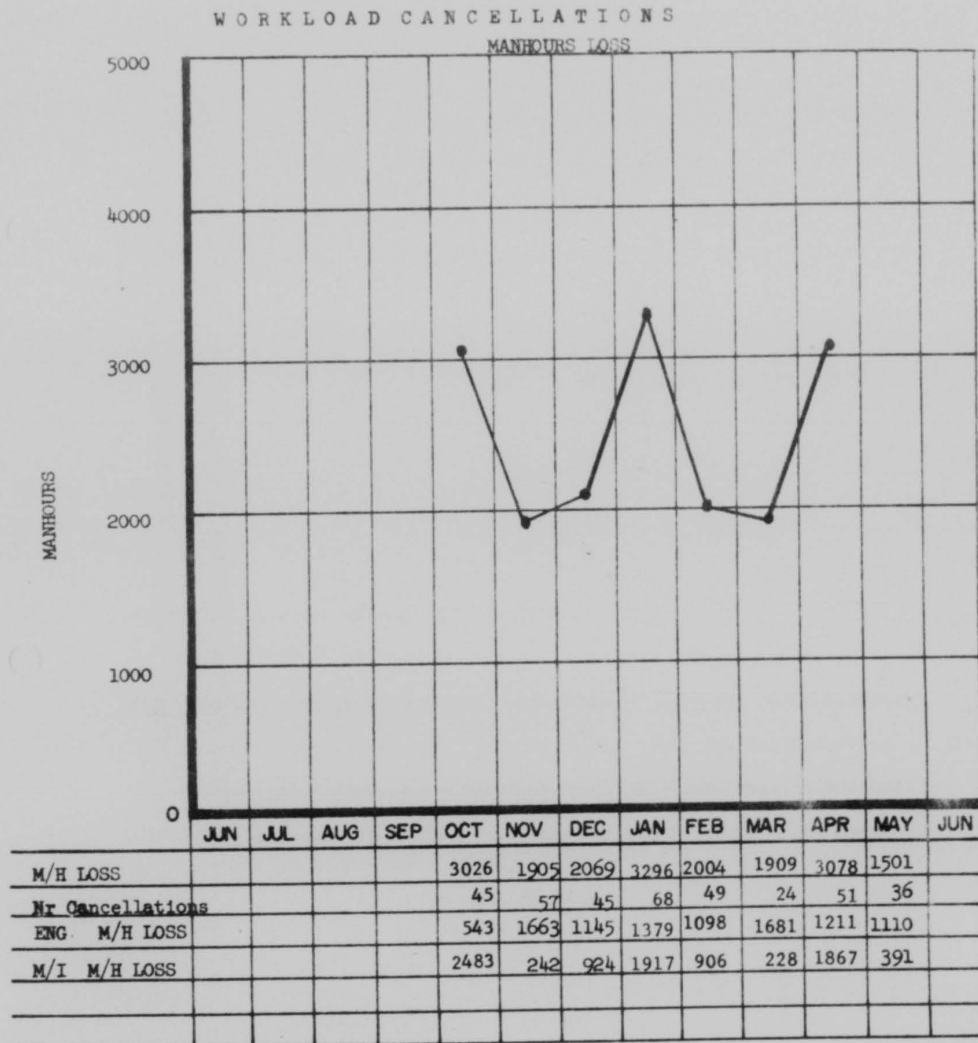
	<u>2860</u>	<u>2861</u>	<u>2862</u>	<u>2863</u>
Awaiting Work	1442	3214	1165	1459
Total - 7280				

Engineering	0	0	8	0
Supplies	251	32	287	366
Construction	772	488	360	289
Weather Flt	318	548	280	811
Misc	180	97	183	162
Transportation - Transition	<u>1202</u>	<u>524</u>	<u>500</u>	<u>2956</u>
Total	2723	1689	1618	4584

Sub Total - 10,614
 Grand Total - 17,894

Lag Time Charges

This chart reflects the general categories of action taken codes within the lag time area. Lag time - awaiting work (301) continues to account for the major portion of total lag time hours. Lag time categories of awaiting work, engineering delays, construction, weather, transportation, etc., are indicated by Squadron. These excessive lag time hours detrimentally affect our direct labor utilization rates.



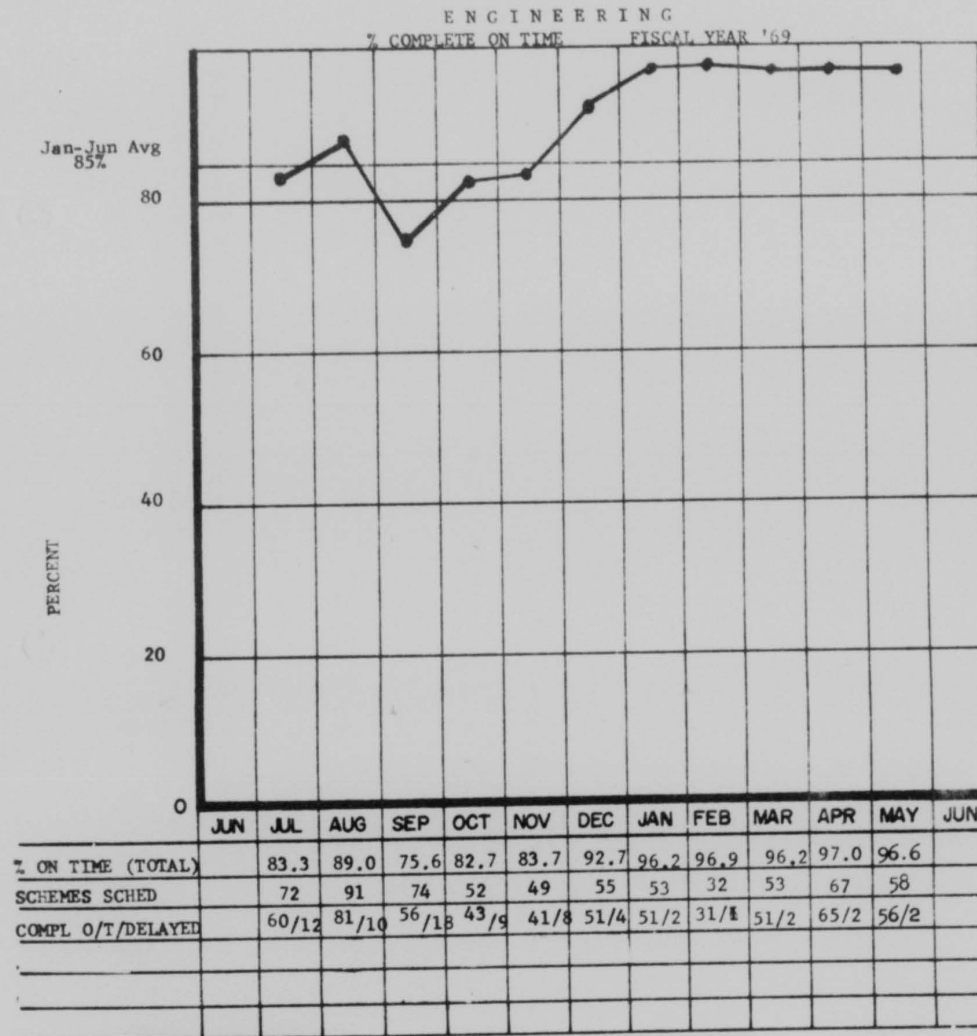
SOURCE: Completion/Cancellation Report, COO3K3TIA (Excludes Codes 195/199)
OPR: GEMV

CANCELLATIONS/DELETIONS BY COMMAND
May 1969

COMMAND	SCHEMES	JOB ORDERS	WORK ORDERS	TOTAL
USAF	0	0	0	0
ATC	1	0	3	4
ADC	3	0	1	4
AFSC	5	1	1	7
AFLC	4	1	0	5
TAC	0	0	6	6
SAC	3	2	0	5
CAC	0	0	0	0
AFCS	0	0	0	0
AU	0	1	0	1
Z	1	0	0	1
MAC	1	1	0	2
USAFE	0	0	0	0
USAFSS	0	0	1	1
	—	—	—	—
TOTAL	18	6	12	36

Workload Cancellations

This chart portrays our manhours lost due to cancelled and deleted workloads. The manhours lost are separated into two major categories, that of engineering and maintenance/installation.



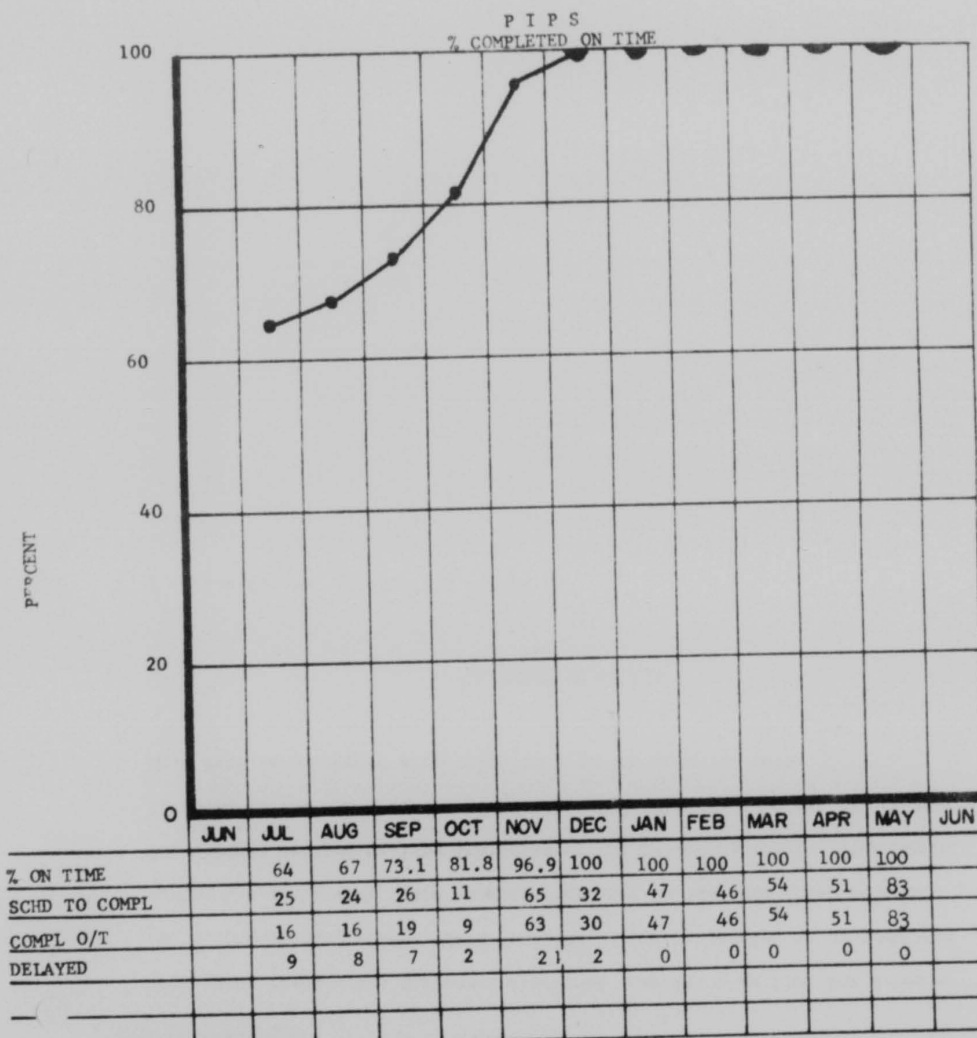
SOURCE: C003K4JIA
 OPR: GEME
 RATED

Engineering Percent On Time

This chart reveals the Engineering percent completion on time for schemes in the Engineering phase. Data includes schemes scheduled to be completed during the month with those schemes completed on time and those delayed. The schemes delayed will be indicated on the following chart. This topic is rated in the Management Performance System and has a weight of 100 points. This data is concerned with completion by the required date.

ENGINEERING DELAYS
May 1969

2 - Insufficient Engineering Capability

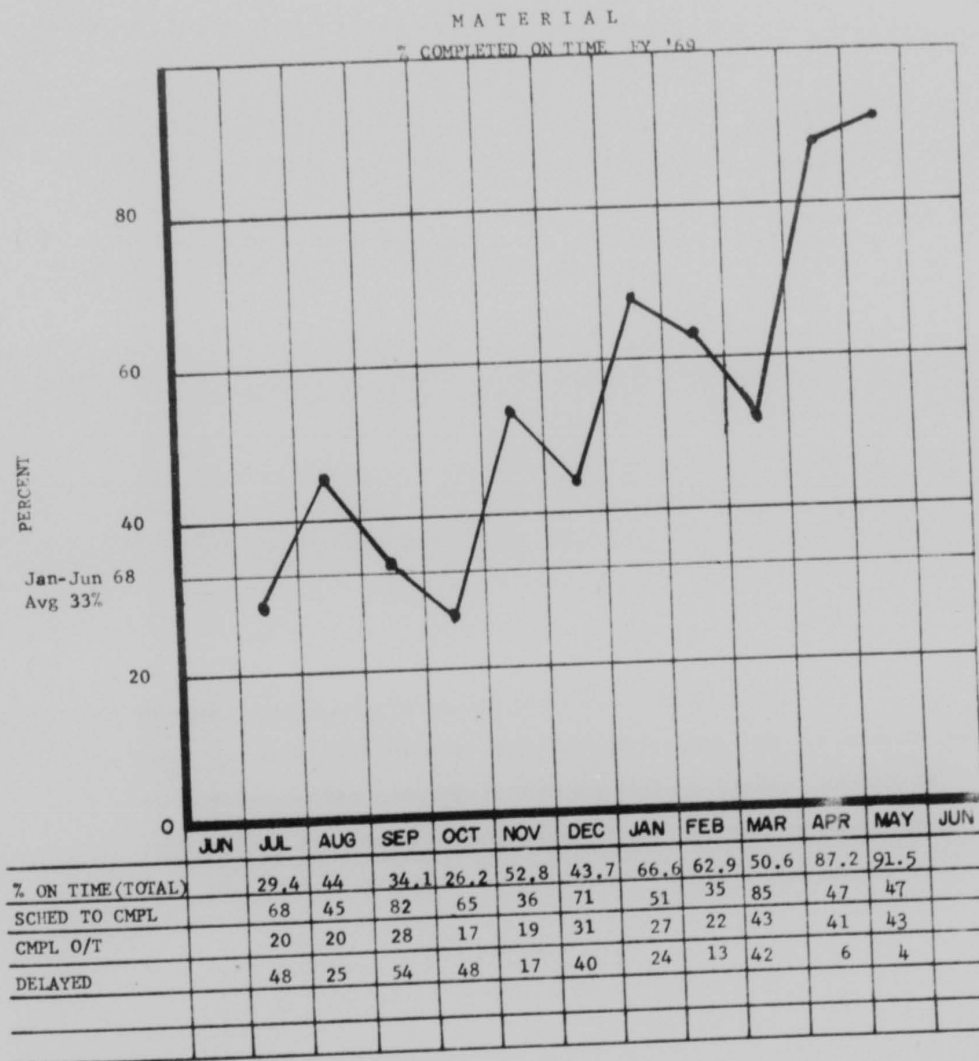


SOURCE: C003K4 JIA
OPR: GEME

RATED

PIPs Percent On Time

This chart depicts the PIPs percent completed on time during the month. It is based upon the required date for completion. The data is determined by dividing the schemes scheduled to complete into the schemes completed on time. Delays are explained on following chart. This topic is rated in the Management Performance System and has a weight of 25 points.



SOURCE: C003K4JIA
OPR: GEMS

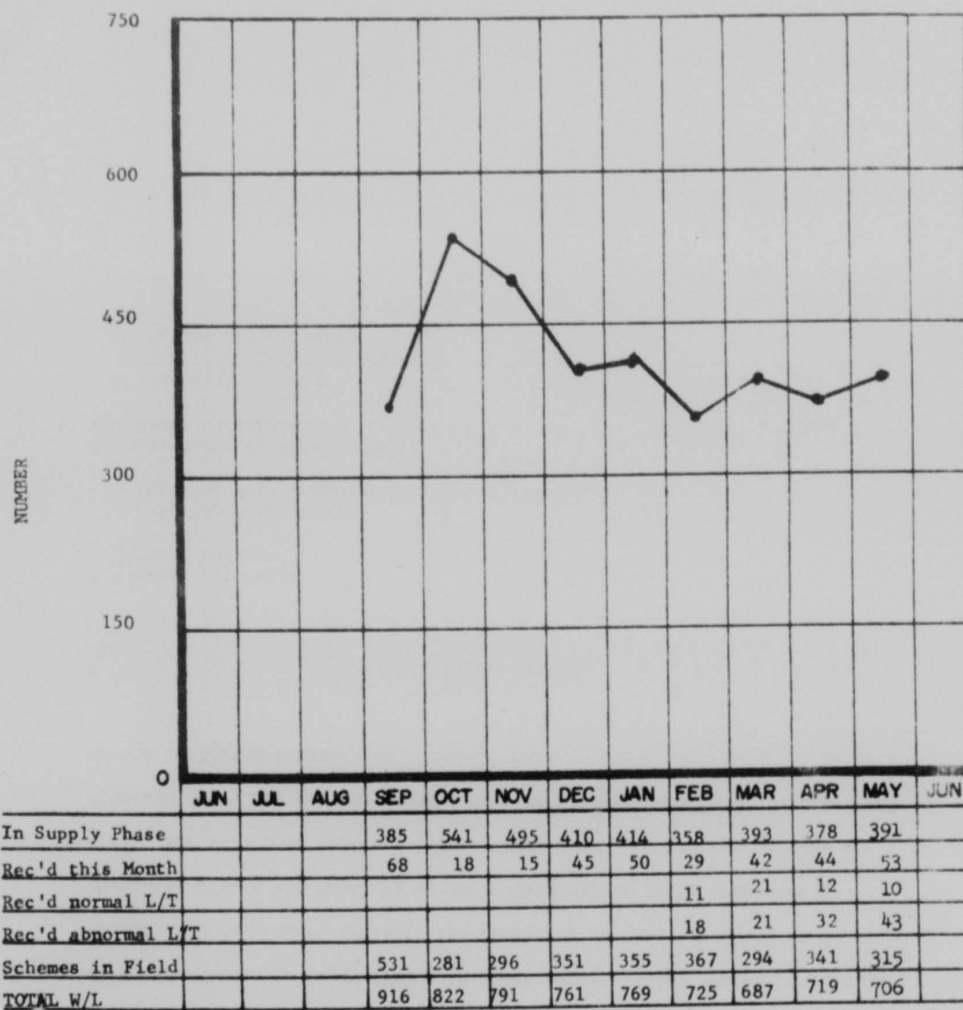
Material Percent On Time

This information is taken from a Hq GEEIA report titled "Phase Completion Analysis". This chart reflects the number of schemes scheduled to be completed within the month by required date versus those completed on time. You will note that our January thru June 1968 average percent on time was 33%. The schemes delayed for the current month will be discussed on the following chart.

MATERIAL DELAYS
May 1969

o Schemes programmed	51
o Schemes deferred	6
* Awaiting Rohn Towers	3
* Awaiting Tech Standards	3
o Schemes due on site in May	45
o Schemes delinquent	4
* Procurement Delay	2
* Major Item Due from Overhaul	1
* Transportation Delay	1

MATERIAL W/L STATUS



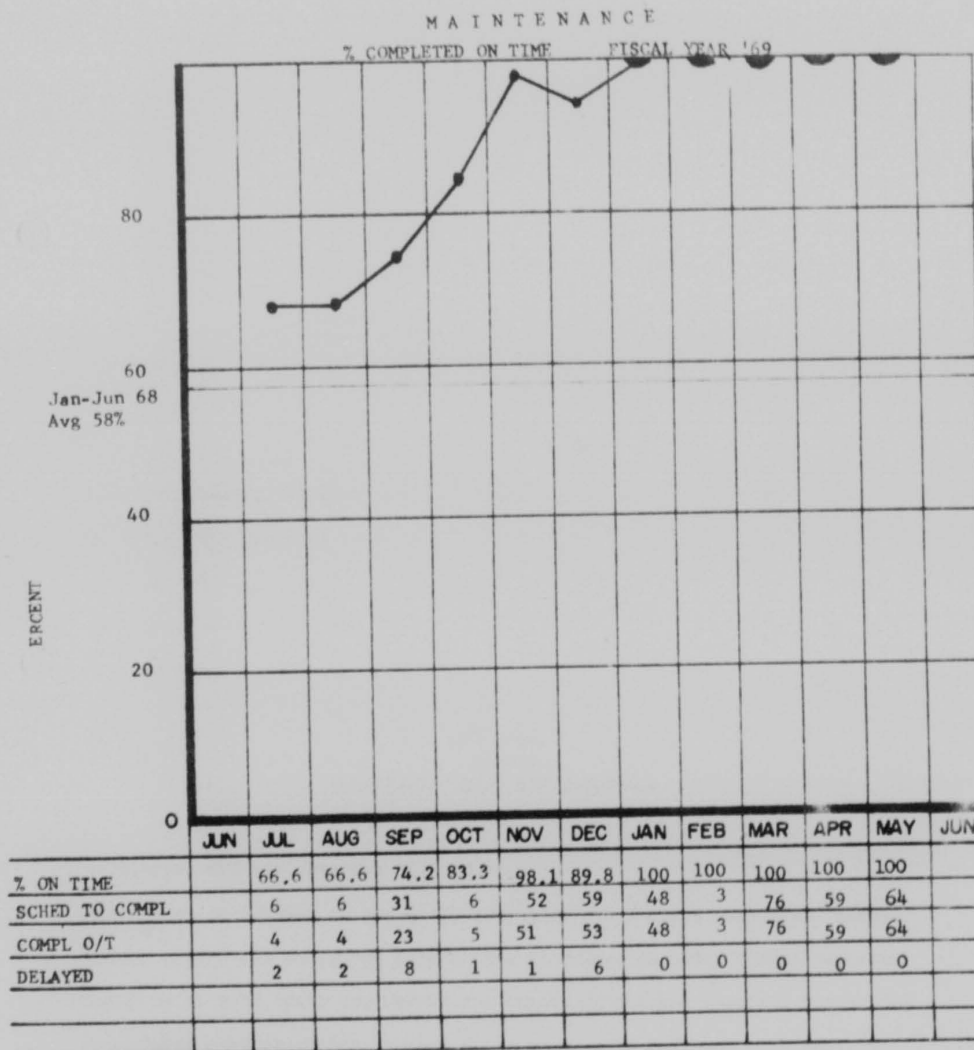
SOURCE: C003K271A and GEMSS Register
 OPR: GEMS

Material Workload Status

This chart depicts current scheme workload on hand awaiting supplies. A breakout is also shown indicating the number of schemes received for supply action during the month and categorized by normal or short supply leadtime. The number of Schemes in the Field indicates those which have been "supply completed" and are awaiting APTO 88's.

Material - Over Age Schemes
By MRD
May 1969

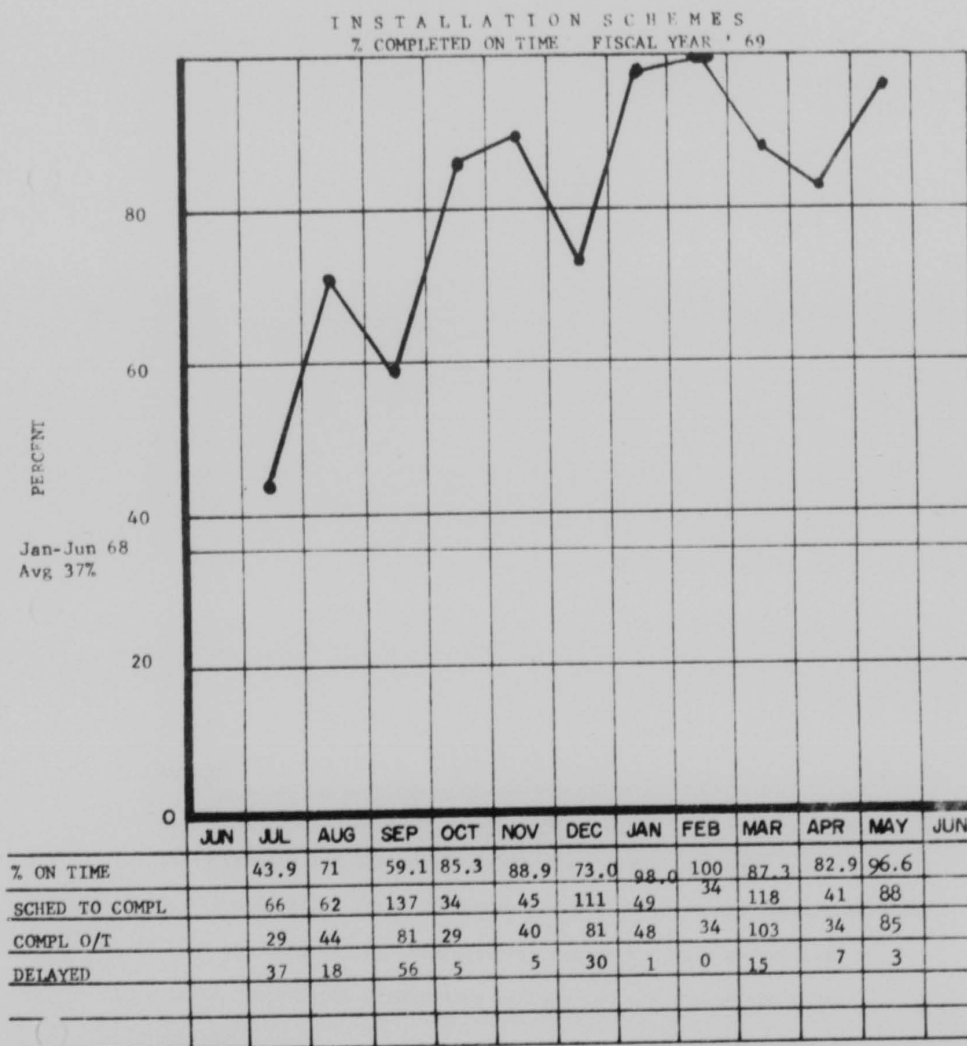
1 - 30 days	4
31 - 60 days	1
61 - 90 days	1
91 - 120 days and over	0
Awaiting Command Approval	<u>10</u>
TOTAL	16



SOURCE: C003K4JIA
OPR: GEMO
RATED

Maintenance Percent On Time

This chart depicts our maintenance percent on time during the month. This data is based on the required date and is computed by dividing the maintenance work orders scheduled to be completed into those completed on time. Reasons for the delays are posted on the following chart. This topic is rated in the Management Performance System and has a weight of 100 points.



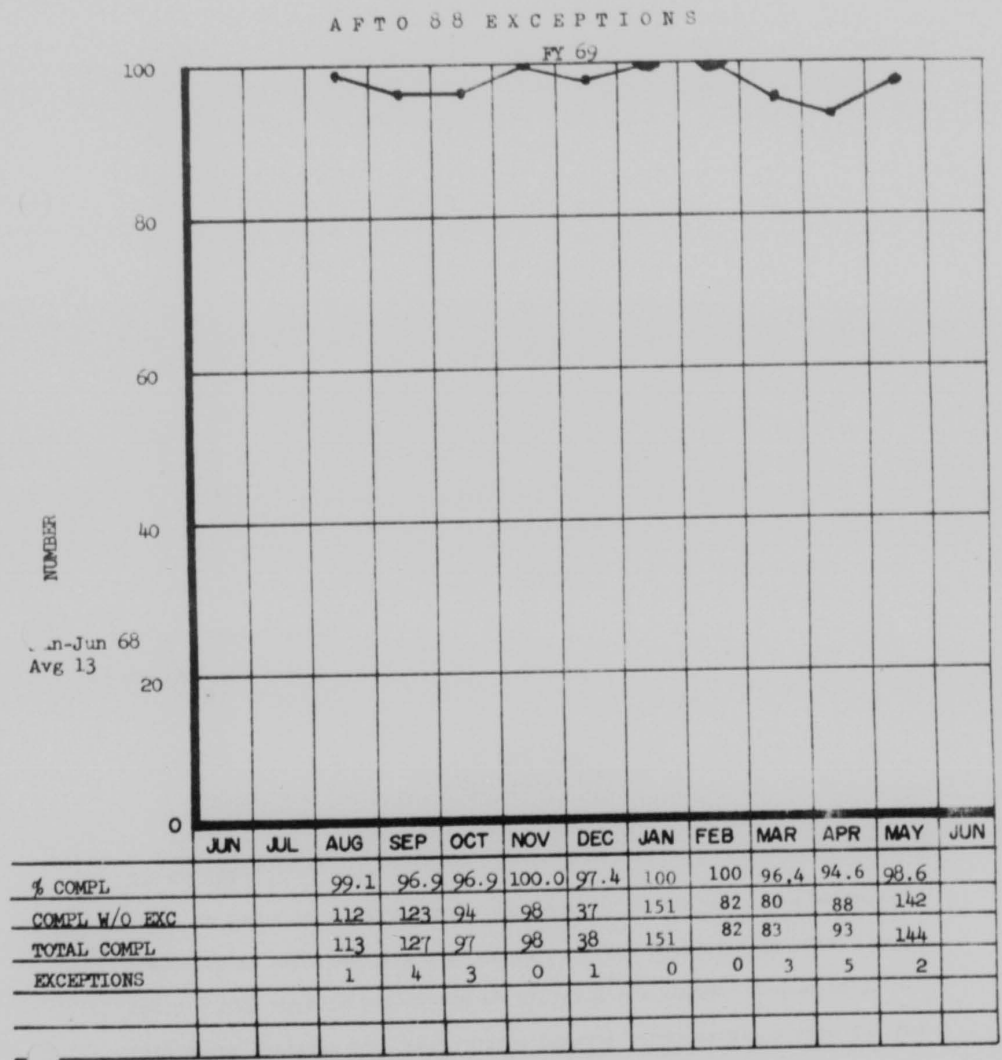
SOURCE: C003K4JIA
OPR: GEMO
RATED

Installation Schemes

This chart portrays our installation percent completions on time for the month. This data is determined by dividing the schemes scheduled to be completed by required date into those actually completed on time. This topic is rated in the Management Performance System and has a weight of 100 points.

INSTALLATION DELAYS
May 1969

Cmd/Customer Delay	2
Administrative Error	<u>1</u>
TOTAL	3



RATED

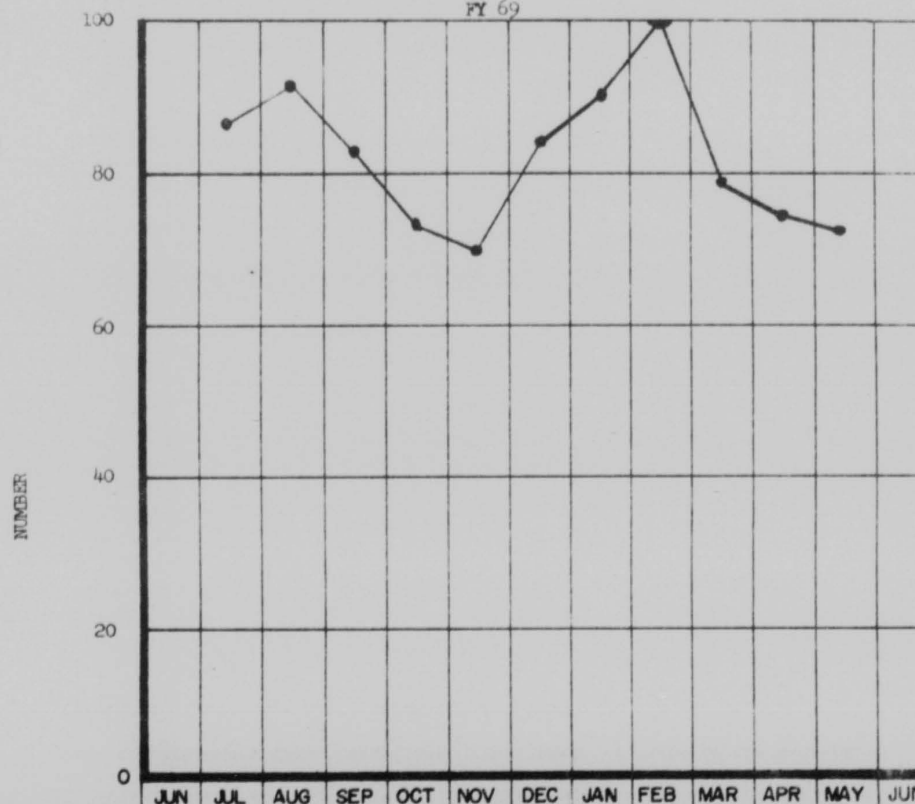
SOURCE: Workload Accepted W/Exception Report, CO03K4C1A, CO03KT1A
 OPR: GEMO

AFTO 88 Exceptions

This chart depicts Eastern's percent of completions without exceptions during the month. This data is determined by dividing our total completions into those completions without exceptions. This topic is rated in the Management Performance System and has a weight of 25 points.

SCHEMES IN THE FIELD

FY 69



	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Nr over two months old		85	91	82	73	70	83	90	100	79	75	73	
Nr over six months old		45	51	40	35	33	34	36	34	32	37	40	
% M/I Workload		22	23	20	26	24	24	26	28	27	22	23	
% GEETA Total		18	17	13	12	12	11	11	10.8	10.9	14.2		

SOURCE: C003K4P1A
 OPR: GEMO

Schemes in the Field

The charted data reflects those schemes in the field that are fully supplied and not yet in work. Additionally the statistical data includes those schemes in the system over two months old, fully supplied and not yet in work, coupled with the percent of M/I workload and the percent of Eastern's data to the GEEIA total.

SCHEMES IN THE FIELD BY AGE
FY 69

2 - 6 mos	42	38	37	49	54	66	47	38	33		
6 - 9	10	11	12	13	16	10	11	15	18		
9 - 12	10	10	9	8	7	8	8	7	9		
12 - 18	11	9	7	9	7	9	7	9	7		
18 - 24	8	4	5	4	6	6	6	6	4		
24 - older	1	1	0	0	0	1	0	0	2		
TOTAL	82	73	70	83	90	100	79	75	73		
Delinquent ICDs	13	4	7	5	3	1	6	3	1		
Oldest Scheme	11/65	11/65	2/67	2/67	2/67	2/67	5/67	5/67	5/67		
Oldest W/Del ICD	4/67	6/68	7/68	5/68	4/68	12/68	4/68	4/68	3/69		
MONTH	S	O	N	D	J	F	M	A	M	J	J

Schemes in the Field By Age

This chart depicts Eastern Region schemes in the field by age group, in addition to the oldest scheme and the oldest with a delinquent ICD/FSD.

Schemes In The Field

o Allied Support Delay		21
o Change in Command Requirements		11
o Skills Shortage		9
o Contractor Delay		14
o Customer Requested Delay		2
o Supporting Scheme Delay		6
o Weather Delay		1
o No Current Problem		9
* Complete	(2)	
* Material Disposed	(1)	
* In Work	(4)	
* Scheduled to Start	(2)	

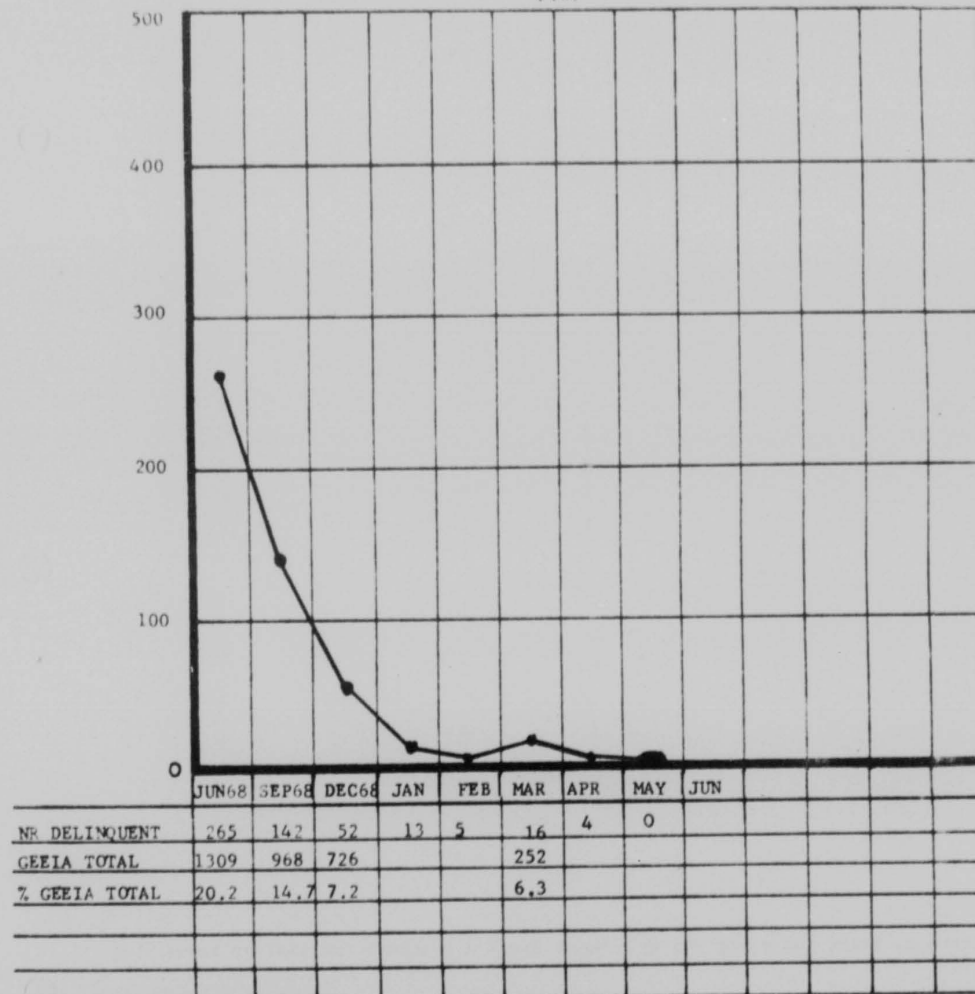
	TOTAL	73

Schemes in the Field

This chart depicts the causes for those schemes in the field not being in work.

DELINQUENT SCHEMES

FY69



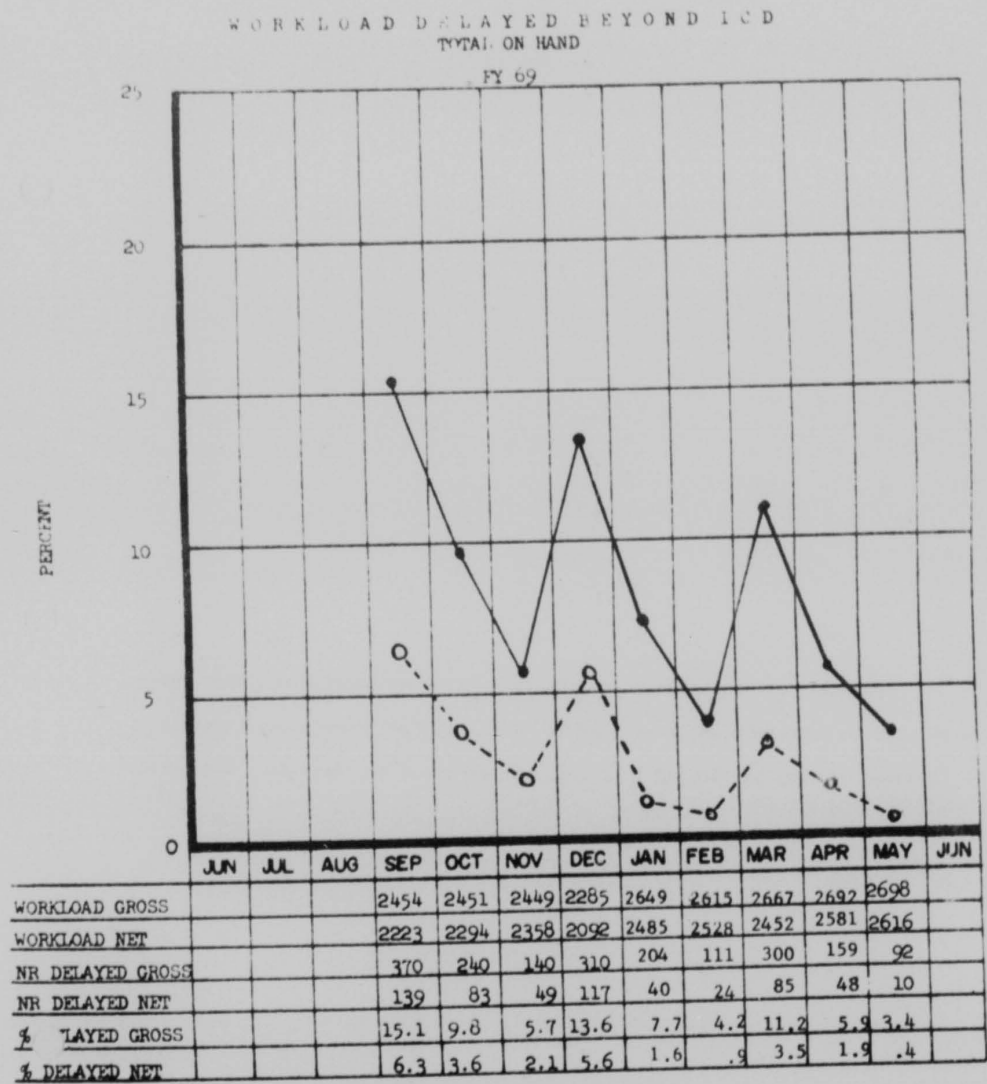
	JUN68	SEP68	DEC68	JAN	FEB	MAR	APR	MAY	JUN
NR DELINQUENT	265	142	52	13	5	16	4	0	
GEEIA TOTAL	1309	968	726			252			
% GEEIA TOTAL	20.2	14.7	7.2			6.3			

SOURCE: Workload By FSD

OPR: GEMV

Delinquent Schemes

This item indicates the trend in the number of delinquent Eastern schemes. Schemes in the Plant-In-Place Phase, schemes awaiting clearance of AFTO 88's Exceptions and schemes awaiting USAF-MAJCOM of approval are excluded.



SOURCE: FSD Region Remarks Summary, CO03K2V1A
OPR: GEMV

NOTE: Net Figures exclude Codes 76, 77 & all 80 and 90 series

Workload Delayed Beyond ICD

This chart portrays that portion of our total workload which has been delayed beyond ICD/FSD. The workload (gross) and other gross statistics include schemes, work orders, job orders, HIA, unapproved, and all other workloads. Workload (net) statistics and other related net statistics exclude all remarks codes 80, 90 series, also codes 76 and 77. However, net figures include held in abeyance and unapproved workloads.

IN SUMMARY

- o Workload completions look good.
- o Manhour accounting look better.
- o Zero FSD Delinquents - first in GEEIA

- o Needs further improvements in:
 - * All aspects of manhour accounting.
 - * Air Force Motor Vehicle Accidents.
 - * Re-enlistments.

2ND PLACE for May 1969

TO: GEM V

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS KEESLER TECHNICAL TRAINING CENTER (ATC)
KEESLER AIR FORCE BASE, MISSISSIPPI 39534

LLB

3 JUN 1969



REPLY TO
ATTN OF: CASAR (Mr Collins/2621)

SUBJECT: Present Status of the Engineering Data Service Center

TO: XPP GEEIA

1. We have received notice that we can fill the two authorized manning spaces but will not fill until equipment is almost placed. OJT Training at Eglin Air Force Base will be completed simultaneously with installation of equipment.
2. Money will be made available approximately 7 July 1969 for purchase of the camera and film processor. The time delay from the date money is received until equipment is delivered is estimated at 30 - 60 days.
3. The work order to make a dark room, rewiring and minor modifications is in the "awaiting material" stage with an estimated completion date of 20 July 1969.
4. Estimated date to commence operation of the EDSC is 15 September 1969.

FOR THE COMMANDER

Robert B. Weinard
ROBERT B. WEINARD, Lt Colonel, USAF
Director of Administration

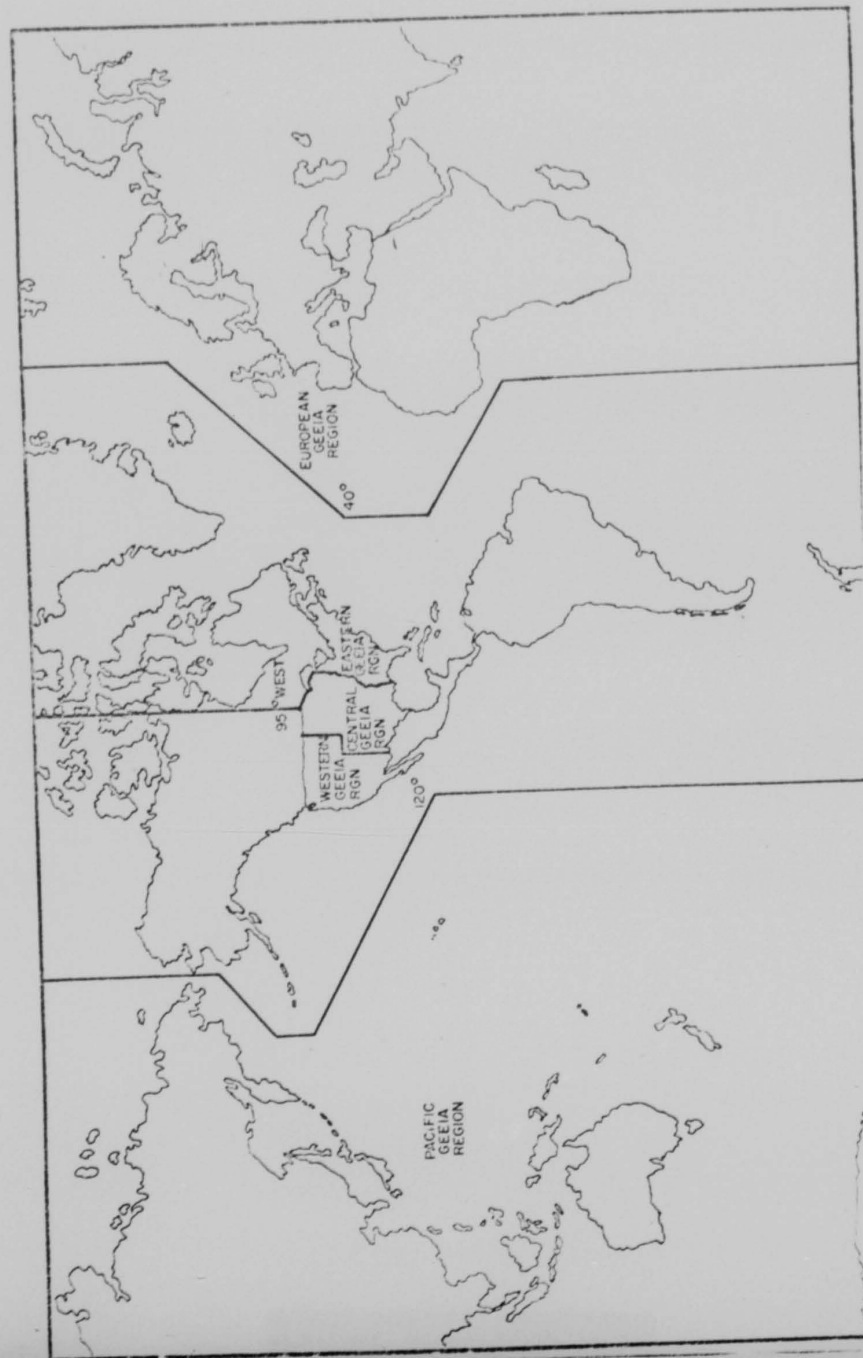
Cy to: XPPR

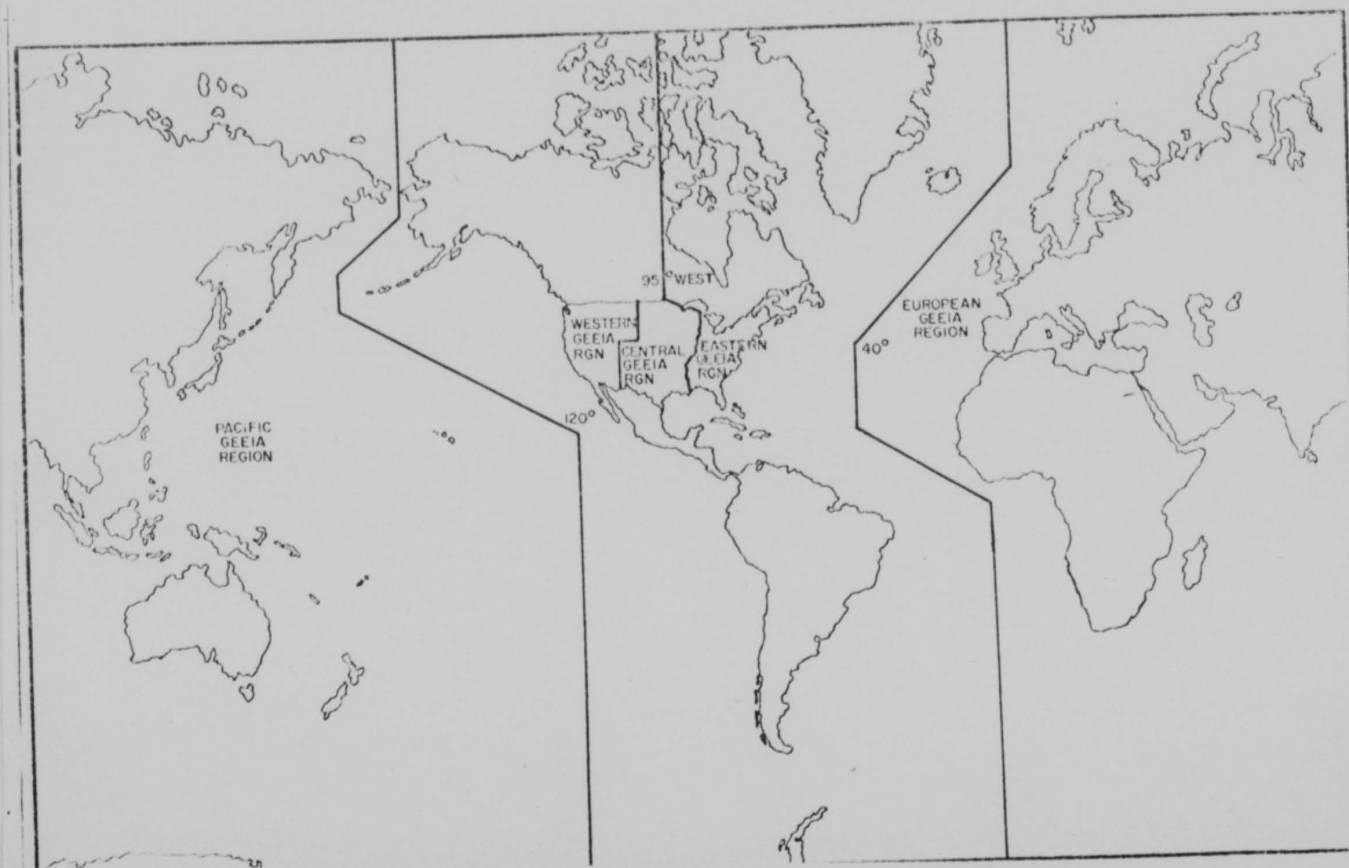
Prepare the Man

Exhibit 11

SECTION VI - MAPS AND CHARTS

VI



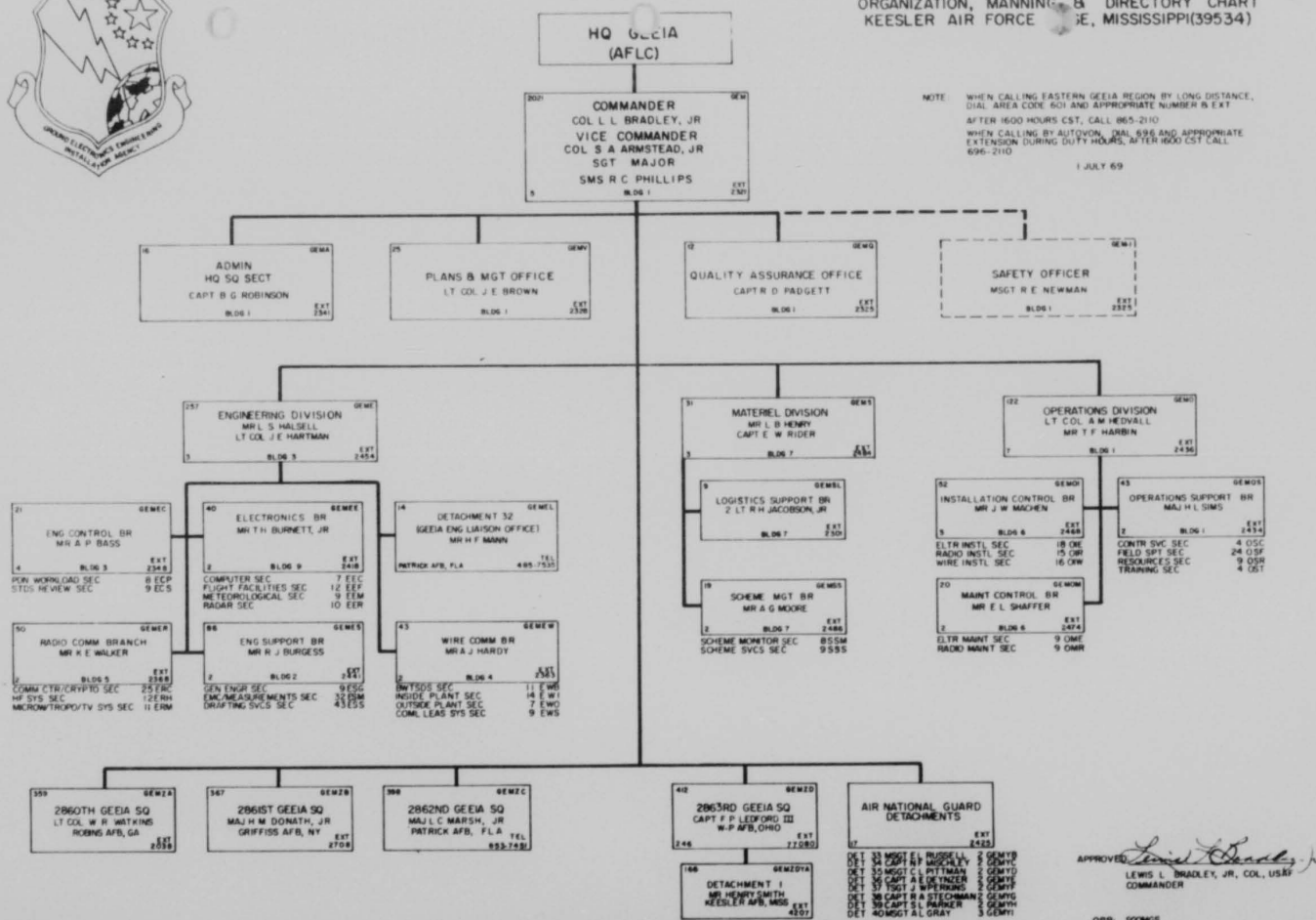




EASTERN GEEIA REGION
ORGANIZATION, MANNING & DIRECTORY CHART
KEESLER AIR FORCE, MISSISSIPPI (39534)

NOTE: WHEN CALLING EASTERN GEEIA REGION BY LONG DISTANCE,
DIAL AREA CODE 901 AND APPROPRIATE NUMBER & EXT.
AFTER 1600 HOURS CST, CALL 965-2110
WHEN CALLING BY AUTODIAL, DIAL 696 AND APPROPRIATE
EXTENSION DURING DUTY HOURS, AFTER 1600 CST CALL
696-2110

1 JULY 69



ATC Keesler 9-4688



UNCLASSIFIED

RETURN TO
USAF Historical Archives
ASII(ASHAF-A)
Maxwell AFB, Ala 36112

15 JUN 1987

K915.53-4
3M 1969-MAR 1970

HISTORY

OF

EASTERN

GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY

REGION

KEESLER AIR FORCE BASE, MISSISSIPPI

1 July 1969 - 31 March 1970

PROJECT CORONA HARVEST
DO NOT DESTROY

No. _____

00917071

7-4379-1

UNCLASSIFIED

IRIS WORKSHEET		006 OLD REEL NUMBER
016 CALL NUMBER (10AN) K215.53-4	005 IRIS NUMBER (10AN) 00917071	
026 OLD ACCESSION NUMBER (12AN)	014 MI: ROFILM REEL/FRAME NUMBER 222000 25922, 000 604	
SECURITY WARNING/ADMIN MARKINGS		
RD FR CN SA WI NF PV FO FB	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 _____	027 NUMBER IN AUDIO REEL SERIES	
INSERT TO _____ DUP OF _____		
CATALOGING RECORD		
MAIN ENTRY (Use one) (150AN)		
100 - PERSONAL NAME	109 - ISSUING AGENCY	129 - TITLE AS MAIN ENTRY
Grand Electronics Engineering Installation Agency		
TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (150AN)		
220 History of Eastern GEEIA Region		
OR CHECK:		
<input type="checkbox"/> 2210 ORAL HISTORY	<input type="checkbox"/> 222E END OF TOUR REPORT	<input type="checkbox"/> 223H HISTORY (AND SUPPORTING DOCUMENTS)
<input type="checkbox"/> 224C CHECO MICROFILM	<input type="checkbox"/> 228Q CORRESPONDENCE	<input type="checkbox"/> 228Z PAPERS
<input type="checkbox"/> 227P CALENDAR		
250 TITLE EXTENSION: ENTER VOLUME NUMBER, PARTS, ETC. (20AN)		
DATES: ONLY 254 OR 265 MUST BE COMPLETED. SUPPLY BOTH IF KNOWN		
254 INCLUSIVE DATE 69.07.01 TO 70.03.31	IF DATE ESTIMATED, CHECK HERE <input type="checkbox"/>	
DD MM YY TO DD MM YY		
265 DATE OF PUBLICATION ____/____/____	300 TOTAL PAGES _____	
DD MM YY		

UNCLASSIFIED

HISTORY OF
EASTERN

GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY REGION

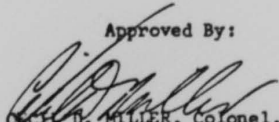
KEESLER AIR FORCE BASE, MISSISSIPPI

15 JUN 1987

1 JULY 1969 - 31 MARCH 1970

Prepared by
Ruth B. Gibson
Acting Historian
Hq Eastern GEEIA Region

Approved By:


CECIL B. MILLER, Colonel, USAF
Commander, Hq Eastern GEEIA Region

HQ GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY
AIR FORCE LOGISTICS COMMAND
UNITED STATES AIR FORCE

UNCLASSIFIED

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

RETURN TO:

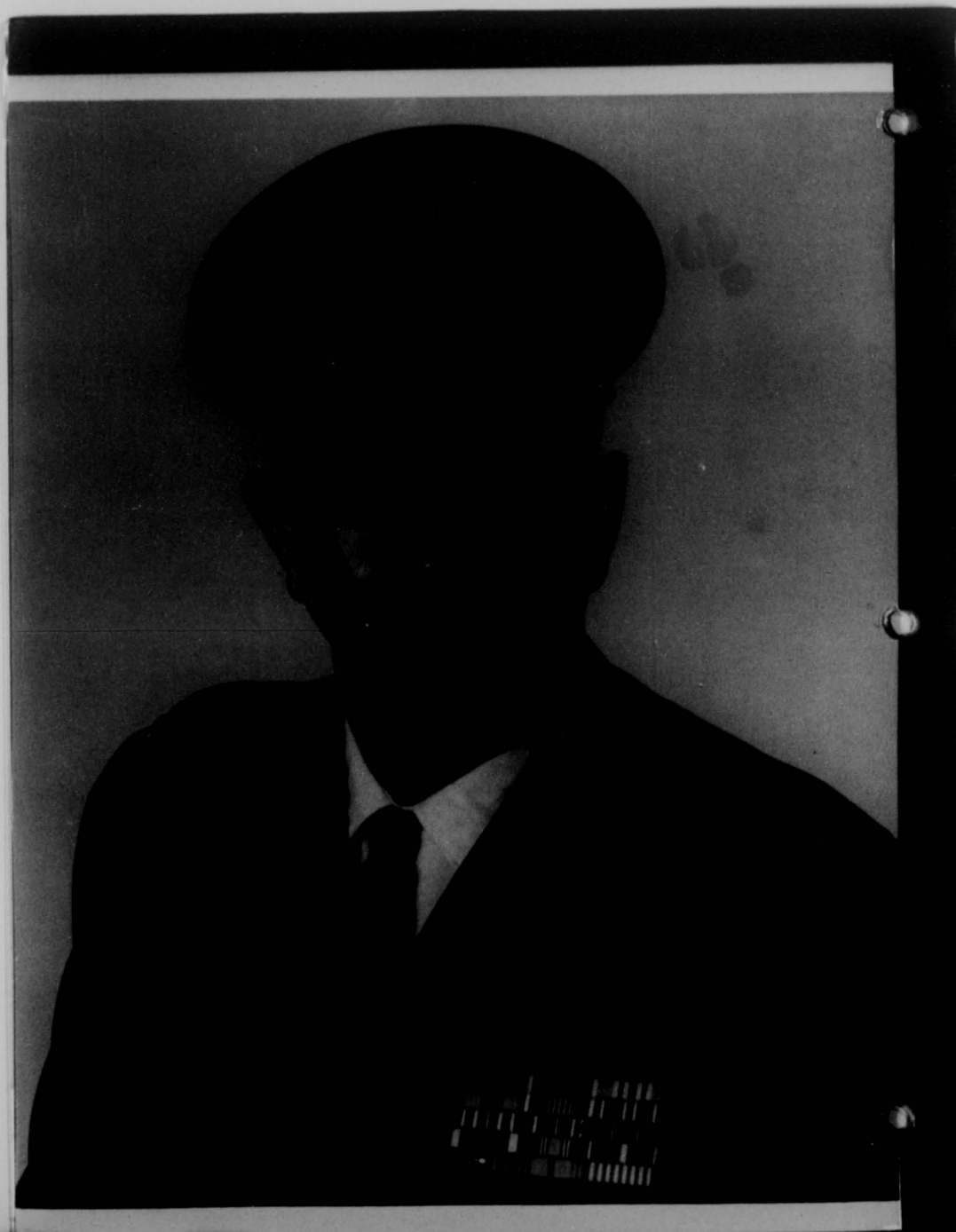
KANS. 53-4
541161-1000

7-4379-1
00917071

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COLONEL CECIL D. MILLER
COMMANDER, EASTERN GEEIA REGION

Colonel Cecil D. Miller was born in Manchester, Tennessee, but moved to Greenville, Alabama, at the age of six.

He graduated from Troy State Teacher's College, Troy, Alabama, and later earned his Master of Science Degree from the University of Colorado. He began his military career as a cadet in the Army in 1942, and was commissioned under the Aviation Cadet Program in December 1943.

After combat duty in the European theater during World War II, he served in various staff positions with Army Airways Communications Service (AACS) until he went to Pepperell AFB, Newfoundland, as Base Communications Officer in January 1949.

He commanded the AACS Engineering Installation and Maintenance unit at Warner-Robins, Georgia, from June 1951 to November 1953, when he was assigned to the staff of the 1808th AACS Wing in Japan, until 1957.

Colonel Miller served at Keesler AFB, Mississippi, with Air Training Command, 3380th Technical School, from 1958 until 1960, leaving his position as Director of the Communications-Electronics Principles Department to go to the Armed Forces Staff College, Norfolk, Virginia.

Upon graduation, he was assigned to Eglin AFB, Florida, where he served with Headquarters Air Proving Ground Center in the Electromagnetic Warfare Division as Chief of the Electronic

Counter Measure Projects Division.

In April 1962, he was assigned as J-6 for Joint Task Force 122nd under the Commander, Second Fleet. In this position, he spent much of his time afloat aboard the heavy cruiser "Newport News" and various other Atlantic Fleet ships.

In June 1963, Colonel Miller joined the staff of Commander in Chief, Atlantic, Norfolk, Virginia, as Joint Communications-Electronics Plans Officer, remaining at this post until June 1965 when he was assigned to Hawaii and duty as Assistant Chief of Pacific Command Systems Operations and Analysis, J-6, on the staff of Commander in Chief, Pacific.

In February 1966, he was assigned to Kadena Air Base, Okinawa, where he served as Commander, 1962nd Communications Group and 313th Air Division Electronics and Flight Facilities director.

Colonel Miller came to Eastern Region from Headquarters GEEIA where he was assigned as Director of Operations.

Colonel Miller has received the following decorations: Legion of Merit - Joint Services, Army Commendation Medal and Air Force Commendation Medal.

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COLONEL SETH A. ARMSTEAD, JR.
VICE COMMANDER, EASTERN GEEIA REGION

Colonel Seth A. Armstead, Jr., was born in Boulder, Colorado, and spent his early adult years as a "roughneck" in the Wyoming and Montana oilfields.

Following graduation from the University of Colorado, he entered the U. S. Army as a private and later entered the Aviation Cadet Program. After completion of flying training, he was commissioned a Second Lieutenant in the Air Corps. During World War II he flew in the European Theater as a lead pilot on B-17 "Pathfinder" missions, helping to win two Presidential Unit Citations for his squadron. Later in the war he flew the B-29 in the Pacific.

Colonel Armstead's distinguished career led him to many important positions throughout the Air Force. Among the highlights was when he was assigned to the Air Force Office of Atomic Energy which later became the Special Weapons Command. He served on the tactical and technical liaison committee and assisted in providing a nuclear capability for the Air Force. The following year he participated in atomic tests in the Pacific and the Nevada desert area. He was one of the pioneers of GEEIA, selling its concept to Congress and in August 1958, he became Project Officer for the formation of a GEEIA Squadron at Elmendorf AFB, Alaska. With the formation of the 2868th GEEIA Squadron, he became the first commander of the unit and has remained with GEEIA throughout its life span performing as Director of Engineering, Western Region; Vice Commander and Commander, Eastern Region.

A family man, the Colonel married the former Virginia June McCaffrey of O'Neil, Nebraska. They have two sons and two daughters. The two sons are presently serving with the military, one in Vietnam and one in Japan.

Among the Colonel's decorations are the Distinguished Flying Cross, the Meritorious Service Medal and the Air Medal with three Oak Leaf Clusters. During World War II he completed thirty-five combat missions with approximately 300 combat hours.

PREFACE

The events of the past year have tested the internal fortitude of this organization and its personnel. Our foundation has been tested time and again but in each case we stood enstrengthened by our ordeals rededicated to the principle of maintaining our services under any set of circumstances in the "CAN DO" spirit.

Born on 1 July 1959 at Brookley Air Force Base, Alabama, from the consolidation of the Mobile, Warner Robins and Middletown GEEIA Regions, Eastern GEEIA Region was deactivated effective 1 April 1970. But Eastern will not die for the spirit of Eastern lies in its people. The same "CAN DO" spirit will prevail in the future as it has over the past eleven years, only the name will change.

Eastern Ground Electronics Engineering Installation Agency Region, headquartered at Annex #3, Keesler Air Force Base, Mississippi, has supported every command and serviced virtually every type of ground communications-electronics equipment in the Air Force inventory. It has seen its personnel visit every continent and numerous islands to serve the customer in the field through high quality engineering, installation, and depot level maintenance of his communication-electronics-meteorological equipment.

In August 1969, Hurricane Camille hurled her devastating winds and water at us. After a brief hesitation, we shrugged off the shock of her vicious blow and shoulder-to-shoulder worked

to clear away the debris in order to reestablish our vital service.

History usually records only the end results of the many scientific and technological advancements made throughout the world. The sophisticated communication system, the early warning radar system, and the manned orbital flights are but a few. What of the knowledge, effort and toil that take place behind the scene in the communications center, the radar approach controls, and the launching pad (Command and Control Facilities) -- these are the things that truly make the end results a real success and yet are seldom remembered, if even realized. But there are men who need no laurels. They know they are the ones behind the scenes who make things work, for without them command and control of National Defense and the Air Force team could not function. They were the men of GEEIA!

SECTION I

ORGANIZATION: Headquarters Eastern GEEIA Region is commanded by Colonel Cecil D. Miller who assumed command on 16 February 1970 with Colonel Seth A. Armstead, Jr., serving as Vice Commander from August 1969.

What began as a proposal for the reduction of AFLC functions and manpower in the European Theater in July 1968 finally consummated in the deactivation of the European GEEIA Region and the transfer of the European area of responsibility to Eastern Region including the 2874th GEEIA Squadron, Ramstein Air Base, Germany, in the Fall of 1969. With the new area added to Eastern's boundaries, Eastern GEEIA Region became the largest of the four remaining Regions with its responsibility covering approximately one-third of the earth's surface.

Eastern GEEIA Region Headquarters exercised command jurisdiction over four Squadrons and six Air National Guard Detachments:

2860 GEEIA Squadron, Robins AFB, Georgia¹

2861 GEEIA Squadron, Griffiss AFB, New York²

2862 GEEIA Squadron, Patrick AFB, Florida³

2874 GEEIA Squadron, Ramstein AB, Germany⁴

Det 33 (211 GEEIA Sq), Olmsted SAP, Middletown, Pennsylvania

Det 34 (270 GEEIA Sq), Philadelphia IAP, Pennsylvania

Det 35 (212 GEEIA Sq), Worcester ANGB, Massachusetts

1. History 2860 GEEIA Squadron, July 1969 - March 1970 (Exhibit 1).
2. History 2861 GEEIA Squadron, July 1969 - March 1970 (Exhibit 2).
3. History 2862 GEEIA Squadron, July 1969 - March 1970 (Exhibit 3).
4. History 2874 GEEIA Squadron, July 1969 - March 1970 (Exhibit 4).

Det 36 (213 GEEIA Sq), Roslyn ANGS, New York

Det 39 (243 GEEIA Sq), South Portland, Maine

Det 40 (202 GEEIA Sq), Cochran Field, Macon, Georgia

The structure of Region Headquarters consisted of three divisions and three Staff Offices:

Operations Division	Plans and Management Office
Engineering Division	Quality Assurance Office Ground Safety Office
Materiel Division	Administration and Headquarters Squadron Section

The following pages present some of our achievements during the final three quarters of Eastern GEEIA Region:

OPERATIONS DIVISION

During seven of the last nine months covered by this report, this division maintained 100 per cent on time completions of our maintenance workload. In our installation effort, we achieved for the first time during FY 2/70 - FY 3/70 time frame zero GCD (GEEIA Completion Date) delinquencies. The accomplishments achieved this fiscal year under extremely trying and difficult conditions have been notable. Each member of this division can be justly proud of his contributions to it. This division passes from the scene not at its nadir but at its zenith. The following contains a detailed account of each of our branches' activities for FY 1970.

Installation Control Branch: This branch, consisting of the Electronics Section, Wire Section, Radio Section and Systems Section, is totally responsible for all CEM installations requirements levied on Eastern GEEIA Region. The merger of European GEEIA Region with the Eastern GEEIA Region was accomplished without degradation of mission effectiveness. This merger doubled the workload requirement of the branch without additional personnel until the activation of the System Section in February 1970.

For the first time in the history of the Region, a reduction of GCD delinquencies to zero in the FY 2/70 - 3/70 time frames was realized. This action required the full support of all the branch's resources, but has provided many improved changes to our reporting procedures and management control functions.

The Project 703 reduction in force deleted six civilian and twelve military positions from the branch. This action, coupled with the addition of the European workload, taxed our ingenuity, but the record of our response to these adverse conditions speaks highly of our group's dedication and skill. As we review the past nine months, reflected in the sections portion of this report, we take great pride in our accomplishments. We regret the reality that this working group, which has been a team since the Charter of GEEIA, must now be disbanded at the pinnacle of their climb to an efficient and professional organization.

Electronics Section:

a. European Workload. With the deactivation of European GEEIA Region, workload responsibilities of European Region were assumed by Eastern GEEIA Region. The workload assigned to the Electronics Section to manage consisted of approximately 165 scheme numbers. The largest block of scheme numbers in the transfer were assigned to cover the VHF modernization program. At that time, a total of 65 scheme numbers were assigned. Of the original number, 55 are still active with 10 having been deleted due to a change in requirements. Another large block of scheme numbers were assigned to the Military Assistance Program (MAP). Such projects are Peace Green, which is providing an HF SSB communications network by organic method and a Microwave-Trope installation by contract for the Greek Air Force. Peace Falcon is the project name for several TACAN installations in Iran, Peach Stretch provides TACAN and UHF communications in Jordan. Other projects for navigational aids

are Peace Glide and Peace Parrot. Assistance has been requested and approved for GEEIA to install a TACAN at Monte Real, Portugal. The Electronics Section has successfully completed the Marrakech, Morocco, TACAN installation clearing all exceptions. Peace Falcon and Peace Stretch requirements to GEEIA have been completed. Installation is now in progress on the Spangdahlem ILS and the Greenham Common, UK, control tower.

b. ADC Radar Installations. During the past fiscal year, we successfully completed two major LRR installations. The AN/FPS-66A installation at Bucks Harbor AFS, Maine, was started on 4 August 1969 by a team from the 2860th GEEIA Squadron headed by Mr. Joseph Lose as Team Chief. After successfully overcoming several logistic and allied support contract problems in a most timely manner, the installation was completed on 27 March 1970 with 12,000 expended manhours, thus providing Bucks Harbor and ADC with a much needed long range search capability in the Bucks Harbor area.

The AN/FPS-67B installation at Oakdale AFS, Pennsylvania, was started on 6 October 1969 by a team from the 2861st GEEIA Squadron headed by Mr. Joseph W. Toczek as Team Chief. The 2861st team was able to complete their installation in a most timely and efficient manner. Having encountered a minimum of problems, this team completed installation on 12 March 1970, thus providing the Oakdale area and ADC with a much needed long range search capability.

These jobs are only two examples of the many ways that GEEIA, working with and for other commands, maintains the capability of the Air Force mission.

c. VHF Modernization. The entire program was rephased because of the delayed procurement of the new modified version of the VHF Transceiver RT-723.

The AFCS policy against the collocation of the Transmitter Receiver Sites because of RFI problems encountered when the new VHF equipment is installed in a collocated environment caused additional reprogramming action. Where proper separation of equipment could not be achieved, separate CEIPS have been accomplished to separate the Transmitter Receiver Sites and the new VHF equipment is scheduled to be installed concurrently with the relocation.

Since the supply of the new "modified" VHF Transceivers in December 1969, thirteen modernization installations have been completed at twelve different bases. The lack of technical specifications hampered the installation of the transceivers; however, all schemes completed were without exceptions. Complete Technical Orders are expected in the near future making the installation of the schemes for the remaining twenty-one bases easier to accomplish.

d. CORTS (469L). Installation began on this program October 1969 and the last scheme was completed 31 March 1970. There were a total of five schemes in this program with an expenditure of 21,983 installation manhours. Each scheme/installation was completed with no exceptions. The customer (ESD) has expressed their appreciation for the timely and professional way this project was installed/managed to meet a most difficult schedule.

e. FEDAC. There were four schemes programmed for installation of Forward Error Detection and Correction (FEDAC) units. These

schemes are a part of CEIP 6QC000H3 a/o 6A20P and were put into the system on 1 July 1965. After numerous delays and contract changes, delivery of the major items was made during the month of December 1969. One scheme was changed to supply action only and the other three were installed in FY 3/70. The 2862nd GEEIA Squadron sent some installers to school where they were instructed by IBM people. All schemes were signed off and accepted unconditionally by the range contractor for the Air Force. These units provide 1200 bits of actual data per minute plus redundancy bits required for automatic forward acting error detection and correction. Operation is in a full duplex mode over HF radio circuits.

f. AFETR. A review of AFETR uncompleted programs conducted during this period revealed that many supporting type schemes could be incorporated into principal schemes. The Electronics Section recommended that AFETR convene a meeting to recap the programs involved. A meeting was held at AFETR Headquarters 31 March - 1 April 1970 and resulted in reducing the scheme count by thirteen and will reduce the E&I cost by approximately \$80K.

g. Reduction of Delinquent GCD's. Overall effectiveness in mission accomplishment of the Electronics Section is reflected in the reduction of GCD delinquencies to zero in the FY 2/70 - 3/70 time frame.

Radio Section:

a. Project Rivet Jewel. The section played a vital part in the transfer of all essential Defense Communications Systems

and Non-DCS HF Radio Functions from the U. S. Army to the Navy and Air Force. In addition, the transfer included the phase out of the Army's transmitter site at Woodbridge, Virginia, and receiver site at La Plata, Maryland.

The Air Force was assigned management of the Washington-Pirmasens, Germany; Washington - Fort Allen, Puerto Rico; Washington - National Emergency Command Post Afloat (NECPA) HF radio trunks. Simultaneous with this was the Army's transfer of various existing assets to the Air Force to activate these trunks under the new management. The entire project was nicknamed "Rivet Jewel."

Due to the size of the entire project, it became apparent that it would have to be accomplished in two phases. The first phase was completed 3 July 1969 and the second phase completion came 30 October 1969. The timely completion was due to the hard work and long hours employed by the troops in the field and program managers in this section and Headquarters GEEIA.

b. Project Scope Coral. This section continued the management of this project. The project was assigned to the section in December 1968. Since that time numerous emergency requirements have been received and completed with no problems.

c. The beginning of this year saw the completion of the 487L System. Many hours have been expended on the management of this difficult program; however, our completion dates have been met for the majority of the items.

d. The section received Scope Pattern program, a CEIP to replace the USAF Aeronautical Station Facilities which were installed

under the Quick-Fix program. The Scope Pattern CEIP requires 59 schemes to be engineered, supplied and installed by FY 4/72. Scope Pattern is Phase II of Scope Control which consisted of thirty schemes that were completed during 1969.

e. The past year was filled with emergency requirements for the section. These requirements were received, staffed and completed on schedule; and in many cases ahead of schedule, i.e.,

- (1) An urgent requirement for removal of antennas at Trabzon AB, Turkey, was received in October 1969. The requirement included relocation of a portion of the antenna farm to another location. Through long hours of hard work by the team, Engineering and the Program Analyst, all antennas at this location were removed in a minimum of time, ahead of schedule, resulting in a definite cost savings for the Air Force. The relocation was completed 31 December 1969.
- (2) The section received an emergency requirement to provide communications support for Project Heavy Creek from CSAF on 14 November 1969. This requirement was for installation of a Collins 237B03 log periodic antenna at Aviano, Italy, by 18 December 1969. Extraordinary programming, engineering and supply action was required to meet the early operational date. A BOM was forwarded to GEEIA 26 November 1969, on-site engineering was provided 24 November 1969, and the GEEIA team was on-site to start the installation 10 December 1969. The completed operational facility was turned over to the command on 18 December 1969 as required.

f. In October 1969, the Section assumed the European workload which doubled the number of projects managed by our program analysts. This workload was received with only an increase of two program analysts.

g. In January 1969, the Branch set up a new section, Systems, to assume the "L" System workload in order to relieve the workload of the other three sections. As a result of organizing the Systems Section, this section lost three program analysts along with their workload.

h. Other outstanding accomplishments: Turkish Tails, USAFSS antennas, antennas for U. S. Army NATICK Laboratories for March Solar Eclipse, AUTOVON, 486L, and the Tactical Satellite Communication Initial Operational System.

i. For the period 1 July 1969 thru 31 March 1970, the Radio Section has had many outstanding accomplishments, some of which are included in this history. This was due to the "Can Do" attitude of all personnel within the Section. Although we had a few milestone misses during the year, our overall average of schemes completed on or ahead of schedule overshadows the few which we missed.

Wire Section:

a. This section received an emergency requirement from Eglin AFB, Florida, to relocate several miles of working telephone cable situated along Highway 85 which crosses a portion of the Eglin complex. The necessity to relocate the cable was caused by a

project to widen and straighten Highway 85. The emergency requirement was supported by Eastern GEEIA Region with priority engineering, supply and installation effort. The GEEIA installation was complicated due to the simultaneous efforts of highway construction personnel working in the same proximity as the GEEIA personnel. The responsibility of maintaining communications service in the construction area was solely that of GEEIA and was a major task. The heavy highway equipment repeatedly destroyed or damaged cable installed along the highway right of way. Many unforecast GEEIA manhours were expended repairing the damaged lines of communication. The actual duration of new cable installation and relocation lasted from 5 May 1969 to 30 September 1969 at which time the job was completed with exception. The exception was the lack of adequate cable pressure. During this time the 2863rd GEEIA Squadron, who was performing the installation, was reassigned to Central GEEIA Region and the task of completing the scheme was transferred to the 2860th GEEIA Squadron. This transition of responsibility and personnel required still more unforecast manhours. Acceptable pressurization was extremely difficult to achieve due to the many cable tributaries and splice points involved along the cable route. A higher level of pressurization was required than formerly existed before the highway project started and much of the old existing cable had to be repaired and replaced to satisfactorily complete the scheme on 15 April 1970. After the expenditure of more than 10,000 GEEIA manhours, the AFTO Forms 88C signifying final installation satisfaction and acceptance were obtained.

b. Project Strawhat and Strawhat 1A. Upon assumption of the European GEEIA Region workload, Project Strawhat gained even greater importance to Eastern Region. This program was created to update and upgrade USAFSS communications worldwide. It is directed and managed by the National Security Agency. The program first involved Eastern Region in Fiscal 1967. Eastern was responsible for the engineering and installation of training and maintenance equipment at Keesler AFB, Mississippi. This effort progressed even further in Fiscal 1970 and is nearing completion. In September 1969, the assumption of the European workload directly involved Eastern in the installation of equipment for using activities. The program has been in the installation phase in Europe since Fiscal 1969 and is scheduled to continue in this phase until FY 1971. The installation effort involves several sites and approximately 25 schemes. Total installation manhours necessary for the implementation of Strawhat Phase 1 is estimated at 70,000. This phase is approximately 70 per cent complete with the largest installation effort presently in work. This is Scheme 0536A8L0 and 0592T9L0 for Karamursel, Turkey. The utilization of Air National Guard personnel on a fifteen day rotational basis has contributed immensely to completion of these schemes. The Air National Guard has contributed 6,000 manhours to these schemes. These schemes are presently being installed by a regular GEEIA team and an engineer on site. They are approximately 40 per cent complete and the estimated completion date is 30 June 1970.

Strawhat 1A (Phase 2 of Project Strawhat) was approved for implementation in February 1970. Schemes and schedule have been assigned and the schemes are in the engineering phase. This portion involves about 40,000 manhours of installation and is expected to enter the installation phase in February 1971.

c. On 1 September 1969, the Wire Section assumed control of approximately 680 schemes and 96 CEIP's formerly controlled by European GEEIA Region. Of this total, 141 schemes were for DSTE and circuit conditioning installation. The balance were outside plant, inside plant, crypto and teletype. A task force of six people were dispatched from Eastern GEEIA Region to insure the orderly transfer of scheme packages and minimum of interruption of schemes in the installation phase. The transfer of workload was completed the first week of October 1969. One problem encountered after the workload was transferred was the difficulty in establishing telephone communications with the 2874th GEEIA Squadron. Due to the different time zones, the AUTOVON circuits were usually busy during the time we could communicate with the squadron so a midnight shift had to be established at Eastern GEEIA Region. The majority of the time reports were adequate but at times the squadron had difficulty in getting information from the team chief. The DSTE program in itself was a major program. Numerous problems were encountered; one of the main problems was the replacement of parts that were damaged during shipment or during installation. Most of the major items are supplied by the Army and it appears that provisions were not made to replace items that were

damaged, indicated by the long lead time required by the contractor to furnish replacement parts. This problem now appears to be resolved and the program is progressing smoothly.

Systems Section: This section was organized on 30 January 1970. Its function was to consolidate all numbered systems and special projects assigned to this Region. The following examples highlight our endeavors:

a. Digital Subscriber Terminal Equipment (DSTE): Seventeen were completed in the European area and seven are in the installation phase. CEIP's for TAC, MAC and OSI terminals have been approved and scheme numbers assigned. Engineering has started on the MAC requirements. Two DSTE terminals for Foreign Broadcast Information Service (FBIS) have been engineered and installed on a cost reimbursement agreement. One of these was installed in Washington, D. C. and the other one in London.

b. Automatic Digital Network (AUTODIN): We are continuing to secure leased autodin terminals and upgrade leased terminals that are installed. Numerous terminals have been installed for DSA on an Air Force - DSA agreement, whereas DSA will supply leased equipment and the Air Force (GEEIA) will engineer and install.

c. Fixed Base Surveillance Program (404L): We received a tasking GPD to conduct site surveys and prepare site concurrence letters for bases under this system to establish the MCP requirements for FY 1971.

d. Back-Up Interceptor Control System (BUIC III (416M): The last installation under this system is currently in progress at

Keesler AFB, Mississippi. Keesler already has one BUIC III training facility but this one will give them a set with the full complement of equipment as a regular operational site.

e. AN/FYQ-47 Common Digitizer (416Q): This Region was tasked to engineer, supply and install the interface for the Common Digitizer equipment in support of FAA. We have progressed to the point that the first installations, which will be used for over-the-shoulder training, will be ready to commence in early April 1970.

Operations Support Branch: This Branch consists of four diverse sections -- Resources, Field Support, Contract Services, and Technical Training. Neither the acts of God nor man has been able to deter this branch from meeting its mission objectives in both a timely and professional manner. At the last breath of "Camille," personnel of this branch stepped forward through the destructions to maintain our services. This branch accepted the European workload without a falter in our smooth stride towards satisfying our mission. This branch has demonstrated through its personnel that it will function efficiently and effectively until its final hour. The following highlights a few of the outstanding contributions made by this branch -- During this fiscal year, we processed and obtained approval for 15,000 mandays of augmentation to other Regions along with 7,750 manhours of overtime requests. This year saw the awarding of 44 new contracts and the completion of 41 contracts. We analyzed 787 schemes and 171 ECR/A's for installability and completeness. We provided highly skilled technicians for contract surveillance of 95 projects and for 34

technical assists in the field. This branch has provided our Air National Guard squadrons with 45,000 manhours of GEEIA scheme work and 400 manhours of non-technical training. We have obtained 144 military and civilian school spaces in special training for Eastern GEEIA Region personnel. The following contains the detailed accounts of our Sections' activities for FY 1970.

Contract Services Section: The Section continued to perform its mission requirements during the past fiscal year even though an increased workload was engendered by the merger of Eastern and European GEEIA Regions. All functions and responsibilities of the European GEEIA Region Contract Services Section were absorbed by Eastern GEEIA Region Contract Services Section and the transition of several major projects including Scope Communications and the DSTE/Autodin programs were accomplished without disrupting programs continuity.

Among the notable achievements of the Section during FY 1970 were our contributions to Scope Communications and AUTODIN Programs which included the procurement actions required for contractual removal, relocation, installation, testing and activation of Siemens Multiplex, Radio, and associated ancillary equipment at thirteen European sites and the negotiation of an Indefinite Quantity Contract for AUTODIN.

In addition to these major projects, the Section continued to provide assistance to Hq GEEIA by preparing specifications, attending pre-proposal conferences, and evaluating proposals leading to

the award of a "Requirements" contract for Engineering and Installation services to provide contractual augmentation of our organic resources on an as required basis.

The Contract Services Section was also responsible for the Collins URG Exciter Modification at the Eastern Test Range, the Communications Line Switch and PAASS, and the Call Procurement and GSA Supply Contracts during FY 1970.

A total of 44 contracts were awarded and 41 contracts and 95 schemes were completed contractually during the past fiscal year.

Field Support Section: During FY 1970 the Field Support Section of Headquarters Eastern GEEIA Region performed its mission of providing technical assistance to GEEIA squadrons, furnishing GEEIA Field Inspection Representatives (GFIRs) for contract surveillance, and analyzing C-E schemes and Engineering Change Requests/Authorizations to determine training requirements, specialized equipment, tools, personnel skills, manhours, and Work Unit Codes. During the fiscal year the Wire Unit analyzed 487 schemes and 102 ECR/As and the Electronics Unit analyzed 300 schemes and 71 ECR/As.

Among the most notable achievements was the technical assistance provided the Eastern GEEIA Squadrons on ILS installation and maintenance schemes. Field Support personnel also assisted the squadrons in the cable pressurization at MacDill and Eglin AFBs. Technical assistance was provided on a variety of central office telephone equipments at Andrews, Langley and Bolling AFBs. The Field Support Section furnished personnel on the GCA and FPN-16

Super Teams. This Super Team was a new concept of solving highly technical and logistics problems concerning the installation and overhaul of the mobile GCAs and FPN-16 equipments. The Field Support Section was called upon on 34 occasions to provide technical assistance for the squadrons. GEEIA Field Inspection Representatives (GFIRs) provided contract surveillance of Scope Control, AUTODIN DSTE, Closed Circuit Weathervision URG Exciter Mod, and many outside plant schemes for a total of 95 GFIRs during FY 1970.

Members of the section broadened their technical knowledge during the fiscal year while on site during new facility installations and in specialized schools. Personnel attended training courses on the TRN-17, GRT-18, R1250, RT-723, and SLBM equipments.

In the area of publications, the section completely revised the existing DOIs, HOIs and regulations to comply with the three branch organization of Operations. Field Support also wrote and published a new Eastern GEEIA Region Regulation 70-3 whereby the squadrons would be tasked for GEEIA Field Inspection Representatives.

With the assumption of the former European GEEIA Region area, Field Support assumed some unique technical assistance and contract monitoring problems. Some of these were the technical assistance provided on the MPN-13 changeout program at Incirlik AB, Turkey, and Woodbridge, England. The section also provided technical assistance on an old 1961 ILS scheme at Ramstein AB, Germany, and provided them with a workable facility.

Another major accomplishment was the technical assistance provided for the relocation of the Strike Command Headquarters

at MacDill AFB, Florida. This involved both a contract and GEEIA effort. The complete Communications Center including all cryptographic equipments was moved with no loss of service.

Technical Training Section:

a. Air National Guard (ANG) Affairs. This office is responsible for monitoring ANG training. From 1 July 1969 through 30 September 1969 eight ANG Squadrons were under the monitorship of this office. From 1 October 1969 through 31 March 1970 the ANG units were reduced to six squadrons because of the redesignation of the geographical boundaries of the GEEIA Regions. As of 31 March 1970 the ANG forces under this headquarters numbered 803 airmen and 31 officers. The Guardsmen in technical specialties were provided with 45,000 manhours of scheme work during the period covered by this report; 400 manhours of training was provided to Guardsmen in non-technical support skills. This headquarters was represented at each Federal Inspection critique by the Region Commander or his Vice Commander. All ANG units were represented at the final GEEIA Commander's Annual ANG Conference at Orlando NAS, Florida, in November 1969.

b. Technical Training: From 1 July 1969 through 31 March 1970, this office was instrumental in establishing and filling quotas in 58 special training courses. During this period, 51 civilians and 93 military personnel completed special training in support of various types of equipment. In March 1970 this office provided the support necessary to establish an over-the-shoulder

training program to increase the nucleus of trained personnel in the maintenance and installation of equipment.

Resources Section: There were no formal changes in the stated mission of the Resources Section during this reporting period. Long range objectives documented as goals during the previous period were expanded to include improved local management support - to reduce "fire house," "crash management" and reaction-type operations performance and to maintain mission minded aggressiveness. Major emphasis was concentrated toward a more complete range of management visibility and realistic human resources control. In pursuit of these objectives, some internal duty assignments were realigned, employees were oriented toward new concepts and most job descriptions were revised. Of greatest significance was the establishment of centralized information points, with one employee specializing in the total spectrum of information relating to each of our squadrons. These single points of control maintained surveillance of skills authorized, assigned, utilized, available, augmented, etc., as well as the scheduled workload, capability, manning requirements, and special problems associated with a specific squadron. Higher grade employees were, in turn, using the basic information for overall utilization analysis, preparation of staff briefings, management of the Augmentation and Overtime Program, development of controls and general support to the Region staff.

Resources Section was one of the few organization entities which provided uninterrupted support during Hurricane Camille.

Surveillance visits were made to the 2860th, 2862nd and 2874th GEEIA Squadrons. "In depth" surveys were made of their operations. Formal reports covering all noncompliance problems were documented and furnished to the Squadron Commanders for follow-on action. The one squadron not visited (2861st GEEIA Squadron) was furnished correspondence highlighting certain subjects in order that they, too, might profit from the experience and mistakes of others.

We supported 32 augmentations to various parts of the world. A total of 203 augmentees were involved in this effort. The greatest number deployed at any one time was 109 in September 1969 as compared to 71 in July 1969 and 64 at the end of March 1970. Our average deployment in support of other regions was 70 skills - which furnished approximately 15,000 mandays during the nine month period.

Approved overtime/holiday pay requirements for the three quarters were as follows:

<u>QTR</u>	<u>Nr of Requests</u>	<u>M/H Allocation</u>	<u>M/H Expended</u>	<u>Cost</u>
FY 1/70	135	3250	3132	\$18,792.00
FY 2/70	66	2350	2084	12,504.63
FY 3/70	<u>45</u>	<u>2150</u>	<u>1199</u>	<u>6,400.19</u>
T O T A L	246	7750	6415	\$37,696.82

The significant cause for excessive overtime expenditures in the July/December period was the critical FPN-16 overhaul/changeout program. Stringent controls were exercised at all times; however, it is interesting to note that our FY 3/70 overtime costs were held to approximately 30 per cent of the 1st quarter expenditures.

Resources Section maintained a continuing program of emphasis for reliability of direct labor manhour estimates, workload scheduling, capability forecasting, direct labor resources reporting and manhour accounting. The range of influence on these subjects covered all segments of the Region population. Personal coordination, special reports, correspondence, compliance visits, analysis brochures, display boards and special occasion briefings were utilized to keep status and utilization of the work force before Region controllers, squadron personnel and Region staff.

Averaged data for the period shows a direct labor authorization of 1595 with 1217 assigned. Of this total, averages of 84 have been assigned to overhead functions, 733 have been reported against direct labor and 400 have been involved in nonproductive status such as training, available for work, or miscellaneous. Imbalances of skills to workload have continued to exist with major difficulties in the 361X0, 361X4 and 306X0 AFSCs.

Eastern GEEIA Region attained a coveted reputation of having completed "on schedule" all customer required projects due by FY 2/70 and FY 3/70. All Region Commanders had long sought to reach this position or "0" delinquencies.

Maintenance Control Branch: This branch consisting of a Radio (including Wire & Nav aids) and Electronics Section is delegated the management responsibilities of the entire maintenance program for CEM facilities within Eastern GEEIA Region.

In September 1969, Hq GEEIA Programming Plan 69-1R, 1 August 1969, (the phase out of European GEEIA Region at Wiesbaden AB

Germany) was accomplished and operational control of all maintenance workload was assumed by Eastern GEEIA Region at Annex #3, Keesler AFB, Mississippi. This was accomplished without detrimental effect to the mission function and no DLM (Depot Level Maintenance) jobs were rescheduled or became delinquent as a result of the transfer.

Maintenance projects were accomplished during the entire year 100 per cent on schedule except for two months when the completion percentage was 98.5 per cent.

Loss of three Program Analysts due to Project 703 reductions considerably hampered the overall management effort. However, through increased initiative and personal concern by all involved, effectiveness was maintained despite the loss and increased workload.

Program accomplishments are:

a. GCA Rehabilitation Program (FPN-16, MPN-13). This Region completed the rehabilitation of six AN/FPN-16 type radars. All work accomplished was in accordance with existing standards that control repair of like equipment at the Specialized Repair Activity. Five units were accomplished in house and one unit on site. A total of 31,564 manhours were expended on these units. In addition, the SRA type rehabilitation was also completed on two MPN-13 radars; 12,457 manhours were expended on these equipments for a total of 44,021 manhours.

b. GCA Changeout Program (FPN-16 and MPN-13, 14). The changeout of 13 MPN type and 3 FPN-16 radars was completed by this Region.

The geographical area in which these changeouts occurred varied from the sunny island of Puerto Rico to chilly Labrador and Europe. A total manhour expenditure of 37,217 hours was required to accomplish these changeouts.

c. SAACS EMS Modification (465L). The TCTO for electro magnetic suppression of 465L system was accomplished by the Maintenance Control Branch. Fifteen remote sites and one primary site were completed more than six months ahead of schedule. A cost reduction of \$87,461.00 was achieved by performing a major portion of the modification in house at the 2862nd GEEIA Squadron, Patrick AFB, Florida. Sufficient components were modified in house allowing the TDY team to complete two remote sites in one TDY trip. This management practice reduced travel time, per diem, and labor costs. A letter of commendation was received from Hq Strategic Air Command, Offutt Air Force Base, Nebraska, expressing their appreciation in achieving an early completion of this project.

d. Project Directive R-0-3075, 10 June 1969, was assigned to the Eastern GEEIA Region for commissioning and decommissioning of all FY 1970 ILS NAVAID Systems by Hq GEEIA. The ILS Exchange Program was based on SRA overhaul output. A total of five facilities have been changed out with Homestead AFB, Florida, presently in progress.

e. Project Scope Coral. The maintenance support for Project Scope Coral was defined by GPD and Eastern GEEIA/TAC Comm Area/15th Weather Wing Agreement. The emergency response is limited to six hours, the limiting factor being distance and travel time from

the 2862nd GEEIA Squadron to Homestead AFB, Florida. To date, six emergencies have been received on this project. The emergency rate has been low due to the use of a Peaking Program which provides both O&F and DLM as required every 180 days on each piece of CEM equipment supporting this project.

Command and Control Office. During the last nine months the GEEIA Command and Control System reached its full maturity as a management tool. Four days a week the Commander and his staff were briefed by one of the Squadron Commanders on the status of their workload; and on the fifth day the Commander would brief the GEEIA Commander and his staff on Eastern GEEIA's in-progress workload.

The most significant event of the last nine months occurred in October 1969. This was the first time the Eastern GEEIA Region Command and Control Boards had no delinquent schemes in progress. When the Command and Control Room was started in January 1968, there were 78 delinquent jobs in progress.

ENGINEERING DIVISION

The Engineering Division continued to function at an exceptionally high rate of effectiveness during this period. The most significant event was the assumption of European GEEIA Region engineering workload, following deactivation of that Region on 1 October 1969. Following are representative examples of the type engineering performed and other significant happenings.

Electronics Branch:

a. The Computer Section completed the engineering review of contractor installation plans and accomplished site surveys for Conversion of Range Telemetry System (CORTS) 469L at Air Force Flight Test Center. CORTS provides for making measurements of phenomena aboard an aircraft, drone, missile or spacecraft, whether in test posture, pre-flight or in-flight, and transmits these measurements to an appropriate ground station. The basic purpose of the system is to provide the information used to measure vehicle parameters, such as propulsion, structure, guidance and payload. This information is obtained by measuring the outputs of transducers installed aboard a vehicle and transmitting these outputs to a ground station for recording, display and analysis. By use of directional antennas, phase comparisons and doppler equipment, the telemetry signals transmitted from the vehicle can be utilized to determine angle and range-rate data. The ground stations at AFFTC are: B4A, Eglin AFB, Florida; D-3, Cape San Blas, Florida; D-4, Pt Anclote, Florida; A-15, Eglin AFB, Florida; and Bldg 130,

Eglin AFB, Florida. Estimated support construction cost for these ground stations at Eglin was \$183,500.00.

b. Emergency engineering assistance was provided by the Flight Facilities Section to resolve problems at following locations: Shaw AFB ILS; Incirlik AB, Turkey TACAN; and Eglin AFB TVOR. Assistance was provided also to resolve problems at Spangdahlem AB, Germany involving the ILS and the Moody AFB, Georgia ILS.

c. The Radar Section provided emergency engineering assistance for the GCA changeout program where GCA Radar sets were replaced with special repair activity (SRA) sets at Aviano AB, Italy and Incirlik AB, Turkey. A similar program for the AN/FPN-16 PAR radars required engineering assistance at Pease AFB, New Hampshire and McGuire AFB, New Jersey.

d. An extensive Radar Approach Control (RAPCON) expansion project was completed at Columbus AFB, Mississippi. This required detailed engineering for the following equipments: three AN/FPN-47 Indicators, eight UHF Transmitters, eight UHF Receivers, four VHF Transmitters, five VHF Receivers, three Multichannel Recorders and the relocation of the ILS and TACAN monitors.

Radio Communications Branch:

a. Due to the merger of Eastern GEEIA Region and European GEEIA Region under GEEIA Programming Plan 69-1R, the Radio Communications Branch underwent extensive reorganization. The functions previously accomplished by the Communications Center/Cryptographic Section were split into four different sections -- Communications Center Section, Cryptographic Section, Data Systems Section, and

Secure Voice Section. When the European workload was received, many of the scheduled engineering milestones were delinquent. However, within two months these difficulties were resolved and the workload was being accomplished on schedule.

b. The Branch was tasked with engineering for the installation of cryptographic and support items to secure leased Mode V AUTODIN Terminals at Atlantic City, New Jersey, and Olmstead State Airport, Middletown, Pennsylvania. These installations, each with a projected 1 March 1970 operational date, were to provide the Air National Guard/Air Force Reserve units at these sites with communications into an AUTODIN switch. The required coordination from ANG/AFR personnel was accomplished while our engineers were on site and scheme packages were published on 4 February 1970, less than thirty days after assignment of the project.

c. On-site engineering was provided for installation of AUTOVON cross-connects at Mt Pateras, Greece. The requirement was to accomplish the interface of Automatic Electric Company contract-furnished AUTOVON switch through a mixture of contractor and government furnished circuit equipment into the tropo equipments at Mt Pateras. The Eastern GEEIA Region engineer was required to visit both ESD and DCA to determine the circuit requirements. An integral part of this effort was the assignment of circuit conditioning equipment which necessitated the on-site engineer becoming familiar with DCA telephone and tropo practices. The scheme was completed in ample time to support the testing and cut-over of the Pateras AUTOVON switch on schedule.

d. An engineer was sent to Europe to complete scheme engineering on six schemes to support the relocation and upgrade of a major facility into the Kindsbach AS, Germany, complex. Schemes were accomplished to remove and install teletype, secure voice, Mufac recorders, crypto, patch equipment and the required ancillary items.

e. On-site engineering was provided for the technical control facility at Aviano AB, Italy. The on-site engineer was required to site adapt the materials available from the advance Tab "A" to the actual building parameters and to the facility configuration dictated by the constantly changing mission requirements at the Aviano Tech Control. In order to complete this facility in the required time, the engineer developed system configuration concurrent with the engineering activities and successfully completed the project on time.

f. Surveys were accomplished for the installation of CEM 3080 Terminals at 43 ADC sites to provide a secure multi-point and point-to-point teletype network in support of the ADC mission. These facilities were joint installations with the local telephone companies who provide the leased terminal equipment. Close coordination was required to assure that GEEIA, Telco and using agencies were in accord on siting, support and responsibilities of each activity.

g. Several schemes for installation of high-speed teletype equipment were transferred from European GEEIA Region during the merger. Due to the time of the transfer, these schemes had extremely

close required dates. Five engineers made numerous site surveys in order to accomplish the schemes within the allotted time frame.

h. On-site engineering and installation assistance was provided for installation of a secured terminal for the National Emergency Airborne Command Post. This Hq USAF directed project was a first for Eastern GEEIA Region in that it interfaced equipments not previously used together and required special security measures because of the presidential support nature of the area. The project was completed ten days in advance of the required operational date.

i. Site surveys were accomplished at seven bases requiring accurate frequency standards in conjunction with the AFCS Frequency Stabilization Program. Schemes were prepared for this Region's portion of this worldwide effort. The program will provide frequency standards accurate to 5 parts in 10 billion per 24 hours of operation and will upgrade the quality of these facilities allowing transmission of high speed data over the affected HF paths.

j. Engineering for installation of new antennas at U. S. Air Force Security Service sites throughout Europe and the United States was accomplished. These schemes were both interesting and demanding due to the uncommon antennas used and the extensive amount of coordination involved with Security Service projects.

k. Pre-engineering assistance was rendered for a proposed facility that will provide a secure closed circuit television system for the remote presentation of ASD charts and graphs at Hq

AFSC. A Vidicoder system will be leased by AFSC from the Philco-Ford Corporation. The Vidicoder will provide a video signal converted to digital 2400 bps data after which the data will be fed through a KG-13 crypto set and data modem to a telephone line for transmission between ASD, Wright-Patterson AFB and Hq AFSC. The Facility Utilization Board was formed, a utilization plan prepared, site surveys accomplished and CEIP forwarded. This facility will ultimately be used for a weekly briefing conducted by the ASD Commander to the AFSC Commander.

1. On 11 September 1969, a requirement was received to engineer, furnish and install a public address system in support of Project Scope Coral at Homestead AFB, Florida. This system was designed to give the customer the capability of selecting specific areas in and around the Base Operations complex to be covered by the use of a selector switching system. The system is intended for use in sounding alerts, as well as for other vital announcements and paging. In addition, two weatherproof microphone inputs were provided at the flight line for use by transient VIPs in making addresses and for making awards, as well as for parades. All items of equipment were selected and purchased locally and the system was operational for support of the President's arrival on 2 October 1969.

m. Pre-engineering CEIP assistance was provided to determine allied support, transmission equipments, financial, logistic and other technical considerations required to implement facilities in support of the USAFE Small Base Accounts Program. The transmission

equipment was required to process binary digital data being transmitted at 2400 bps over full-duplex leased commercial or military communications circuits located in Europe and the Middle East. These dedicated communication circuits exist between supply computer terminals designated as host and satellite bases. A UNIVAC 1050-II computer is installed at each host base with a UNIVAC Digital Communications Terminal installed at satellite bases. The site surveys were accomplished by four two-man teams consisting of a communications engineer and measurements engineer. The measurements engineer, assisted by the communications engineer, was responsible for developing valid requirements for line conditioning equipment required to provide data grade circuits. As a result of these surveys, it was determined that line conditioning equipment was required at only three locations. GFE moderns were required at all locations. An engineering implementation plan was developed which contained all necessary data to allow the customer to write a CEIP providing accurate programming information. The engineering implementation plan constituted the Eastern GEEIA Region input to the CEIP as requested by the Commander-in-Chief, USAFE.

Wire Communications Branch:

a. The Wire Communications Branch was tasked with providing a Communications Electronic Implementation Plan to provide a telephone and alarm system completely independent and separate from the administrative system for five bases in Germany and one in the Netherlands.

b. Phase III AUTOVON encompassed increasing the AUTOVON capability of CONUS bases to fully satisfy their requirements including Network In-and-Out Dial. A total of 343 Multi-level Precedence Circuits and 259 routine circuits was involved in this major project to be installed at 22 bases. In addition to increasing the AUTOVON capability of bases that were provided AUTOVON service under Phases I and II of the program, Phase III included engineering for the first group of bases equipped with other than Automatic Electric Company switching equipment. Implementation of the entire AUTOVON Program was plagued with technical data and material substitution problems. Consequently, an engineer was sent to the site to meet with the Team Chief immediately prior to the start of an installation to explain the configuration and resolve any last minute problems.

c. An emergency scheme was engineered to restore the telephone cable plant at the Air National Guard Headquarters, Gulfport, Mississippi, following Hurricane Camille.

d. Coordination was accomplished with General Telephone Company of Florida to provide a 3400 line commercial leased, government maintained central telephone office at MacDill AFB, Florida. This type of system is unique to the Air Force and allows for training of Air Force personnel while ownership remains with private industry.

Engineering Support Branch:

During this period the Electromagnetic Compatibility (EMC)

Section completed 20 INTORAD IIs and assistance requests, plus 62 assorted EMC tasks. These included Radiation Hazard Surveys, Noise Surveys, Site Surveys and desk studies. Major accomplishments include the completion and publication of the Spectrum Signature Report on the AN/GRT-3/GRR-7 UHF transmit-receive radio system. This report was the culmination of a project begun in 1964 involving extensive system testing and evaluation by EMC personnel.

b. Groups of surveys performed include pre-siting requirements for the AN/FYQ-47 common digitizer scheduled for ADC-wide installation; emission spectrum measurements of a series of special radars at Eglin AFB, Florida, and radiation hazard update studies for First Air Force records. Special radiation hazard surveys were made on such transmitters as the AN/MSC-46 satellite tracker at Diyarbakir, Turkey and the AN/FPS-85 phased array radar at Eglin AFB.

c. The Measurements Section participated in numerous circuit conditioning, engineering measurements and systems test actions. Accomplishments included AN/FSS-7 systems tests at MacDill AFB, Charleston AS and Fort Fisher AFS; the CORTS system test at Eglin AFB; BUIC III subsystem tests; testing of the first AN/UCC-4 installation at Andrews AFB; and test plans for Turkey Tails and Cobra Mist projects. Antenna measurements were made at the Andrews AFB (Brandywine) receiver site and the transmitter site (Davidsonville). Antenna measurements were made also at Eglin AFB and Greenham Common, England. Numerous circuits were measured to determine circuit conditioning requirements and, where appropriate, scheme actions were initiated. With the transfer of European GEEIA

Region workload to Eastern, it became necessary to perform circuit conditioning for government owned circuits in Europe. Technical assistance was provided to resolve a microwave fading problem at Karatas, Turkey; an interference/ground problem at Elmdag, Turkey; and closed circuit TV problems at Maxwell and Eglin AFBs.

Eastern GEEIA Region Engineering Liaison Office, Patrick AFB, Florida:

a. Pre-Engineering of Trinidad HF Radio Facility. The present HF radio facility for the Trinidad Tracking Station installation is located in Tucker Valley. Continued use of this facility would require excessive funds for installation of additional antennas, extensive rework to the drainage system for the antenna field, and rehabilitation or replacement of the building. A pre-engineering site survey was made to determine the feasibility of installing a complete HF radio facility, including transmitting and receiving antennas, on Radar Hill, the site of the main operations building at Trinidad TSI. If feasible, the receiving and transmitting equipment would be located in the main building with receiver and transmitter controls in the Communications Center portion. In addition to saving the cost of maintaining the Tucker Valley site, this would make unnecessary the three shifts of operators now required. Although the space and air conditioning capacity in the main building were adequate for the equipment, level space for antennas was extremely limited. This made it necessary to research and select antennas which would give adequate performance with absolute minimum cost of land preparation and materials.

The installation now being engineered is expected to meet or exceed these requirements.

b. FEDAC (AN-USA-29) Installations. Engineering for the installation of Forward Error Detection and Correction (FEDAC) Units at Cape Kennedy, Antigua and Ascension was accomplished. The AN-USA-29 is a communications device for automatically correcting errors in digital data transmitted by radio or wire. Using a complex algebraic formula, information is transmitted from the encoder in such a manner that a determination can be made at the decoder to ascertain if errors have occurred during transmission. Thus the decoder can perform a correction cycle on the data, if needed, and forward the processed data to the user. By using FEDAC with the recently improved HF circuits, the Air Force Eastern Test Range will realize a considerable cost reduction. For example, two FEDAC HF circuits will be used instead of one very expensive COM SAT circuit for computer updating at Ascension. The release of the COM SAT circuit will save approximately \$22,500 per month.

c. A "bit of thinking" resulted in a sizeable cost reduction when it was realized that expensive stainless steel, flexible hose did not have to be used on a Cape Kennedy (Complex 40) communications system. The communications system, Missile Technical Operational Communication (MITOC), was to be installed in an area which would be subjected to hazardous fluids, such as hydrogen, and therefore the instrument must be constantly purged with gaseous nitrogen. The original design used two inch conduit and flexible hose assemblies

to channel the GN_2 in to the instruments. An engineer discovered that the MITOC cable, enclosed in polyethylene case, would conduct an ample amount of purge gas to the instrument thus eliminating the flexible hose assembly. A cost reduction in the amount of \$9,100 was approved.

d. During this period, the Engineering Liaison Office was tasked to engineer all of the IBM wideband data modem (modulator-demodulator) schemes peculiar to the Eastern Test Range. The scheme locations are Cape Kennedy AFS, Kennedy Space Center, Grand Bahama Island, Grand Turk Island and Antigua Air Station. The modem is the interface between high-speed digital equipment and communications terminal equipment. It also may be used as a repeater in successive relay stations. There are two types of wideband modems: (a) Group Modem - AN/USC-24 and (b) Super Group Modem - AN/USC-25. The Group Modem compresses wideband digital data into a 48kHz bandwidth signal for transmission over standard military or commercial wireline and recovers the original wideband digital data signal after transmission. The Super Group Modem compresses wideband digital data into a 240kHz bandwidth signal for transmission over standard military or commercial wireline and recovers the original wideband digital data signal after transmission. The Eastern Test Range will realize a considerable cost savings after these units are installed. The modems will be installed in the Telemetry Buildings on downrange sites and will feed high-speed telemetry data directly into sub-cable multiplexing equipment, thus

saving the cost of an operator in the Communication Operations Building on the sites. A second cost saving feature of the modems is in the ease, compared to existing equipment, of line equalization, i.e., set-up time will be reduced drastically.

e. A scheme was engineered to install three modified trineasted rhombic HF antennas for use in the Antigua to Ascension point-to-point circuit. These antennas are noteworthy because they are the largest on the Eastern Test Range to be designed for the 140 mile-per-hour wind criteria prevailing in the area. GEEIA provided the necessary criteria for wind loading, insuring at the same time that the electrical design of the antenna was optimized for the Antigua to Ascension path for increased range communications reliability.

f. The approved and funded program for Phase II of the AFETR HF radio improvement program included a fixed vertically polarized log-periodic antenna for reception from Cape Kennedy and Antigua. Antenna cost was estimated at \$22,000. Supporting structures (layout, excavation, filling) were estimated to cost \$134,000 with the antenna sited at the only location providing proper technical performance. Engineering became aware of a newly designed antenna, EMI-COSSOR 8E13, which would provide the same performance as the VLP, but would occupy a much smaller land area than the VLP and would cost \$8,000. Because of the smaller physical size, it was possible to site the 8E13 antenna at a location where it would provide the required technical performance with negligible support

structures cost, resulting in a cost avoidance of \$148,000 plus an undetermined amount due to less costly installation. This new EMI-COSSOR 8E13 antenna was included in a published scheme amendment.

f. Phase II of the AFETR HR Radio Improvement Program included engineering and installation of four additional tri-nested rhombic antennas, bringing the total number of individual antennas supporting the AFETR mission to forty-seven. This number includes 29 rhombic antennas, 6 rotatable log-periodic antennas, 4 disccone antennas, and 8 dipole antennas. Installed transmitters include 13 each 45 KW, 7 each 10 KW and 5 each 2.5 KW. There existed a continuing requirement to be able to interconnect any transmitter to any antenna, subject to power handling capability and directional characteristics of the individual antennas. The approved and funded program, including the new antennas, also included two line items (totaling \$50,000) for expansion of the existing switching matrix system to take care of the new antennas. While on the site survey for this installation, the engineer devised a method of adding the required switching capability at an equipment cost of just under \$5,000. This method retained the operational flexibility that would have been provided by a direct expansion of the switching matrix and would be included in the published scheme.

Engineering Control Branch:

a. The deactivation of European GEEIA Region and assumption of that Region's workload by Eastern was accomplished during this period. Initial pre-planning started early in the fiscal year

and complete responsibility was transferred on 1 October 1969. Transfer of individual engineering tasks totaled 550, representing approximately 90,705 manhours. Throughout the September - December cycle a very unfavorable ratio of manpower available versus manhours required was experienced. This was due to the additional workload which required accomplishment during that period and the transit time required to relocate engineering personnel from Europe to the CONUS. Despite the problems encountered from a move of this magnitude, only three job delays were attributed to the merger.

b. Transfer of all files, records and data began in early September and was completed by 1 November without significant loss of operating continuity. The transfer of the GEEIA drawing records, consisting of approximately 22,000 drawings, was the most significant of the records transfer. This was accomplished with only one Plant-in-Place delinquency resulting.

c. At the time of the merger, the European Engineering Delinquency Report had 140 delinquencies listed. By December the total ERD delinquency rate had been reduced to ten.

d. In planning for the increase in workload, it became evident that a further breakout of Section workload in the Comm Center/ Crypto and EMC/Measurements Sections was required. Consequently, the Comm Center/Crypto Section was subdivided into the Cryptographic Systems Section (GEMERA), Communications Center Section (GEMERC), Data Systems Section (GEMERD) and the Secure Voice Section (GEMERS). This arrangement provided a better system for

accomplishing the teletype/cryptographic workload. A similar separation of work in the Measurements Section divided the EMC and Measurements workload. GEMESM will be responsible for measurements and line conditioning work, while the EMC projects will be accomplished by GEMESR.

e. During this period 696 schemes, 305 job orders and 119 Pre-CEIP assists (126,110 manhours) were completed. Additionally, 665 ECR/A actions were completed with an average of ten manhours per ECR/A required.

f. The Division experienced considerable fluctuation in manpower during this period. As a result of the European/Eastern Merger, 118 additional manpower authorizations were received. However, the manpower reduction in October 1969 deleted 49 positions leaving an authorized strength of 325, including 13 assigned to the Engineering Liaison Office at Patrick AFB, Florida.

PLANS AND MANAGEMENT OFFICE

The Plans and Management Office was responsible for providing financial management, management analysis, management/industrial engineering, data services statistical reporting and operational and contingency war plans for Eastern GEEIA Region. The office is organized into three working groups; Management Services, Plans and Financial Management.

Management Analysis: The primary product produced by the Management Analysis Group is the Commander's "How Goes It" briefing. During this year these briefings which were produced both orally and in printed form, played a significant role in helping Eastern GEEIA Region to maintain a high position in our mission elements, both rated and non-rated. During the year, the briefings were expanded to include the principal topics from the Management Analysis Digest, Labor Utilization Summary and other selected areas. The "How Goes It" briefings were most effective in portraying the areas in which our greatest needs for improvement existed. We practically eliminated delinquent schemes and maintenance work orders, drastically reduced the number of AFTO 88 and AFTO 217's, and reduced the number fully supplied schemes in the field. Our most significant progress was in the Manhour Accounting System. Our greatest problem area was in Squadron Manhour Accounting reporting. After development of the GEEIA Form 268, "Labor Distribution Analysis Worksheet," the Squadron personnel acquired a greater working knowledge of the system and improved reporting

accuracy became apparent. During the past few months, the Region headquarters and squadrons were meeting the established goal of 100 per cent plus or minus 2 per cent manhour accounting reporting accuracy consistently. During this period, we accomplished a major revision of the Squadron Performance System to maintain compatibility with the Hq GEEIA Management Performance System. During FY 1970, Eastern GEEIA Region made some rather significant strides in mission accomplishments and we like to feel that this unit played a small part in this endeavor.¹

USAF Suggestion Program: During FY 1970, Eastern GEEIA Region has placed a concerted emphasis upon revitalizing our Suggestion Program. While no rigid quotas are established for this program, we are attempting to motivate our people to aim for a 7 1/2 per cent participation rate each quarter or an overall rate of 30 per cent for both military and civilians during each fiscal year. The Region finished FY 1/70 with a 15.3 per cent participation rate and our accumulative rate 34 per cent at the end of FY 3/70. We anticipate finishing the fiscal year with better than a 40 per cent participation rate. Successful promotion of the Suggestion Program requires constant motivation to convince our personnel that their ideas can contribute to better and more efficient methods of accomplishing our assigned mission.

Cost Reduction Program: During Fiscal Year 1970, Eastern GEEIA Region's Cost Reduction goal was established at \$89,500 and

1. "How Goes It" Analysis - Mar 1969 (Exhibit 5).

in February was increased to \$114,500. We have validated to date a total of \$189,800 at Hq GEEIA. The amount validated to date represents 165.8 per cent of our goal and is extremely gratifying considering the stringent standards on reportable CRP items established for this program. As we look ahead to Fiscal Year 1971, we hope to achieve the degree of success in this program with AFCS as we have with GEEIA.

Zero Defects: During Fiscal Year 1970, we have attempted to increase our participation in the Zero Defects Program through personal leadership by the supervisors and Commanders throughout the Region. Zero Defects goals have been established for all positions in the Region and we are meeting or exceeding these goals in a satisfactory manner. Upon termination of the AFLC Zero Defects Program, effective 14 May 1970, we had presented 952 awards. As we look forward to FY 1971, we hope our personnel support the AFCS Zero Defects Program as enthusiastically as they have in the past.

Plans Group: The Plans Group was responsible for monitoring Host-Tenant Agreements for the Eastern GEEIA Region Squadrons, Detachments and Air National Guard units. These agreements were reviewed for currency and adequacy. The Air National Guard Unit Mobilization Plans were reviewed, updated and forwarded to Hq AFLC for final approval. Hq Eastern GEEIA Region Emergency-Essential positions were reviewed during the months of July and December 1969 by each Division/Staff Office.

The Plans Group acted as a monitor for the Eastern GEEIA Region Squadron Commanders' Conference held at Region Headquarters, Keesler AFB, Annex #3, Mississippi, during the week of 13 - 16 January 1970. This Group provided brochures, arranged for quarters and transportation for the attendees of the Conference.²

The Plans Group was responsible for monitoring all actions concerned with Staff Surveillance Visits to the 2862nd GEEIA Squadron (November 1969), 2860th GEEIA Squadron (February 1970), and 2874th GEEIA Squadron (March 1970). The purpose of these visits was to evaluate the ability of the organization to perform the assigned mission and to offer suggestions for establishing helpful squadron procedures. The Region Vice Commander was the Team Chief on these visits. The Plans Group was responsible for forwarding a final written report to each Unit Commander. The Plans Group was responsible for monitoring all Region actions concerning the AFCS/GEEIA merger. The Plans Group, aided by each Division/Staff Office formulated plans to help activate Northern Communications Area at Griffiss AFB, New York, and to activate the 1839th Electronics Installation Group at Keesler AFB, Mississippi. These plans were forwarded to AFCS units to be included in Program Action Directives (PAD). The Plans Group monitors all milestones on AFCS PADs and forwards bi-monthly reports to AFCS.

Financial Management Group: During the first three quarters of FY 1970, expenses of Eastern GEEIA Region Headquarters and

². Commanders' Conference Agenda (Exhibit 6).

subordinate squadrons amounted to \$18,133,838. These are categorized below:

Military Personnel Pay	\$ 6,003,192
Civilian Personnel Pay	7,521,955
TDY Travel	3,351,204
PCS Travel & Transportation	15,910
Utilities	721
Rental of Equipment	34,450
Communication Systems	53,897
Contract Services	291,993
Material Purchases	829,054
Equipment Purchases	<u>31,462</u>
	\$ 18,133,838

F448 Air National Guard funds in the amount of \$24,060 were expended 1 July 1969 - 31 March 1970. Work consisted of engineering/installation and pre-IRAN and IRAN of ANG C-E-M equipment and was performed by the following GEEIA organizations:

2860th GEEIA Squadron	\$ 3,285
2861st GEEIA Squadron	16,886
Det 2, 2860th GEEIA Squadron	2,625
Hq Eastern GEEIA Region	1,264

Reimbursable engineering in the amount of \$1,062 was accomplished for the GSA Federal Telecommunication System at Eglin AFB, Florida. Installation is not scheduled until FY 1971.

Two installations were performed in support of Foreign Broadcast Information Service; one at Reading Berks, England, and the other at Arlington, Virginia. Cost for Reading Berks was: military pay - \$692; travel cost - \$714. Cost figures for Arlington, Virginia, have not been received as of this date.

Work was accomplished on MAP Projects 7 July 1969 - March 1970 as follows:

- a. Project Peace Sabre - Tunis, Tunisia, technical assistance on flight check of AN/CRD-6 System - \$3,386.
- b. Marrakech TACAN - Marrakech, Morocco, Installation of TAC - \$587.
- c. Project Peace Green - Greece, Installation of KWT-6 Equipment - \$11,935.
- d. Project Turkey Tails - Turkey, Installation of Voice/Teletype System Capability - \$3,455.

Direct citation of funds of the 7122 Broadcasting Squadron at Lindsey Air Station, Germany, was made in the amount of \$2,901 for support of AFRTS facilities as follows:

- a. On-site engineering and installation of AFRTS AM Tower, Iraklion, Crete - \$819.
- b. On-site engineering for TV Transmitter and Telecine installation at Vogelweh and Ramstein, Germany - \$856.
- c. Site survey for TV Station Modernization at Lajes Field, Azores - \$194.

d. Site surveys for AFRTS at Incirlik, Diyarbakir and Karamursel, Turkey - \$350.

e. Site surveys for AFRTS at San Vito, Italy and Kenitra, Morocco - \$682.

Funds in support of Southeast Asia work from 1 July 1969 - 31 March 1970 were expended by the following organizations:

a. 2860th GEEIA Squadron	\$ 4,378
b. 2861st GEEIA Squadron	4,965
c. 2862nd GEEIA Squadron	19,631
d. 2874th GEEIA Squadron	31,883

MATERIEL DIVISION

The organizational structure of the Materiel Division is comprised of two branches - Scheme Management Branch and Logistics Support Branch. Supply logistic responsibility was extended to include the European Theater in October 1969 and the overall workload increased as a result of GEEIA Programming Plan 69-1R.

Logistics Support Branch:

From July 1969 through 31 March 1970, approximately 2400 maintenance work orders were carried in the GEMS system. Of this total, 305 required special supply action and assistance by Logistics Support Branch personnel. March 1970 marked the completion of the AN/FPN-16 Overhaul Program in the Eastern GEEIA Region. During the period of 18 months, the Region overhauled a total of 14 of these critical radars. In supporting this program, an average of 562 line items were requisitioned per job and a combined bench stock of 1400 items was established. Initially, numerous support problems were encountered but the Logistics Support Branch identified substitute items, arranged procurement actions and initiated expedite actions. These combined actions contributed greatly to the significant improvement in the timely completion of these overhauls - 123 days to complete the first overhauls reduced to 57 days for the final overhaul. The work order materiel delinquency rate has been consistently kept below 1 per cent during the past year which is a reduction from 44.4 per cent three years ago.

and there would be no schemes with a delinquent FSD caused by lack of material. The constant improvement in "Scheme Material Support Effectiveness" is indicative of our mission accomplishments.¹

Due to increased emphasis placed on managing our supply support in a most timely manner and close surveillance over actions in support of anticipated and/or work stoppages, plus the increased workload responsibilities acquired with the assumption of the European GEEIA workload, this branch only made one field surveillance trip during the year. However, one of our personnel spent approximately 30 days in Germany assisting in the phase out of the European GEEIA Region and the assumption of the Supply responsibilities in the Eastern GEEIA Region.

During the period 1 July 1969 through 31 March 1970, this Branch managed an approximate average of 900 schemes monthly.² It will also be noted on this exhibit that the assumption of the European workload in October brought about an increase in schemes in supply phase from 663 to 1127. Also, the monthly average workload prior to October was 701 schemes and increased to an average of 1030 schemes subsequent to October. The added responsibilities inherited with the European schemes and the communications problems increased our managing responsibilities and concern to the point that personnel were not available for routine field trips. To

1. Scheme Material Support Effectiveness - FY 70 (Exhibit 7).
2. Material Support Status - FY 70 (Exhibit 8).

In October 1969 a major organizational change gave Eastern GEEIA Region operational and engineering responsibility for Europe, Africa, and Mid East. This workload volume increase included 48 active European work orders and three special projects. Arrangements were made with the 2874th GEEIA Squadron to effect material coordination and assistance through messages and an operational telephone link. Immediately following Hurricane Camille, Logistics Support Branch personnel identified requirements, obtained lateral support, received, stored and issued emergency restoration equipment and supplies. A total of six vehicles, eight generators, six power saws, 12,000 feet of cable and rations to support 500 people for a week were obtained.

Scheme Management Branch:

This Branch continued to operate this year (July 1969 - March 1970) under the Hq GEEIA approved "Single Manager" concept as it had for the past several years. Two positions have again been utilized in the Management Analyst-type function and have proved to be most valuable in managing our business on a current basis. The ever increasing emphasis on timely support to assure fulfillment of customer demands creates a need for management to constantly know the exact GEEIA position so that appropriate actions may be taken before the fact. The primary mission of this branch during the past three years has been to improve our management techniques so that our supply support region-wide would no longer be a "stumbling block" to timely installation of schemes

obtain our primary mission, all personnel efforts were utilized to improve supply support. Our mission was accomplished in December 1969. There were no delinquent FSDs due to lack of material, nor has there been any in the subsequent months of this reporting period. This has been a constant trend for three years and certainly reflects good results from the efforts expended.

The GEEIA Programming Plan 70-2 dated 15 September 1969 effected the realignment of Central/Eastern GEEIA Region boundaries. As a result of the realignment, this branch transferred 301 schemes to Central GEEIA Region. Simultaneously, GEEIA Programming Plan 69-1R effected the phaseout of the European GEEIA Region and assumption of that workload by Eastern GEEIA Region. This branch gained 747 schemes in supply phase in the transfer.

Eastern GEEIA Region was assigned the Digital Subscriber Terminal Equipment (DSTE) Program in December 1968. As a result, this branch assumed responsibility for supplying 34 schemes. Three schemes were subsequently cancelled, however, 94 additional DSTE schemes were received with the European transfer. Seven schemes have been organically installed and ten schemes contractor installed with numerous schemes in installation phase. Complex supply problems have been experienced due to mechanical failures, circuitry problems, area resupply kits procedures, spare parts support from the Army, and inadequate communication facilities that are necessary for providing instantaneous supply support. These problems have been partially resolved and supply support to the

program has improved. In March 1970, a scheme inventory in accordance with AFM 67-1 was requested of all storage sites. The inventory results were reconciled with our records. For all discrepancies noted, instructions were forwarded applicable storage monitors for corrective actions.

The entire year having been devoted to improving our management of schemes, it is felt that our mission accomplishment was such that we have attained finger tip control of our schemes. We are managing our business and are capable of coping with almost any emergency requirements without a loss of installation manhours.

QUALITY ASSURANCE OFFICE

The mission of the Region Quality Assurance Office is to measure the conformance of GEEIA's engineering, installation and maintenance efforts to established standards; provide supervisors and commanders with a management tool for the detection, correction and prevention of recurring deficiencies and undesirable trends; perform inspections and special studies as required to identify quality factors limiting the Region mission capabilities, and recommend corrective actions. The Quality Assurance Office is the central point of contact and staff coordinating activity for all quality matters with Eastern GEEIA Region.

During the year, the GEEIA Quality Assurance Program has undergone a major change. On 1 May 1969, the new Quality Manual (GEEIA Manual 74-1) was implemented. Under the new manual, Quality Assurance Offices were established in each squadron to provide squadron commanders with a management tool and accomplish maximum inspection coverage of C-E-M scheme/maintenance work accomplished within the Region. The manual and its concepts were implemented on schedule. The Unit Manning Document for the Region Quality Assurance Office was reduced from twelve to nine spaces, including a safety technician, secretary and technical specialists. This was adequate to complete the office mission. Quality Assurance Offices were established and manned in each squadron to familiarize personnel with the new program and aid squadrons in implementing their respective programs.

Inspectors from the Region Quality Office performed 56 random inspections and 22 audit inspections at 32 ZI bases/sites and two overseas locations to assure that quality procedures utilized by squadron inspectors were adequate to insure a quality end product.

There was a change in Region Quality Assurance Chiefs during the year. Captain Ronald D. Padgett was released from active duty in November 1969 and on 2 January 1970, Captain George W. Leake was assigned to Eastern GEEIA Region as chief of the office.

During the period 19 January through 23 January 1970 three representatives from this office attended the Hq GEEIA Quality Assurance Office Conference at Griffiss AFB, New York. The goal of the conference was to discuss the problems encountered during the first six months of operation under the new quality program as outlined in GEEIA Manual 74-1; present recommended changes to the program; and assist Headquarters Quality Office in drafting a change to the manual incorporating recommended changes that were adopted.

GROUND SAFETY

Eastern GEEIA Region Ground Safety Program followed the theory for accident prevention of Education, Engineering and Enforcement. The goal of the Safety Office, as in any safety office, is to eliminate accidents, therefore precluding property loss and injury to personnel. To administer this program for the Region Commander, two persons were assigned to Region Ground Safety - a Ground Safety Officer and a Ground Safety Technician. In addition, each squadron within Eastern GEEIA Region had a Safety Officer and a full time Safety NCO assigned. Staff Officers, Division Chiefs and Squadron Commanders were charged to take an active interest in the Safety Program. This interest has been instrumental in our improved safety rate.

During the year, the Region participated actively in both the "101 Critical Days" and "Holidays from Danger" campaigns and as a result, no vacation oriented accidents were recorded during those periods.

The "Tops in Safety" award was presented to the 2860th GEEIA Squadron for achieving the lowest accident rate for Calendar Year 1969. The "Private Vehicle Safe Driver" certificates were awarded to 183 Region personnel for their contribution to the Region's safety program by operating private motor vehicles without accidents or moving violation citations over specified periods of time, i.e., one year, two years, five years. In addition, individual key chains with a driving safety message printed on them were distributed to all personnel within the Region.

Staff assistance visits were made to each squadron by the Safety Officer or NCO during the year. These visits resulted in corrective action taken for areas within the squadron that required attention.

Through this positive accident prevention program, the Region realized a 29.2 per cent decrease in ground accidents.

ADMINISTRATION/HEADQUARTERS SQUADRON SECTION

The functional areas of this staff office continued to improve their efficiency despite the added difficulties associated with the assumption of the European workload. The administrative support area of Travel Orders was particularly taxed as our response to overseas emergencies was directed to be the same as for CONUS commitments. This reaction time is 24 hours and all commitments have been fulfilled in a timely manner.

Hurricane Camille with all her fury could not stop the dedicated personnel of the Office of Administration from performing their duties. This office had personnel on duty prior to, during and after the storm. Prior to the storm, safety precautions were taken. During the storm, telephone calls from concerned relatives and friends were answered. After the storm, the cleanup activities were coordinated; consolidation of intelligence data, dissemination of the same and transmission of essential reports were some of the key functions the Office of Administration performed which enabled the Region to so quickly return to an operational state of readiness.

Travel Coordinating Office: The following special orders were published during this reporting period (9 Months):

"T" Series - 1409

"M" Series - 10

"G" Series - 2 for 1970

Security/Records Management: During this period effective management action revealed that the Crypto account could be

consolidated with that of the main base and the action was taken resulting in a more efficient utilization of our personnel. All records custodians were briefed on the proper procedures for transfer of records and no problems are anticipated in this area.

Mail/Message: The Mail/Message Section makes several round trips per day to the main base. Despite the hardship factor of geographical separation, the section functions at a very high rate of efficiency.

Publications: There were approximately 52 new regulations, Headquarters Operating Instructions and/or supplements published by the Region during this period. Publications and stationery for the newly activated organization was ordered and distributed.

Training: An extensive and concentrated effort was made to fully implement the spirit and letter of the Weighted Airman Promotion System. All GMT and OJT is proceeding on schedule. The firing range was reopened and no difficulties are anticipated. Formal school training quotas have been procured and no problems have been encountered in processing individuals for training. In addition, the Office of Administration has established procedures for Professional Education and Training (PET).

Military Personnel: This section administered/monitored all aspects of personnel action within our Region headquarters and squadrons, officer and airmen; including assignments, classifications, promotions, performance reports, awards and quality control.

SECTION II

AWARDS: The following awards were presented to our military personnel:

Air Force Commendation Medal

Captain Thomas J. Bellanca
Captain Hershel L. Johnson
Captain George W. Leake
Captain William L. Molyneaux
Captain Ronald D. Padgett
Captain Edwin W. Rider (1st Oak Leaf Cluster)
First Lieutenant Luther G. Cuthrell
First Lieutenant Floyd G. Goodin
First Lieutenant John A. Russell, III
First Lieutenant Jeffrey C. Wolff
Chief Warrant Officer (W4) Raymond T. Colberg
Chief Master Sergeant Irvin F. Hettinger (1st Oak Leaf Cluster)
Senior Master Sergeant George H. Ferguson (1st Oak Leaf Cluster)
Senior Master Sergeant Roy C. Phillips
Master Sergeant Harril Charles (2nd Oak Leaf Cluster)
Master Sergeant Donald L. Darwactor (1st Oak Leaf Cluster)
Technical Sergeant Edward E. Hogan
Technical Sergeant Rupert J. Rockhill
Staff Sergeant Larry M. Davenport
Staff Sergeant Kenneth C. Humphrey (1st Oak Leaf Cluster)

GEEIA NCO of the Quarter (July - September 1969)

Staff Sergeant James R. Harris

GEEIA Certificate of Merit

Master Sergeant Earl A. Mumford

Airman and NCO of the Quarter - Headquarters Squadron Section

Quarter ending September 1969 - NCO/Staff Sergeant James R. Harris

- Airman/Airman First Class Robert Steward

Quarter ending December 1969 - NCO/Staff Sergeant Raymond J. Howard

- Airman/Airman First Class Gerald W. Bland

Quarter ending March 1970 - NCO/Staff Sergeant Raymond J. Howard

- Airman/Airman First Class Gerald W. Bland

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SECTION III - EXHIBITS

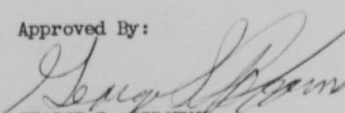
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HISTORY OF THE 2860TH GEEIA SQUADRON

1 JULY 1969 - 31 MARCH 1970

Prepared By
Capt Henry T. Urquhart, Jr
And
2/Lt James M. Jackson, III
2860th GEEIA Squadron

Approved By:


GEORGE S. OSBORNE
Lieutenant Colonel, USAF
28 May 1970

2860TH GEEIA SQUADRON
EASTERN GEEIA REGION
GROUND ELECTRONICS ENGINEERING - INSTALLATION AGENCY (GEEIA)
AIR FORCE LOGISTICS COMMAND
UNITED STATES AIR FORCE

Exhibit 1

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FOREWARD

The purpose of any squadron history is to provide, in easy access form, a general and objective account of its activities, achievements, and failures, for future reference. Much of the data can be found scattered in miscellaneous seldom read files; some of the information is from the memories of the personnel forming the squadron at the time.

During this period, 1 July 69 through 31 March 70, the squadron was in the final months of its association with AFLC, and this history will show the continuity of its mission, when everything else was changing. This will be the last history of the 2860th GEEIA Squadron submitted as an AFLC Unit.

This history is dedicated to the personnel of the 2860th GEEIA Squadron, who made the continuity possible.

MISSION STATEMENT

The mission of the 2860 Ground Electronics Engineering-Installation Agency (GEEIA) Squadron is to direct and execute the installation, removal, relocation, modification, on-site mobile depot level maintenance, command certified organizational and intermediate level maintenance, serviceability certification, in house maintenance and other workload of Ground Communications-Electronics-Metrological equipment in its assigned geographical area of responsibility and world-wide as directed by Headquarters, Eastern GEEIA Region.

The unit is responsible for: Acting to assure completion of the assigned scheduled and unscheduled (emergency) workload on or before the GEEIA completion date (GCD). Performing outside plant, splicing, inside plant, cryptographic, radar, meteorological, radio NAVAIDS, radar NAVAIDS, radio and computer system facility and equipment installation and depot level maintenance on site and/or end location. Developing, conducting and monitoring the training of squadron personnel to include technical, non-technical, collateral and OJT. Providing or assuring material support for the assigned workload to include maintenance of adequate stock level, requisitioning, receipt, inventory, issue, inoperation, disposal and accounting for authorized supplies and equipment. Providing and/or arranging for motor-vehicles, special equipment, tools and test equipment to complete assigned operational mission. Developing, conducting and monitoring the ground safety and quality assurance programs for the squadron. Performing those other functions inherent to the effective operation of a squadron.

v

The primary geographical area of responsibility is Georgia, North Carolina, South Carolina, Virginia, West Virginia, Andrews AFB, (MD), Bermuda, Azores, Alabama, Mississippi, Eglin AFB, (FL), and Puerto Rico; also, maintenance responsibility only for STRICOM, MacDill AFB, Fla. Installation and maintenance responsibility elsewhere in Eastern GEEIA Region's area of responsibility or world-wide as directed by Eastern GEEIA Region as required or as necessary under the single-point concept.

COMMAND AND ORGANIZATION

Lt Col George S. Osborne assumed command of the 2860th GEEIA Squadron vice Lt Col William R. Watkins on 1 December 1969. The 2860th GEEIA Squadron, assumed control of Det 1, 2863rd GEEIA Squadron, Keesler AFB, MS on 1 October 1969 at which time it was designated Det 1, 2860th GEEIA Sq. Det 1 was later redesignated Det 2, 2860th GEEIA Squadron. Mr. Henry W. Smith, GS-13, continued and remains as Chief of the Detachment.

The 2860th GEEIA Squadron is responsible to Hq, Eastern GEEIA Region, Keesler AFB, MS. The Squadron is functionally organized with a Command Section, including Quality Assurance and Safety; Administrative Branch; an Operations Branch with Workload Control, Electronics, and Wire Sections; a Support Branch; and Det 2. Det 2 is a self sufficient unit with the Chief, Det 2 also serving as Chief of Operations. The functional elements of Det 2 further consists of Workload Control, Wire, Electronics, Support and Administration.

A major milestone in the functional control of the entire GEEIA organization occurs 1 April 1970 when the Air Force Communications Service (AFCS) assumes command of GEEIA vice Air Force Logistics Command with the planned intergration of the GEEIA function into that of AFCS's. This action was directed by Item 822 of the USAF Program/Budget Project 703 in support of the President's decision on reducing military expenditures

during FY 1970. The Squadron will further be redesignated to 1831st Electronics Installations Squadron (AFCS) with Det 2 being intergrated into the newly formed 1839th Electronics Installation Group (AFCS) at Keesler AFB, MS.

The news of the AFCS/GEEIA merger and the further de-activation of the 2860th was made by Robins AFB on 6 March 1970. Col Lewis L. Bradley, Jr, then Commander of Eastern GEEIA Region, upon the report and query of Lt Col Osborne, quickly corrected the deactivation error and relieved a great deal of anxiety and prevented premature actions. Although the reduction of an unknown number of military and civilian positions faces the squadron in the near future, all personnel continue active support of the squadron's mission and daily operations. By 24 March 1970, 18 days after the initial announcement, all base agencies including Central Base Personnel Office, Base Finance, Family Housing and Household Goods Shipment activities were then prepared to offer squadron personnel maximum assistance in the event a move did materialize. Later it was announced that although there would be a manpower reduction as a result of the AFCS/GEEIA merger, there would be no "mass" movement of personnel.

The Squadron sponsors three Air National Guard Squadrons: The 202 GEEIA Squadron, Macon, GA, the 211th GEEIA Squadron, Olmstead AFB, PA, and the 270th GEEIA Squadron, Philidelphia, PA.

PERSONNEL AND ADMINISTRATION

The manpower authorizations for military personnel has remained constant during these past three quarters with the Unit Detail Listing (UDL) reflecting 11 Officers and 218 Enlisted personnel authorized. However, the civilian strength increased 164 from 145 to 309 with the addition of the all civilian Det 2, 2860th GEEIA Squadron at Keesler AFB, MS in October 1969. This constitutes a total of 538 military and civilian employees authorized.

The overall percent of assigned verses authorized personnel has remained good, due primarily to the large percentage of civilian personnel which has remained very near 100%. The overall military "fill" ratio has been 194 assigned of the 229 officers and enlisted personnel authorized for a 84.7% ratio. This gives an overall average manned ratio of 93.5% during this three quarter period.

Although the percent manned figure has been relatively high, it does not portray the grade/skill imbalance that has remained prevalent throughout this period - an over-supply of junior grade first term airmen and, although to a lesser extent, and surprisingly, senior NCOs. The middle management NCO, the Team Chief and Assistant Team Chief resources - the SSgt, TSgt, and MSgt - is where we have experienced the greatest shortages. This has resulted in E-4s and sometimes E-3s being designated Team Chiefs on all too many occasions. The E-4 or E-3 Assistant Team Chief was the rule rather than the exception. However, the young men measured up to the heavy responsibilities required of them to perform the assigned mission

almost without exception.

Several new squadron procedures have been implemented which include the following:

All newly assigned personnel are scheduled for an interview with the Commander within seven days of reporting for duty.

All Team Chiefs, and all newly assigned on their first TDY deployment, are scheduled for a predeployment briefing with the Commander.

A Squadron Advisory Council composed of selected airmen, junior NCOs and DAFCs and a Senior Advisory Council composed of selected senior NCOs and DAFCs meet with the Commander on a monthly basis.

A weekly financial management briefing is provided the Commander and key staff personnel.

To assist in disseminating information to TDY personnel concerning squadron policies, procedures and requirements, minutes of the squadron weekly staff meetings are mailed to all TDY locations.

A monthly Operations Conference is conducted. The Commander, key staff personnel and selected Team Chiefs attend to discuss policies, procedures, problem areas and other information to enhance the operation and mission effectiveness of the squadron.

The number of TDY Orders published during these three quarters show a slight increase (143) over the similar period a year ago, due primarily to the addition of Det 2. 1293 TDY Orders and amendments, 229 were Det 2's, were published for an average of 144 orders per month. More effective management and tighter controls on the part of the Work Center Supervisors account for this decrease per man-strength. Orders have

been prepared with an average of less than 1 percent administrative errors.

Personnel of this squadron were deployed to 26 different states, the District of Columbia, and 16 countries. For historical records, the listing follows:

26 STATES AND THE DISTRICT OF COLUMBIA

Alabama	Maine	Oklahoma
California	Michigan	Pennsylvania
Florida	Mississippi	Tennessee
Georgia	New Hampshire	Texas
Iowa	New Jersey	Virginia
Kansas	New York	West Virginia
Louisiana	North Carolina	Wyoming
Maryland	South Carolina	Vermont
Massachusetts	Ohio	

16 COUNTRIES AND TERRITORIES

Azores	Germany	Puerto Rico
Belguim	Greenland	Spain
Bermuda	Japan	Tunisia
Canada	Okinawa	Turkey
Cuba	Panama Canal Zone	Vietnam
England		

The policies and procedures for the employment of the GEEIA Financial Subsystem, where all expenditures are charged to a specific work order, was firmed up in early 1969 and became effective FY 71 on 1 July 1969. This system is designed to show exactly what each job order cost, including per diem, supplies and materials, travel, etc.. From 1 July 1969 thru 31 March 1970 the 2860th had an O&M operating budget of \$3,344,300. plus military pay authorizations of \$922,900.00; a total budget of \$4,266,200.00 with a total expenditure of \$4,260,700.00. The squadron received a very good 99.88% obligation of funds verses authorized budget. A detailed breakout follows:

<u>DESCRIPTION</u>	<u>Parent Squadron</u>		<u>"Det #2"</u>	
	<u>\$AUTHORIZED</u>	<u>\$EXPENDED</u>	<u>\$AUTHORIZED</u>	<u>\$EXPENDED</u>
Military Pay	921,900	921,900		
O&M				
Civilian Pay	1,000,500	1,000,500	754,300	751,204
TDY	918,600	918,600	376,000	380,900
Equip Rental	1,200	1,200	500	0
Contract Services				
Maintenance	7,900	7,900	3,000	1,200
Installation	11,600	11,600	4,000	3,000
Cash Awards - Military	300	300		
Supply	133,000	132,000	125,000	123,500
Form 15s - Supply	4,400	4,400	4,000	2,600
TOTALS	2,999,400	2,998,300	1,266,800	1,262,400

During the first three quarters of FY 70, several personnel were recognized for their outstanding achievement.

Recognition through the ZD Program was as follows:

	<u>CARE FORMS</u>			
	<u>RECEIVED</u>	<u>APPROVED</u>	<u>DISAPPROVED</u>	<u>PENDING</u>
2860th	16	3	3	10
Det 2	13	1	3	9
TOTALS	29	4	6	19

	<u>ZD AWARDS</u>			
	<u>BRONZE</u>	<u>SILVER</u>	<u>GOLD</u>	<u>SEMI-PRECIOUS GOLD</u>
2860th	20	19	0	0
Det 2	13	4	0	0
TOTALS	33	23	0	0

The following Awards and Commendations were awarded:

- 4ea AF Commendation Medals
- 2ea Bronze Stars
- 1ea AF Meritorious Service Medal

OPERATIONS AND TRAINING

The Operations Branch has been busy during the period from 1 July 1969 to 31 March 1970. The Squadron completed 84 installations and 154 maintenance jobs, including 32 emergency work orders. The phase-in of Det # 2, at Keesler AFB, on 1 Oct 1969 added 29 installations and 42 maintenance jobs of which five were emergencies. For a more complete breatout see Appendix III. Augmentation was provided in the European, Pacific and Central GEEIA Regions.

Work Orders of Interest:

Project Rivet Jewel was started in May 1969 at Andrews AFB, Md. Rivet Jewel was designed to upgrade the Washington DC/Andrews AFB long haul, point-to-point HF/SSB capability to Europe and to the National Command Authority aboard the National Emergency Command Post Afloat (NECPA) and to allow the USAF to assume this responsibility from the U. S. Army. Phase I, Scheme 0658A9B0, called for the installation of three Tri-Nested Rhombic Antennas and associated radio equipment. It was completed without exceptions by 30 June but did have one AN/FGC-60 terminal control unit carried over to Phase II since several channels could not be brought up to standards. Phase II, Scheme 0767A9B0, called for an additional five tri-nested Rhombics and associated radio gear. The original completion date of 27 October had to be slipped to 18 November. This job was a truly concentrated effort. Every Eastern GEEIA Region Squadron had men supporting this scheme. The scheme was visited by Major General Nichols, Commander, GEEIA, and his staff, Col Bradley, Commander, Eastern GEEIA Region, Capt Jeffrey, Chief, Wire Section and

Capt Urquhart, Chief, Operations Branch, in October and all were extremely pleased with the progress of the scheme. In November the scheme was completed with a total manhours expenditure just a few hours short of 25,000 hours. In September 1969, Scheme 7184Q9B0, an extremely difficult cable pressurization job at MacDill AFB, was signed off without exceptions. This ended a job that had been in progress under one routine or emergency WIN or another for the past twenty months.

Wire Section sent two teams to Hurricane Camille cleanup at Keesler AFB, MS. A four man splicing team assisted the Comm Squadron while a four man construction team aided the Civil Engineers in restoring power to the base. Both the Squadron and the teams received praise from Base officials for the immediate response and assistance rendered.

Work on an FPN-16 in-house overhaul was begun in July 1969 with a visual inspection of all electronic components. The complete shelter itself was taken to the base shops for necessary rehab and repair and was returned in a highly satisfactory condition. Team continuity was the major problem in completing the overhaul. Team members were constantly being deployed to higher priority jobs at the sacrifice of this project. The "Mission Impossible" was finally completed on 15 October 1969 by a Det 2 team that was finally allowed to remain homogeneous until completion.

In December 1969, the squadron received an emergency work order to replace the antenna drive unit on the FPS-67B Search Radar at Key West. This was a first for this squadron on this type of equipment and by working around the clock the total down time was minimized to only

39 hours. The skill and dedication of the team members were clearly demonstrated to be superior and reflected great credit upon themselves and this squadron.

The two most significant jobs completed in January 1970 involved NAVAIDS facilities. A GCS changeout of an AN/MPN-14 unit was accomplished at Myrtle Beach AFB in 31 days. The set was actually ready in 21 days but FAA was reluctant to check it over the Christmas/New Year's holidays. An ILS changeout at Shaw AFB involved a non-standard facility which was standardized as much as physical conditions would allow. Several discrepancies which should have been corrected at the SRA were cleared up at the site; however, the on-site SRA representative had departed before the units were put into hot check and the discrepancies discovered.

An example of coordination problems was illustrated during the month of February 1970. The Squadron was called upon with an emergency maintenance assist (8104XOBO - Charleston AFS, Maine, FPS-27 antenna drive assembly repair). A team was pulled off another job to arrive concurrently with parts supply by ADC. However, the completion was further hindered by site personnel failing to notify the team that this was a repeat failure in a very short time frame. Specifically, the team was to start work no later than 2 February 1970. (Flexible coupling on site; Speed Reducer EDD 31 January 1970). The team was directed to travel on 31 January and start work on 1 February. The team arrived as instructed; Speed Reducer EDD changed to 3 February. Reducer was received at 2300 hours on 2 February, installed and aligned with ETRO 04/0930. However, when power was applied, the drive clutch did not slip under initial torque. This was the exact same event that had occurred just one week earlier when the clutch was

installed by ADC personnel, which resulted in damage to the flex coupling and reducer, consequently requiring emergency assistance. The drive clutch was again damaged and ordered K-NORS by ADC personnel. On 6 February the AFTO 217 was signed. March brought another first-of-its kind for the squadron, a gear box/bull gear changeout on the FPS-26 at North Charleston, SC. Problems encountered were misalignment of holes in the bull gear necessitating boring at local machine shop, bearing and gear binding when the antenna assembly was lowered, a new pedestal arriving in poor condition (therefore the old one was used), and finally another radar site went down requiring immediate overtime to return the FPS-26 to operation.

Training:

The Squadron Training program has remained effective. On the monthly average, 35 personnel have been in OJT with an average of eight personnel being upgraded for a 21% total. Orders were issued sending a total of 40 civilians and 54 military personnel to formal training courses during this period. The enviable record of no "Excessive" and no "Eligible for training not in Training" categories is a distinct credit to the efforts of everyone concerned. A bi-weekly stand-up briefing to the Commander and his staff was initiated in August 1969 to keep key personnel informed on the current status of the squadron's training program and to initiate corrective action toward problem areas. The Training Section moved into a new facility in September 1969 which was refurbished by self-help. The new facility greatly enhanced the training capabilities by offering two classrooms, a reference library/conference room and office space for the Training NCO.

QUALITY ASSURANCE

Quality Assurance/Quality Control has worked diligently for the first three quarters of FY 70 to insure the excellence of workmanship done by the 2860th GEEIA Squadron. A noted improvement in the product delivered to the customer during this period is a direct result of the Quality Control Program. Quality Assurance carried out 126 inspections with a total of 16,790 observations, noting 316 deficiencies. For a complete breakout see Appendix VI.

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SAFETY

Safety plays an important part in the mission accomplishment of the 2860th GEEIA Squadron. During the first three quarters of FY 70, the Squadron has intensified its safety program to insure the safety of its personnel and equipment. But no matter how many precautions are taken "Mr. Accident" finds a way to enter the scene. The safety record shows that squadron personnel were involved in 14 traffic accidents and 13 accidents involving personnel injury. A list of accidents that have occurred is shown in Appendix VII.

APPENDIX

COMMANDERS' AUTOBIOGRAPHIES

Lt Col George S. Osborne

Lt Col George S. Osborne was born 31 May 19, 1928, in New York City, the second of four children to Mr. and Mrs. Richard J. Osborne. He attended elementary and high schools in New York City, later attending New York University where he graduated with a Bachelor of Science in 1950. Colonel Osborne enlisted in the Air Force in 1950, graduated from Officer Candidate School (OCS) at Lackland AFB in 1951 and from Navigator Training School in 1954.

Colonel Osborne spent the period from 1954 to 1961 flying in aircraft of the Air Defense Command including such two-seated fighter interceptors as the F-94 B/C, F-89 D/H/J, F-101B and EC-121 aircraft. He accumulated over 1,000 hours of flying time in F-89 aircraft within a three year period and represented Alaskan Air Command aircrews during the USAF-wide rocket competition meets. During this period, Colonel Osborne also completed a three year tour with Air Training Command as a Radar Intercept Officer Flightline and Academic Instructor and Flight Commander flying F-89 Interceptors.

Upon completion of the Ground Electronics Officer Course at Keesler Air Force Base in 1962, Lt Colonel Osborne performed duty as Radar Maintenance Officer on Texas Tower Radar Sites and subsequently functioned as a SAGE Electronics Countermeasures Officer and Weapons Director Staff Officer at Boston Air Defense Sector, Syracuse, New York.

APPENDIX I

Selected to attend an Air Force Institute of Technology graduate program at Wright-Patterson AFB, Ohio, Colonel Osborne was awarded a Master of Science Degree in 1966. Subsequently assigned to Clark Air Base, Republic of the Philippines, he performed duty at Hq 13th Air Force as Staff Ground Communications-Electronics Officer and Director of Materiel, Southeast Asia Communications Region. While stationed in the Philippines, Colonel Osborne participated in more than 50 combat support missions over Vietnam in C-118 Liftmaster and C-54 Skymaster aircraft.

Prior to assignment to Robins AFB, Ga., Lt Col Osborne commanded the 485th GEEIA Squadron at Cam Ranh Bay, Vietnam, from November 1968 to November 1969.

Married to the former Enid Collymore of New York City, Lt Col Osborne and his wife have three daughters and reside at 583 Oak Street, Robins Air Force Base, Georgia.

Lt Col William R. Watkins

Lt Col William R. Watkins was born in Adel, Cook County, Georgia, on 10 December 1924. He is the third son in a family of four boys and one girl born to Mrs. Dewey Randall Watkins and the late Mr. Watkins.

Lt Col Watkins lived most of his boyhood years on a farm near Manchester, Georgia, in the Pine Mountain Valley. He recalls President Roosevelt's many visits to the area and to the social gatherings of the valley.

Lt Col Watkins graduated from Manchester High School in 1941.

Following high school Lt Col Watkins served with the United States Army Air Corp "with primary duties as a mission pilot" until November 1945. During these years he married his boyhood sweetheart and near neighbor, Betty Smith. At the end of '45, Lt Col Watkins left active duty and returned to school in January 1946, matriculating at Emory University and piloting for a commercial air line out of Atlanta.

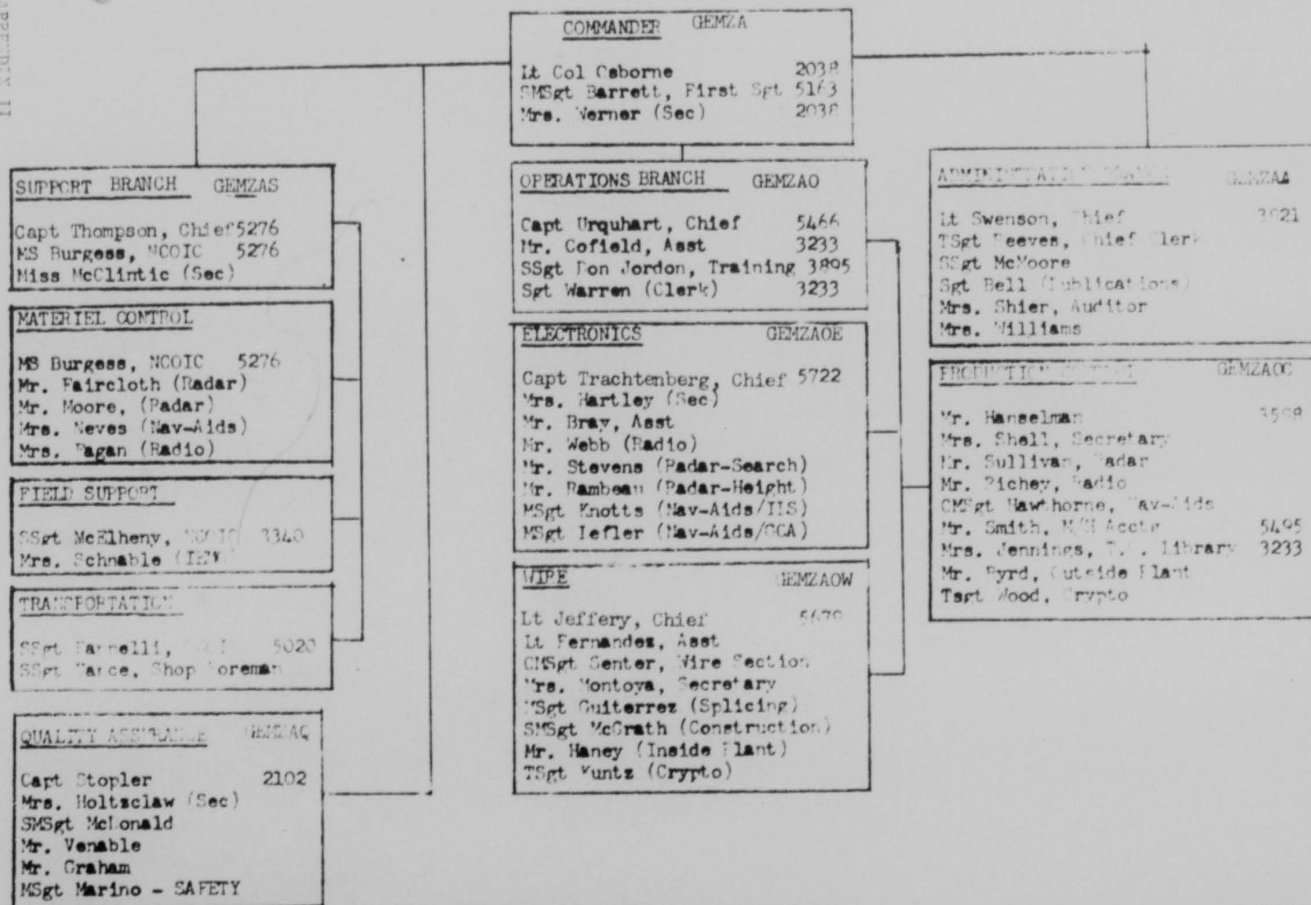
Lt Col Watkins was recalled to active duty at the beginning of the Korean conflict in 1951 and has remained on active duty since that time. He has served in a variety of capacities since his recall. On a European tour from April 1955 to April 1958, he served as a detachment commander, operations officer and squadron commander of the 6th Shoran Beacon Squadron in Germany. He was Commander of Det 3, 3380 Tech School at Vandenberg AFB, California, in 1959 until 1963 when he became Detachment Commander of a remote ACW squadron at Driftwood Bay, Alaska.

Lt Col Watkins' service with GEEIA began in November 1964. After completing the Communications-Electronics Staff Officer Course at Keesler AFB, Mississippi, he was assigned to the GEEIA Inspection Division at Hq GEEIA. He became Chief of the GEEIA Air National Guard Inspection Division in January 1966. In February 1968 he was assigned as Squadron Commander of the 2860th GEEIA Squadron at Robins AFB, Ga.

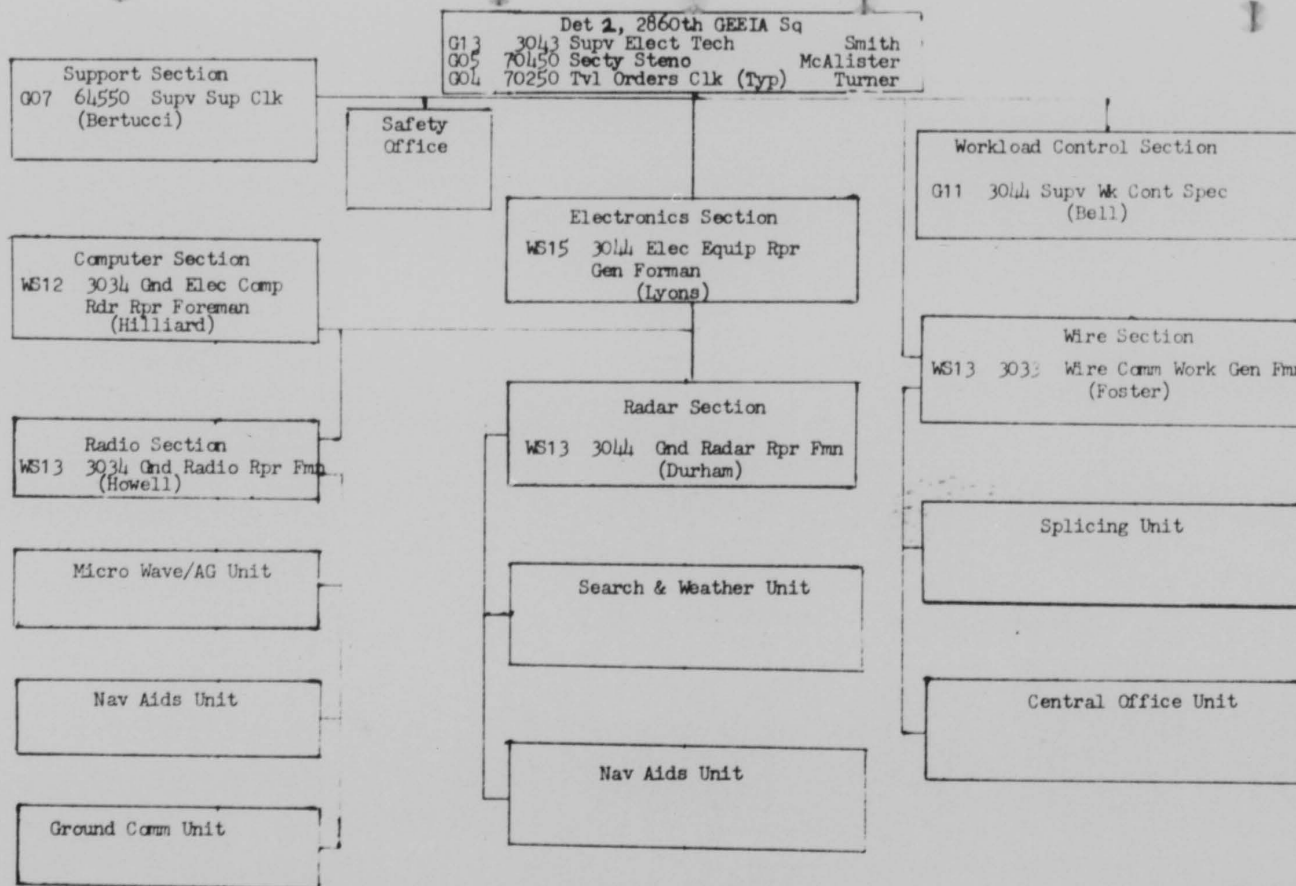
Lt Col Watkins enjoys many and varied hobbies. He has a particular interest in flying and is a member of the local aero club. An avid reader, his special interest is World War II history. Other equally enjoyed hobbies are hunting and fishing. Lt Col Watkins is also a collector of old guns, of which he has a sizeable collection.

Upon retirement in November 1969, Lt Col and Mrs. Watkins returned to the Pine Mountain area where they are building on a hilltop overlooking a portion of the valley.

APPENDIX II



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MAINTENANCE/INSTALLATION WORK COMPLETEDIN THE FIRST THREE QUARTERS OF FY 70:

	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Total</u>
Pre-IRANS										
2860th	8	13	14	2	5	3	5	3	2	55
Det 2					6	2	0	5	1	14
IRANS										
2860th	13	10	9	8	7	15	13	15	9	99
Det 2					8	3	5	2	10	28
EMERGENCIES										
2860th	7	2	2	2	4	5	2	3	5	32
Det 2					3	2	0	0	1	5
INSTALLATIONS										
2860th	10	5	5	6	14	8	10	11	12	81
Det 2					8	4	4	7	6	29

AUGMENTATION WAS PROVIDED INTHE FOLLOWING REGIONS:

EUROPEAN										
2860th	6	2	2	0	0	0	0	0	0	10
Det 2					0	0	0	0	0	0
PACIFIC										
2860th	2	3	4	9	6	4	1	1	2	32
Det 2					0	0	3	3	0	6
CENTRAL										
2860th	0	1	6	5	5	4	1	0	0	22
Det 2					0	0	0	0	0	0
	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Total</u>

VEHICLES AND SPECIAL EQUIPMENT

<u>TYPE</u>	<u>ASSIGNED</u>
Tractor, Truck	5
V-58 Line Truck	10
Type 7 Line Truck	6
V-17	6
Hi Profile Pole Master	2
M-62 Wrecker	1
Crew Cab 4X2	12
Crew Cab 4X4	21
2½ Ton Cargo Truck 4X4	8
2½ Ton Shop Vans	2
Trenchers	4
Farm Tractor	1
¼ Ton Splicer Trailer	9
5 Ton Cable Trailer	5
Trailer, Semi-Van	9
Trailer, Semi-LowBoy	2
V-18 Auger	2
Lo Profile Line Truck	2
Multipurpose Unit, (power, pump, blowers)	2
PE 75 Generator	6
Water Pump	11
Air Compressor	1
Manhole Blower	11
Heater	4

Appendix IV

SUPPLY ACCOUNTS

<u>NOMENCLATURE</u>	<u>ITEMS</u>		<u>DOLLAR VALUE</u>	
	<u>ON HAND</u>	<u>AUTHORIZED</u>	<u>ON HAND</u>	<u>AUTHORIZED</u>
I. Ground Power Equip Special Tools, Test Equipment	2050	2133	\$726,641	\$833,812
II. Vehicles, Trailers, Heavy Equipment, AGE	108	102	\$519,822	\$701,601
III. BEMO Accounts				
A. Dormitory & Orderly Room (Furniture, drapes, rugs, etc.)	685	700	\$92,464	\$107,405
B. Operations Div (Office & Shop Equip)	402	406	\$29,608	\$23,481
TOTALS***	3245	3341	\$1,368,535	\$1,666,299

24

NUMBER OF INSPECTIONS COMPLETED BY QUALITYASSURANCE DURING THE FIRST THREE QUARTERSOF FY 70

	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>TOTAL</u>
Inspections Completed	7	8	7	6	15	18	21	20	24	126
Number of Observations	3027	436	276	1549	1761	1466	1513	3510	3252	16,790
Number of Deficiencies	69	2	0	24	30	32	39	51	69	316

Appendix VI

25

2860th GEEIA Squadron Accident Reportable/Non-Reportable Summary for
the period of 1 July 1969 - 31 March 1970

	Total Cost \$
1 On Duty/On Base (accountable) GMV Back-up accident over \$100.	\$150.
1 On Duty/On Base (non-accountable) GMV Backup accident under \$100.	18.
1 Accountable on duty/on base GMV/PMV over \$100.	220.
1 Non-accountable on duty/on base special purpose vehicle accident under \$100.	50.
2 On Duty/On Base GMV accidents under \$100. (\$48 & \$8)	56.
1 On Duty/Off Base GMV accident under \$100.	73.
1 On Duty/On Base military first aid injury (MPI)	14.
1 (accountable) off duty/off base military personal injury (MPI)	1150.
1 (accountable) private motor vehicle/civilian personal injury PMV/CPI	684.
3 (non-accountable) mil/PMV accident off duty/off base (\$14/600/800)	1460.
1 Mil/PMV accident (non-accountable) off duty/off base over \$100.	150.
4 Military Personal Injury (MPI) off duty/off base all @ \$14.	56.
5 Non-accountable MPI first aid injuries due to sports @ \$14.	70.
2 On Duty/On Base MPI due to lifting on the job	28.
2 Civilian Personal Injuries (CPI) off duty/off base no cost (non-accountable)	0.
 TOTAL COST	 4,179.00

SINGLE POINT MAINTENANCE CAPABILITY

<u>EQUIPMENT</u>	<u>GEEIA SQ</u>	<u>EQUIPMENT</u>	<u>GEEIA SQ</u>
AN/FCC-17	2860	AN/TKA-3	2860
AN/FLR-12	Det 2	AN/TLQ-11	Det 2
AN/FLR-9	Det 2	AN/TPS-22	2860
AN/FPS-24	2860, 2861	AN/TPS-27	2860
AN/FPS-35	2860, 2861	AN/TPS-35	2860
AN/FSS-7 (SLBM)	2860	AN/TPS-40	2860
AN/FTC-27	2860	AN/TPS-44	2860
AN/FTC-28	2860	AN/TRC-66	2860
AN/FTC-29	2860	AN/GSA-51 A	2860
AN/FYA-2	Det 2	AN/TRC-136	2860
AN/FYA-3	Det 2	AN/TSC-38	2860
AN/FYA-4	Det 2	AN/TRC-56	2860
AN/FYQ-11	Det 2	AN/TRC-97 A	2860
AN/GLR-1	Det 2	AN/TRC-66 A	2860
AN/GPA-73	Det 2	AN/TRC-75	2860
AN/GPA-78	2860	AN/TRC-87	2860
AN/GPA-97	2860	AN/TSC-15	2860
AN/GRA-62	2860	AN/TSC-23	2860
AN/MCC-12	2860	AN/TSQ-47	2860
AN/MPQ-41	Det 2	AN/TSW-6	2860
AN/MPS-9	Det 2	AN/TSW-5	2860
AN/MPS-16	2860	AN/TTC-19	2860
AN/MPS-19	Det 2	AN/TTC-20	2860
AN/MSQ-1	Det 2	AN/TTC-22	2860
AN/MSQ-2	Det 2	AN/TWN-1	2860
AN/MSQ-1A	Det 2	AN/UPS-1	2860
AN/MSQ-35	Det 2	AN/USQ-18	Det 2
AN/MSQ-39	Det 2		
AN/TKA-2	2860		

SELECTED MAINTENANCE CAPABILITY

<u>EQUIPMENT</u>	<u>GEEIA SQ</u>	<u>EQUIPMENT</u>	<u>GEEIA SQ</u>
AN/APQ-13	2860, Det 2	AN/FYQ-3	2861, Det 2
AN/FPS-26	2860, 2861, Det 2	AN/FYQ-4	2861, Det 2
AN/FPS-27	2860, 2861	AN/FYQ-5	2861, Det 2
AN/FPS-77	2860, Det 2	AN/FYQ-6	2861, Det 2
AN/FRQ-11	2860, Det 2	AN/FYQ-7	2861, Det 2
AN/FSQ-31	2861, Det 2	AN/FYQ-8	2861, Det 2
AN/FYQ-2	2861, Det 2	AN/TPQ-11	2860, Det 2

1

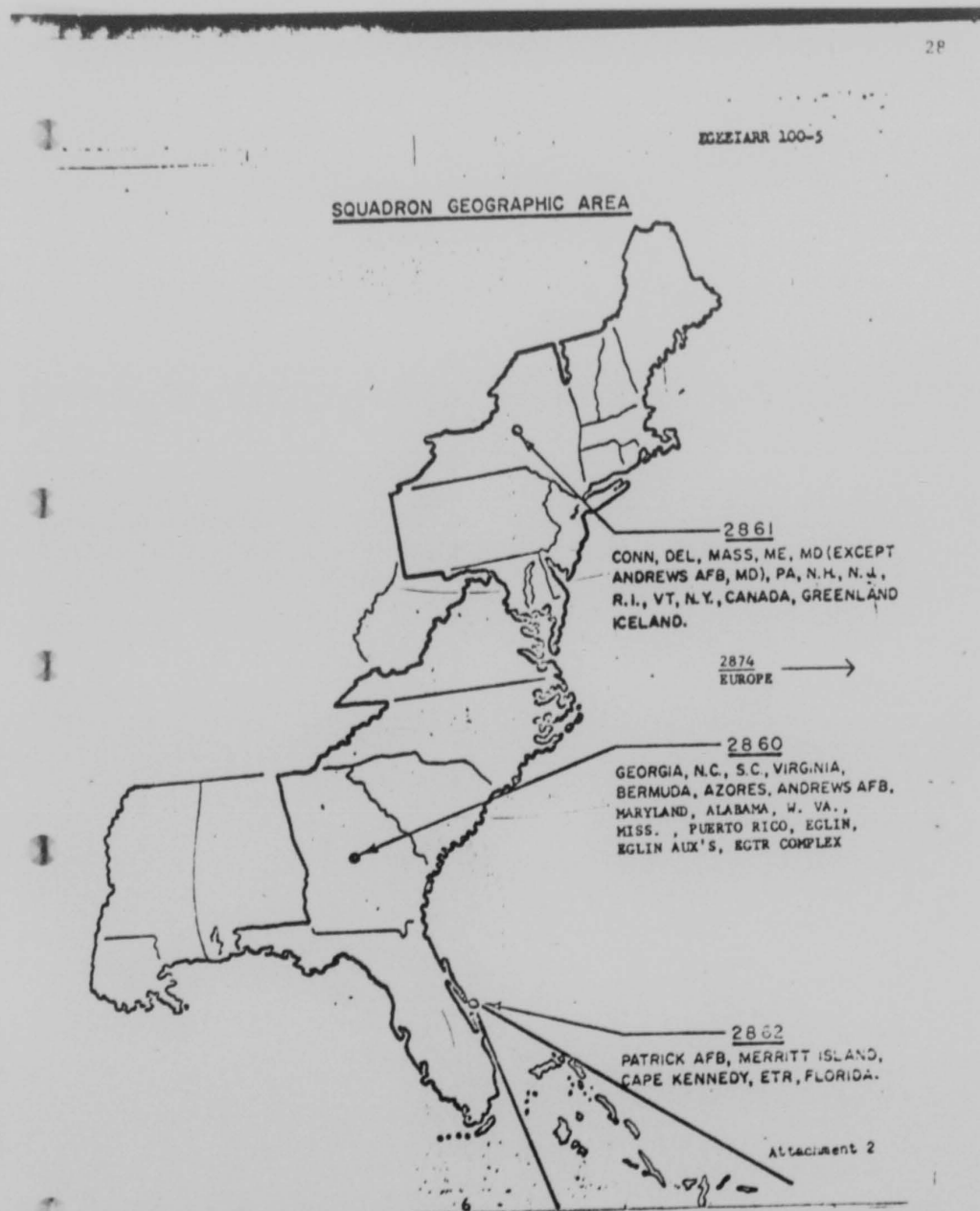
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SUPPORTING DOCUMENTS

1



File 20
A O M I
907

MINUTES OF OPERATIONS CONFERENCE - March 16, 17, 18, 1970

1. Sq Personnel Present:		Lt Col Osborne	Mr. Henry Smith
	TO	Capt Prquhart	Hanselman
		Hartmann	Byrd
		Stolper	Cofar
EMZAO	281 Agt	Lt Fernandez	Gilman
		Lynn	Green
		Musgrove	Grinstead
EMZAOE	E	Stanley	Haney
		Thompson	Jones
		Trachtenberg	Lucas
EMZAOW	Wgt M	CMS Senter	Nicholson
		Hawthorne	Rambeau
		MSgt McGrath	Stevens
EMZAOOC	Wgt	Bridges	Taylor
		Hatcher	Webb
		Alvarez	
EMZQAQ	act	TSgt Cuppett	
		Kuntz	
Coordinate All Personnel		MSgt Knotts	

2. ~~Major General~~ Nichols has announced his retirement effective 1 Jun 70.

3. Operations conference opened at 0800 hours 16 March 1970 at the Sq Training Center. Colonel Osborne opened the conference with an introduction of Mrs. Fowler and Mr. Gardner from Civilian Personnel who discussed ramifications of the AFCS/GEEIA Merger - its possible effects on civilian population of the 2860th. It was re-affirmed that because the squadron was not to be de-activated, no civilian personnel in the squadron would be immediately affected by the merger. It is anticipated however that within 6 to 9 months after reassignment of our military personnel to the Electronics Installation Squadron at Keesler, some sort of functional re-alignment within the squadron will occur. This effectively means that work centers such as construction and inside plant which are largely manned by military personnel may be eliminated, requiring functional transfers of the few remaining personnel. We have no guidance regarding this possible development at this time.

4. Re-Alignment of Sq Operations Functions: Colonel Osborne indicated that we do not have satisfactory control over operations as far as job planning, supervision and administrative direction is concerned. This is because team chiefs are in the habit of working independently and attempt to resolve problems without coming back to the squadron for assistance. The work center must function as a work center, knowing what each team chief is doing and what is forecast in order to head off problems. This is part of job realignment. Team chief must understand that he is to provide all available information to the work center and work center must in turn be actively involved in management of jobs and give adequate assistance to team chiefs. Colonel Osborne asked for evaluation of the present Form 95 and its current use. Discussion followed. Adjustments are needed and a standard procedure

for updating so that everyone will be notified when a change is made. A new overprint of Block 11 has been developed and will be used shortly. Mr. Hanselman is to follow up on this and report to Colonel Osborne.

Conclusions: a. Supervisors are to re-emphasize that team chiefs have the responsibility to feed information on all problems or anticipated problems to the work center supervisors as the job progresses. Work Center Supervisors will determine which problems should be referred to higher headquarters.

b. The Form 95 is an historical record of the progress of each job and as such must have full documentation.

4. Project Officer/NCO Functions: The project officer is normally established at bases where several jobs are in progress simultaneously. The project officer represents the Operations officer at that location and is responsible for overall job management administration and liaison. The team chief functions as technical manager in all jobs. If there is an unresolved difference of opinion as to a course of action between the project officer and the team chief, the project officer will indicate action to be taken. However, the team chief has the option of taking problems to the work center for solution but must advise the project officer. The Operations officer will make final decision. In discussion it was noted that in a case of unresolved difference, a conference call with Ops will be advisable to have a clear understanding by every one on the final decision.

5. Team Chief Job Responsibility: This responsibility is spelled out in GEEIA Manual 100-8. We will follow this manual. All team chiefs must be thoroughly familiar with the manual. Team chief has responsibility for deficiency reporting of both material and equipment.

6. Workload Control Responsibility: By 31 March 70 the Workload Control supervisor together with Ops officer will review upcoming jobs and will list test equipment needed by the team chiefs on location and make decision as to which the customer will be asked to provide and which the team chief will provide on all installation/maintenance type jobs. Also, they will determine what, if any, additional problems this will create.

7. Support Branch Responsibility:

a. Calibration problems were discussed. Conclusion: QA is OPR to investigate the present system of getting equipment to PMEI for calibration and devise a system to eliminate team chiefs having expired calibration test.

b. Reports of Survey: There was discussion on late initiation and inadequate reporting on lost or stolen property, delays caused by long TDY, time consumed by processing surveys. Sgt Burgess reported that all that is necessary for him to initiate action is a sworn statement by the individual and the report initiated by the Air Police. In the future, Sgt Burgess will coordinate and confer only with the Operations Officer on these matters. Personnel authorized to sign sworn statements are: Administration Officer, Legal Officer and Notary Public. Sgt Burgess will

will send a letter to the Operations officer outlining requirement and procedures which will be used to develop a Branch Operating Instruction.

c. Hand Received Items: Sgt Burgess reported good results obtained on recent check of hand received items. All have been cleared except two. Old hand receipts will be sent to Work Center supervisors for return to individuals concerned.

8. Care and Feeding of General and Special Purpose Vehicles: Regulation prescribes the proper use of military vehicles. Annual safety inspection of each vehicle is required and vehicles must be lubricated every 2,000 miles. Sgt Burgess stated the base motor pool will accept safety inspections accomplished by the squadron motor pool. He also reported spare tires and rims for all small type vehicles have been requested from base supply. Jacks have been ordered. Discussion. No vehicle will leave Robins without annual inspection if it is due within 60 days. When vehicles return to station they will be made ready for travel immediately and kept in a ready status at the squadron motor pool. It is the responsibility of team chiefs to keep vehicles clean on sites. TDY location motor pool, if available, will service vehicles. Team chiefs at radar sites are authorized to use credit cards not more than one time each week for each vehicle for commercial cleaning and lubrication, if needed. Crew members are responsible for all other cleaning, as required. Trenchers and other special equipment will go through base motor pool for checkout immediately upon coming in station and will be kept in the squadron motor pool in a ready status until needed.

A problem exists with motor pool knowing where vehicles are located. All team chiefs in station are to check with motor pool to verify and update equipment charged to their location. Ops personnel will develop a system whereby Support NCOIC is notified of any vehicle transfer. Objective: at any time of the day during any week, the motor pool will have valid record of location and condition of each piece of equipment.

9. Safety Program and Processes: Captain Stolper briefed the group on the importance of continuous emphasis on safety:

- a. Briefings are required prior to going TDY per GEEIA regulation.
- b. TC must be briefed by Ground Safety at TDY location. (Work center supervisor should look for notation on Form 95 that the team chief has received this briefing.)
- c. Team Chief should have safety briefing with his crew each morning.
- d. Ground safety minutes are sent to the field. They are directive in nature and should be complied with.
- e. Safety needs are immediate and cannot be postponed. Team chief and team members are equally responsible for making safety discrepancies known.
- f. Team chief must be familiar with manual and safety kit. Capt Stolper emphasized reduction of "OV" accidents, cautioned team chief to

be alert to high accident potential personnel; to be specific when briefing team on hazards; to gear briefing to composition of team (a word may be sufficient to mature, experienced team; detailed briefing for younger, inexperienced personnel). Sgt McDonald quoted GEEIA Manual 100-8, para 3-7a-4-16 which states when hazardous work is in progress at least one member will refrain from work and observe. He advised that the team chief has the option of calling on TDY base safety office for assistance when hazardous work is involved.

g. Discussion of miscellaneous safety subjects and various ways of handling followed. Capt Stolper stated that:

- (1) All accidents must be reported to the squadron safety office, including first aid.
- (2) Report all accidents and incidents in sufficient detail.
- (3) Every team chief and team member should be familiar with reporting requirements and every team member should be conscious of the outcome of an accident.

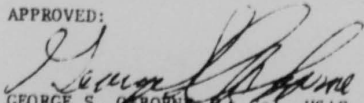
CONCLUSIONS: a. Each crew must plan for safety.

b. Safety officer will check requirements for obtaining prepared First Aid kit to be furnished team chief before leaving home base on a job and the feasibility of having a kit in each vehicle.

c. The Work Center supervisor will continue to emphasize safety to team chiefs and insure he is actually fulfilling requirements.

10. Team Chief Administrative Package: Quality Assurance has developed a package for team chief standardized reporting consisting of (a) a steno notebook to be used as daily log for accurate reporting on weekly Form 95; (b) folder for incoming and outgoing messages; (c) folder for time and attendance reports; (d) folder for Form 95. Discussion was held on need for prepared package of blank forms and miscellaneous office supplies for team chiefs to take in the field. Generally, this was felt to be a good idea. Sgt McDonald quoted GEEIA Manual 100-8, p 3-21-3 which states that team chief will have a copy of all reports and messages and other correspondence to include deficiency reports.

APPROVED:


 GEORGE S. OSBORNE, Lt Col, USAF
 Commander

DEPARTMENT OF THE AIR FORCE
2860 GROUND ELECTRONICS ENGINEERING-INT. ALLIATION AGENCY SQUADRON (AFLO)
ROBINS AIR FORCE BASE, GEORGIA 31093



REPLY TO
ATTN OF: GEMZAOC

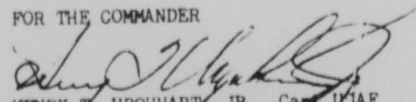
19 Jan 1970

SUBJECT: Specialized Personnel (Experts)

TO: Eastern GEEIA Region (GEMOSR)
Keesler AFB, Miss 39534

Attached is Specialized Personnel Listing requested by your letter
of 22 Dec 69.

FOR THE COMMANDER


HENRY T. URQUHART, JR., Capt USAF
Chief, Operations Branch

<u>USC</u>	<u>GRADE/RANK</u>	<u>NAME</u>	<u>M/I</u>	<u>EQUIPMENT/SYSTEM</u>
30372	WI-11	Belt, Otis D.	M	FPS-7
30372	WI-11	David, Tommy W.	M	FPS-16
30372	WI-11	Sullivan, Paul L.	M	Radar FPS-77, GPS-9
30372	WI-11	Taylor, John L.	M	FPS-27
30372	WI-11	Walker, W. J.	M	FPS-26
30390	WS-11	Cofer, Harry P.	M	FPS-20, FPS-60 Series (Mech) UFA-35, OA-175, OA99
30390	WS-11	Nicholson, Gerald D.	M	FPS-35
30451	W-11	David, Donald L.	M/I	GCA/RAPCOM, AN/GRA 111, URN-5
30454	W-11	Brooks, Donald A.	M	Radio Collins URG Equip, Radio Ground to Air, Radio Point to Point, Tropo
30454	W-11	Calhoun, William W.	M/I	Microwave and Multiplex Equip
30454	W-11	Farr, Tommy L.	M/I	Microwave and Multiplex Equip
30454	W-11	Green, Abner	M/I	Radio Collins URG Equip, Radio Ground to Air UHF/VHF, Radio Point to Point
30454	Sgt	Griffis, James E.	M/I	487L, GKA-5
30454	Sgt	Holton, Raymond E.	M/I	GKA-5
30454	W-11	Higginson, John J.	M/I	Radio Collins URG Equip, Radio Ground to Air, Micro- wave and Multiplex Equip, Tropo
30454	W-11	Mullis, Edward H.	M/I	Radio Ground to Air UHF/VHF, Microwave and Multiplex Equip
30454	W-11	Peacock, William H.	M	Radio Collins URG Equip, Radio Point to Point, Micro- wave and Multiplex Equip
30454	W-11	Peterman, Wallace N.	M	Radio Collins URG Equip, Microwave and Multiplex Equip

<u>A/C</u>	<u>GRADE/RANK</u>	<u>NAME</u>	<u>M/I</u>	<u>EQUIPMENT/SYSTEM</u>
30454	W-11	Pietrucha, Edward A.	M/I	Radio Ground to Air UHF/VHF Microwave and Multiplex Equip
30454	W-11	Spillers, Charles S.	M	Radio Collins URG Equip, Radio Ground to Air, Radio Point to Point, Tropo
30454	A1C	Stone, Monty F.	M/I	GKA-5, 487L
30454	W-11	Waites, William L.	M	Radio Collins URG Equip, Radio Ground to Air, Radio Point to Point, Microwave and Multiplex Equip, CCTV- Video Equip
71	TSgt	Allyn, Robert D.	M/I	ILS
30471	TSgt	Ingram, Royce R.	M/I	GCA/RAPCOM, AN/GRA 111, ILS
30471	MSgt	Knotts, Howard J.	M	AN/GRA 111
30471	SSgt	Musselman, Dennis A.	M	ILS, AN/GRA 111
71	W-12	Nunnury, John R.	M/I	GCA/RAPCOM, AN/GRA 111, TVOR
30474	SSgt	Booker, Archer C	M/I	Scope Control
30474	W-12	Burke, Ralph C.	M/I	Radio Ground to Air UHF/VHF, Radio Point to Point, Microwave and Multiplex Equip Tropo
474	W-12	Davis, Billy J.	M/I	Radio Ground to Air UHF/VHF, Microwave and Multiplex Equip
30474	TSgt	Dubree, Perry P.	M/I	Radio Point to Point, G/A UHF/VHF
30474	W-12	Evans, George	M/I	Radio Ground to Air, Radio Point to Point, Microwave and Multiplex Equip, Tropo
30474	W-12	Garrett, Robert T. Jr.	M/I	Radio Ground to Air, Micro- wave and Multiplex Equip
30474	SSgt	Gary, Charlie T.	M/I	G/A, UHF/VHF
30474	L-11	Gibson, Virgil T.	M/I	Radio Ground to Air UHF/VHF, Radio Point to Point, Mico- wave and Multiplex Equip

<u>AFSC</u>	<u>GRADE/RANK</u>	<u>NAME</u>	<u>M/I</u>	<u>EQUIPMENT/SYSTEM</u>
30474	L-11	Joiner, Paul V.	M/I	Radio Collins URG Equip, Radio ground to air, Radio Point to Point, Microwave and Multiplex Equip
30474	WS-11	McDaniel, Edwin E.	M/I	Radio Ground to Air UHF/VHF, Microwave and Multiplex Equip
30474	W-12	McKenzie, Joe E.	M/I	Radio Ground to Air UHF/VHF, Radio Point to Point, Micro- wave and Multiplex Equip
30474	L-11	Meier, Rex S.	M/I	Radio Ground to Air UHF/VHF, Radio Point to Point, Micro- wave and Multiplex Equip
30474	W-12	Mullis, T. Jack	M/I	Radio Collins URG Equip, Radio Ground to Air, Radio Point to Point, Microwave and Multiplex Equip
30474	L-11	Nelson, Henry G.	M/I	Radio Ground to Air UHF/VHF, Microwave and Multiplex Equip.
30474	L-11	Peacock, Harvard G.	M/I	Radio Ground to Air UHF/VHF, Tropo
30474	W-11	Pittman, Bobby R.	M	Radio Ground to Air UHF/VHF, Radio Point to Point, Tropo
30474	W-12	Powell, Clemer H.	M	Radio Ground to Air UHF/VHF, Radio Point to Point, Tropo
30474	L-11	Spivey, Sam L.	M	Radio Ground to Air UHF/VHF, Microwave and Multiplex Equip
30490	WS-11	Wilman, Fleming G.	M	Radio Ground to Air, Radio Point to Point, Tropo
30490	WS-11	Greene, Charles W.	M	Radio Collins URG Equip, Radio Ground to Air
36150	Sgt	Cross, Gerry W.	I	OS Tower Const, RLP, A/G, UHF/VHF Ant
36150	Sgt	Dathe, Gary W.	I	OS Tower Const, RLP, A/G, UHF/VHF Ant

<u>AFSC</u>	<u>GRADE/RANK</u>	<u>NAME</u>	<u>M/I</u>	<u>EQUIPMENT/SYSTEM</u>
36150	Sgt	Ellis, Jimmy	I	OS Tower Const, RLP, A/G UHF/VHF Ant
36150	Sgt	Harville, Joseph W.	I	OS Tower Const, RLP, A/G UHF/VHF Ant
36150	Sgt	Taylor, Barry W.	I	OS Tower Const, A/G UHF/VHF Ant
36150	A1C	Tidwell, Dennis A.	I	OS Tower Const, A/G UHF/VHF Ant
36150	Sgt	Wallisa, Brian D.	I	OS Tower Const, RLP, A/G UHF/VHF Ant
36170	TSgt	Abney, Robert D.	M/I	OS Tower Const, RLP, A/G UHF/VHF Ant
36170	MSgt	Alvarez, Arthur (NMI)	M/I	OS Tower Const, RLP, A/G UHF/VHF Ant, 77 Tower
36170	SSgt	Butler, Robert E.	M/I	OS Tower Const, RLP, A/G UHF, VHF Ant
36170	SSgt	Hope, Donald L.	M/I	OS Tower Const, A/G UHF/VHF, Ant
36170	TSgt	Knight, Paul L.	M/I	OS Tower Const, RLP, A/G UHF/VHF Ant
36170	TSgt	Lee, Robert E.	M/I	OS Tower Const, A/G UHF/VHF Ant.
36170	TSgt	Starkey, Hobby	M/I	OS Tower Const, RLP, A/G UHF/VHF Ant
36170	TSgt	Start, Richard L.	M/I	A/G UHF/VHF Ant
36251	W-11	Holder, Albert L.	I	Inside Plant Autovon, Inside Plant Kellogg, Inside Plant Stromburg Carlson, Inside Plant Auto Electric
36251	A1C	Martin, Ted S.	M	Inside Plant Stromburg Carlson
36271	SSgt	Conklin, Jerry L.	M/I	Inside Plant Stromburg Carlson Inside Plant Auto Electric

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<u>AFSC</u>	<u>GRADE/RANK</u>	<u>NAME</u>	<u>M/I</u>	<u>EQUIPMENT/SYSTEM</u>
36271	L-11	Huddleston, Howard H.	M/I	Inside Plant Autovon, Inside Plant Kellogg, Inside Plant Stromburg Carlson, Inside Plant Auto Electric
36271	SSgt	McLaughlin, Edward F.	M/I	Inside Plant Stromburg Carlson Inside Plant Auto Electric
36271	TSgt	Morse, Edwin E.	M	Inside Plant Auto Electric
36271	SSgt	Rice, Winfred W.	M	Inside Plant Stromburg Carlson

HISTORY OF THE TWENTY EIGHT SIXTY FIRST GROUND ELECTRONICS
ENGINEERING AND INSTALLATION AGENCY SQUADRON AND OPERATING
LOCATION

1 MAY 1969 - 30 APRIL 1970

Prepared By
HAROLD M. BAKER, 2nd Lt, USAF
HISTORICAL OFFICER
2861 GEEIA SQUADRON

APPROVED:

Dannie J. Cronian

DANNIE J. CRONIAN
CAPTAIN, USAF
COMMANDER, 2861 GEEIA SQUADRON

EASTERN GROUND ELECTRONICS ENGINEERING
AND INSTALLATION AGENCY REGION
UNITED STATES AIR FORCE

Exhibit 2

1

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FORWARD

The year 1970 saw GEEIA (Ground Electronics Engineering Installation Agency) become past history, a proud history. The purpose and mission of GEEIA have been well served since its beginning in 1959. On 1 May 1970, the 2861 GEEIA Squadron officially became the 1829th Electronics Installation Squadron located at Griffiss AFB NY under AFCS.

This report will furnish an account of accomplishments and problems encountered by the squadron. Additional information, revision or deletion should be presented to the Historical Officer, 1829th EI Squadron, Griffiss AFB NY.

Appreciation is extended to all sections, their officers and supervisors who have contributed to the compilation of this report.

PREFACE

The squadron mission is to be responsible to the Area Commander for the completion of assigned communications electronics-meteorological engineering maintenance/installation workload on or before the assigned completion date. The mission is composed of three main areas: (1) USAF Ground Communications Electronics Meteorological Program implementation, (2) CEM equipment mobile depot level maintenance, and (3) depot overhaul of TACAN antennas.

The squadron is responsible for the general Northern United States, Eastern Canada, Iceland, Greenland, and the Azores Islands.

The 1829th also has an Operating Location at Bolling AFB, Washington DC. Their mission is to support the National Military Command Center in installing, removing, and relocating CEM equipment.

The organizational structure of the 1829th is composed of three branches under the Commander: The Support Branch, Operations Branch, and Administration Branch. The Operations Branch consists of the OIC, Capt Danrie J. Cronian, Deputy, Civilian (GS-12), and 378 officers, airmen and civilians. The Support Branch OIC, Lt Kennard, with 15 airmen and civilians. Administration is headed by Lt Leonhard and contains 9 military and 4 civilians.

SQUADRON HISTORY

On 1 September 1958 Air Materiel Command, now Air Force Logistics Command, published General Order 85 which designated the 1st Communication Construction Flight as the 2861st GEEIA Squadron.

Then on 5 February 1960, AMC 60-13 discontinued the 2878th GEEIA Squadron, effective 1 May 1960 and combined it with the 2861st that same date.

From this beginning came the foundation for the GEEIA Squadron that was to perform many firsts as well as outstanding accomplishments in the field.

On 12 February 1963, Eastern GEEIA Region was notified to commence the GEEIA/MDA Service Tests. Based on test results, a consolidation plan was forwarded to Headquarters AFLC for consideration.

Effective 1 July 1964, the MDA function became officially known as Det 1 of the 2861 GEEIA Squadron, located at Griffiss AFB, NY. The entire merger of maintenance and installation became effective on the same date.

On 21 July 1965 the official word was passed down that the 2861 GEEIA Squadron at Olmsted AFB, Pa would be relocated to Griffiss AFB NY, effective 1 July 1966. The move was accomplished without incident or interruption to the workload.

1 April 1970 saw GEEIA transferred from AFLC to AFCS; 30 April 1970 was the official deactivation date for all GEEIA units. The next day the 2861st GEEIA Squadron was redesignated as the 1829th Electronics

Installation Squadron, located at Griffiss AFB NY.

Past Commanders:

1. 1st Comm Maintenance Flight, 1 Sep 58 - 5 Dec 60,
Capt Edward L. Polite.
2. 2861st GEEIA Sq, 5 Feb 60 - Aug 60, Maj Dudley A. Stevenson
3. Aug 60 - July 61 - Maj Frank M. McQuarard
4. Jul 61 - Jun 64 - Lt Col Norman Pinney
5. Jun 64 - Mar 65 - Maj Marcellus Hunter
6. Mar 65 - Dec 65 - Maj W. J. Gallaway
7. Dec 65 - May 66 - Capt Oakley G. Vincent
8. May 66 - Jul 68 - Lt Col Ellis L. Barr
9. Jul 68 - Sep 69 - Maj Harold M. Donath Jr
10. Sep 69 - Present - Maj Lynn F. Robinson

RECORD OF NOTEWORTHY ACCOMPLISHMENTS

1. For outstanding contributions to the USAF effort the 2861st GEEIA Squadron was presented the outstanding Unit Award for its accomplishments during the period of May 1962 to May 1963. One of the outstanding efforts was the complete C-E-M removal from Texas Towers Two and Three. The round-the-clock operations enabled the removals to be completed 60 to 90 days ahead of schedule and without incident.
2. Since May 1963 we have accomplished many major "firsts" in the field of installation and maintenance. Some of the most noteworthy are listed below:

a. In support of Southeast Asia and PACAF we removed an entire AC&W Radar Site at Pagwa AFS Canada. This job was representative of the total Squadron effort to get the job done. Estimates by USAF, AFLC, and GEEIA Command called for the task to be completed within two months; our work force beat the completion date by 35 days. The removal was only part of the project, because we were required to conduct an exacting serviceability check of all the C-E-M equipments. Our effort was commended by both the Canadian and American authorities.

b. In order to tell the "GEEIA Story", we built a scale model replica of an evolving AC&W Radar Installation Site, and continuous run slide and movie shows of the job our GEEIA people are accomplishing world-wide. Scale models were built from the Technical Order specifications; our NCOs and civilian technicians have accompanied this display across the country. Thousands of Air Force customers and many more numbers of people from every walk of life have been told of GEEIA's mission and its accomplishments.

c. The 2861st has accomplished many firsts in the C-E-M installation/maintenance areas. Some of the most noteworthy are:

- (1) The first operational FPS-77 Weather Radar System at Dover AFB, Delaware.
- (2) The first completely rotatable radome installation at Verona Test Annex, New York.
- (3) The first newly developed light weight radome for the FPS-30 Radar System at Dye-4, Kulusuk Island, Greenland.
- (4) The first complete bearing changes on the FPS-24 and FPS-35 Radar Systems.

In these changes 87½ to 92½ tons of antenna must be jacked up 18' and a new twenty-seven foot in diameter bearing replaced, measured and ground to exacting specifications. To date we have changed out six bearings at such places as Blaine AFS, Washington, Selfridge AFB, Michigan, Benton AFS, Pennsylvania, Thomasville AFS, Alabama, Montauk AFS, Long Island, New York, Antigo AFS, North Dakota and others.

(5) We have completed extensive modifications and major radar systems such as FPS-7, FPS-20, FPS-24/35 and the FPS-27 well ahead of completion schedules. We have been the single point on all major Frequency Diversity Radar Systems until early 1966.

(6) After 2½ years of extensive training we had the first honor graduate from the BUIC III Systems training program at Keesler AFB MS.

(7) Our Radio Systems Installers have recently completed the first FMN-1 Weather Range Computers Set at Westover AFB MA. In addition, we recently concluded extensive modifications to the Terminal Visual Owing Range (TVOR) equipments at five locations well ahead of schedule.

(8) Within thirty days our work forces in the Washington DC area completed the installations of 200 KY-3 Subscriber Systems. We also accomplished the major task of placing voice syphony equipment sets two weeks ahead of schedule.

(9) Finally, we have another USAF first by completing the installation of an MSC-46 Radome and Antenna System at the Andrews AFB Receiver Site in Maryland. This is the first time Air Force personnel have ever attempted an installation of this type.

3. In addition to our normal high priority workload, our people have

been augmenting the other Regions with skilled assistance in places such as Turkey, Greece, Europe, Korea, PACAF, Viet Nam, Thailand and the Philippines. We have had up to sixty-two people overseas at one time. Our skills have assisted in establishing communication links for every major space program to date.

4. We are, and justifiably so, extremely proud of the record we have established. The Unit Motto of "Second to None" is one of which every military and civilian employee looks to with pride. In addition to being the "Test Squadron" for most all the new manhour systems developed over the years, we continue to provide the lions share of workload. An average daily workload constitutes almost 70 varied and different jobs in progress. We can match our accomplishments against any other Communications-Electronics Unit in the Armed Services. The 2861st GEEIA Squadron was indeed "Second to None".

SAFETY

The Safety Office is a part of the squadron Commander's immediate staff, and is responsible for establishing, coordinating and maintaining all squadron safety activities. The Safety Office is manned by the Safety Officer and Safety NCO.

The Safety Officer from July 1969 thru December 1969 was Captain Dannie J. Cronian; from January 1970 thru March 1970, Lt Richard L. Leonhard; from April 1970 thru May 1970, Lt William E. Kolasinski.

The Safety NCO from July 1969 thru to the present time is SSgt Robert L. Miller. SSgt Miller is a cross-trainee into the safety field and presently holds a 3-level skill level and is on OJT for his five level.

During the past fiscal year the Safety Office has presented Safety Orientations at the monthly Commander's Calls, preceeding holidays, and prior to the summer and winter months.

In September 1969 a braking demonstration was presented to squadron personnel by the Rome City Police Department. This demonstration stressed the reaction time of the driver and stopping distance required to come to a complete stop from 50 MPH, under ideal conditions.

In May 1970 a safety presentation dealing with water, boating, scuba diving and traffic safety was presented to squadron personnel by the Oneida County Sheriff's Department in conjunction with the "101 Critical Days" Summer Safety Program.

Spot inspections were made of the squadron vehicles, airman's quarters, in-house work areas and the squadron area itself. Safety surveys of teams TDY in the field were conducted monthly to insure that personnel TDY were observing all safety rules and regulations, and that any and all problems concerning safety are resolved as soon as possible.

When a serious accident occurs, or a definite hazard evolves, it is brought to the attention of all personnel. Pertinent facts and details are given concerning the accident or hazard, and recommendations to prevent future occurrences are stressed to try and prevent the same type accident from occurring again.

A monthly Squadron Safety Council meeting is conducted to discuss the existing safety program, try to better and correct any problems which may arise concerning safety.

A Base Level Standard Traffic Safety Training Course is attended by all personnel under the age of 26 who have not had this training previously. A total of 40 personnel attended this course during the past fiscal year.

During the past fiscal year we experienced a rash of reportable GMV accidents and personal injury accidents. Due to revised TDY travel procedures, more emphasis on personal safety on and off the job, and the enthusiastic of the safety program by supervisors and personnel this trend has been reversed during the latter part of the fiscal year.

The following is our squadron accident summary for this fiscal year:

<u>REPORTABLE</u>		<u>NON-REPORTABLE</u>
Government Vehicle	4	7
Private Owned Vehicle	0	9
Personal Injuries	2	12
Property Damage	1	2

ADMINISTRATION

The function of the Office of Administration is to develop and promulgate administrative policies and procedures for the commander in support of the squadron's mission. The branch operates a Travel Coordinating Office, provides mail and message handling, operates a Budget Office, operates a publications and forms service and is responsible for personnel administration. The office is headed by 2d Lt Richard Leonhard, and has a manpower of 9 military and civilian.

The responsibility of the Travel Coordinating Office (TCO) is to satisfy mission travel requirements in the most economical and feasible means available. This includes reviewing all requests for travel to insure their compliance with governing directives. It entails making maximum use of mission support airlift, arranging for commercial transportation, obtaining theatre clearances, acquiring passports, providing customs information and reviewing TCO copies of travel vouchers to insure all personnel have complied with policies and procedures set forth in their travel orders.

Over 100 Special Orders and amendments are issued by the TCO monthly. A squadron procedure allows us to react to emergency TDY situation within 30 minutes. This includes issuance of travel orders and payment of an advance to each individual.

The Office of Administration is responsible for the planning, installation, manning, operation and maintenance of administrative services. Included is the establishment of a centralized point of control for coordination and routing of all incoming/outgoing mail and messages.

The responsibility of insuring that the preparation of mail, messages and correspondence conform to governing directives rests with this office. Offices of record authorized within the squadron are: Administration, Operations, Support, Workload Control, Wire, Electronics and Quality Assurance. These offices are authorized both correspondence and publications files. Administration is responsible for advising and assisting these offices in the establishment and maintenance of their files.

Publications and forms are requisitioned thru the office of administration. All reports RCS, non-RCS are suspended and monitored by this office to insure their timely arrival at higher headquarters. Over 2000 pieces of mail are processed thru this office per month.

The Office of Administration is responsible to the commander for insuring that performance reports on both officers and airmen are accomplished IAW governing directives and are received at the Office of Records on or before the suspense date.

Guidance is provided to all personnel requesting it in the preparation of recommendations for awards. These recommendations are suspended so as to arrive at higher headquarters at least 60 days prior to desired date of presentation. The Administration Officer is responsible for reviewing the Airman Promotion Eligibility Listing when received from the CBPO to insure all eligibles are so identified and furnish requested information to higher headquarters. When promotions are received, orders are initiated or quotas transferred.

The responsibility for the management of the Unit Detail Listing and manpower resources rests with the Office of Administration. All statistical data received from CBPO and CPO is analyzed and changes requested thereto, in an effort to achieve maximum utilization of assigned personnel. Requests for Personnel Action are processed through the Administration Office where they are reviewed for correction prior to their submission to the CBPO. Civilian Personnel Actions are prepared and processed by this office for all civilian personnel assigned i. e., promotions, step increases, request for fill of vacancy, etc.

Finally the Office of Administration initiates security clearances, including SSIR's, preparing forms 47A and 47B, insuring all departing personnel have been debriefed and acting as Squadron Classified Control Point.

The Budget Office develops the financial plan and budget estimates for the squadron when request is received from higher headquarters. Instructions are forwarded to the various operating offices for information required for preparation of the financial plan and budget estimate. Information is compiled and verified for completeness along with justification for requirements requested.

Upon receipt of budget authorization and authorized budget allotments, the Budget Office daily monitors the funds as well as analyzes and makes adjustment in the allotment where required or request more if needed.

Information of various nature is provided to higher headquarters when requested. Numerous reports are provided on a daily, weekly or

monthly basis, i. e., expenditures of travel, overtime pay, NASA, SEAMAP and commitments and obligations incurred.

The office also assists and advises the operating officials on the budget status in the various element of expense codes and the restrictions which are placed on the squadron. All travel orders and amendments are funded. Obligation Authorities are requested through Base Accounting and Finance Office and follow up action taken until completed; funds are controlled which are required by personnel in the field for supplies, equipment and cranes. Records are maintained on overtime and holiday hours requested and worked plus expenditures in each.

SUPPORT BRANCH

The Support Branch, headed by 1Lt Jonathan Kennard, consists of three sections: the Material Support Section, the Tool/Test Equipment Section, and the Motor Pool. The Support Branch has functional responsibility in the following areas:

- (a) Provides or assures material support for assigned CEM-EMI workload.
- (b) Provides or arranges for the transportation of required material and equipment to the work sites.
- (c) Provides or arranges for motor vehicles or special equipment.
- (d) Provides tool and test equipment for completion of assigned operational requirements.
- (e) Responsible for office, administrative and other supplies required to support the assigned mission.
- (f) Monitor USAF property.

At times the squadron must rely on transportation other than squadron vehicles. This traffic is normally commercial trucking and USAF Log Air. The purpose of this transportation is to ship to and from work sites equipment and material that we are unable to transport ourselves.

The Material Support Section operates under the UNIVAC 1050 II Computer System, which is the USAF Standard Base Level Automated Supply System. This section normally controls more than 300 due in from

maintenance (DIFM) or repair cycle assets in support of GEM maintenance and TACAN antennas.

A 200 line item bench stock maintained by Base Supply and located in the Material Support area, is utilized by BOM requirements. The bench stock consists of fast moving expendable items.

The Tool/Test Equipment Section handles issuances, inspection, and storage of test equipment and EAID items. Documentation for issuing and turn-in of tools and equipment as well as hand receipts for temporary loan of equipment is handled by Mr. Walter Zielinski. Careful check is kept on all items requiring calibration.

The Motor Pool Section is responsible for 83 vehicles assigned to the squadron. Requests for vehicles for transportation of men and materials, determination of suitable types and number of vehicles to be dispatched, credit cards, tool tickets, and USAF invoices, are common every day responsibilities of the Motor Pool Section.

During the past year the Motor Pool personnel have made a concentrated effort to improve the condition and appearance of the vehicle fleet. As a result the 1829th vehicle fleet has been cited by the Base Transportation Officer as an example for other base organizations to attempt to match.

ELECTRONICS SECTION

The Electronics Section is directly under the Operations Branch and has a manpower complement of 189 military and civilian personnel. The main function of the section is to provide a high level of technical skills necessary to carry out the accomplishments of installation, maintenance, modification and removal of all Ground Electronics, Communications, closed circuit TV and meteorological equipment handled by the 1829th EI Squadron. Examples of this equipment are search and height finding radar, navigational aids, weather radar and ground to air communications.

The Electronics Section is headed by 1st Lt Jerry H. Swanson and is broken down into the Radar and Radio Units. The Radio Unit has 29 civilians and 51 military, while the Radar Unit has 53 civilians and 38 military.

ACCOMPLISHMENTS: During the previous year the Electronics Section made the first attempt at overhauling an AN/FPN-16 radar. The in-house project took 122 days and expended 7372 manhours. Much of this time was accrued awaiting parts and contractor delivery of panels. In the ensuing months the squadron programmed the required parts of bench stock, developed a task phasing system and refined our repair and cleaning techniques. This extensive and detailed management netted very tangible results in that the remaining in-house overhauls showed a decrease in duration and manhours expended. The latest project was completed in less than half the original time.

FPN-16 radars have been overhauled and deployed to various places including Offutt AFB, NB, Goose AB, Canada and Columbus AFS, MS.

The 1829th EI Squadron is designated the sole source for TACAN Antenna changeout and overhaul for the Eastern United States, Canada, Greenland and Iceland. Over 50 antennas have been overhauled in the past year, and at no time was a TACAN facility off the air for the lack of serviceable antennas. The squadron also developed new modulation testing procedures to further insure the quality of our product. According to one AFCS report this squadron had fewer antenna failures than any other overhaul facility.

A study was also made on the actual time expended in each phase of antenna repair. It was shown that 40 hours are expended routing parts thru base shops. Reduction of this time would significantly cut repair time.

The squadron has a TACAN Antenna Test Facility located at the RADC site at Stockbridge, NY, and is in full operation and insures greater service.

Beginning in 1969 the 1829th became involved in the RAPCON Canopy Project. Prototype assemblies were built which incorporated aircraft control systems into one unit. From this time forward the squadron will share responsibility with Kelly AFB for the construction of over 30 systems.

At present the squadron utilizes an average of 25 personnel daily for final assembly of the RAPCON Canopy System being built for

Patrick AFB, FL. Several of these people are assisting on a similar prototype project for Holloman AFB.

During the period 15 June through 18 August the 1829th installed the final BUIC III data processing facility under its area of responsibility at Charleston AFS, ME. This was the last in the series of 3, the first operational installation being at North Truro AFS, and the 2nd installation being the first BUIC III system on foreign soil at Senneterre, Canada. The system provides an equal unit for SAGE complexes and was completed on time with no exception. The job at Charleston AFS was completed in near record time, although 2½ weeks of delay was encountered at the beginning, due to the contractors repair of control room floors. After this was cleared, completion took 3247 manhours. The work averaged only 8 personnel. The actual working time on the installation totaled less than 40 days.

The 1829th also initiated the GPA-73(V) Program during the past year. This is a one-of-a-kind system in the entire Air Force. A representative from the squadron was in charge of establishing the program in Europe. After taking over the workload, a tremendous impact in this area resulted. The early IRAN's of the GPA-73 requires 30 men for periods of 4 to 14 weeks on each of 6 sites. The major IRAN task is the replacing of inner/intra cabinet wiring. The first complete IRAN cycle is scheduled for completion in 1971.

In the field of heavy radar, three emergency FPS-35 bearing changes were accomplished in near record time with complete customer

satisfaction. These jobs were enormous, lifting a 128,000 pound antenna and replacing a 12 foot diameter bearing, and then measuring and grinding to minute tolerances. 2 heavy search radars (AN/FPS-24) were removed by the squadron, one at Bucks Harbor AFS, ME and one at Oakdale AFS, PA.

The AN/FPS-67B installation at Oakdale AFS, PA was completed in March 1970, well ahead of schedule and with complete customer satisfaction. This radar now provides coverage for the Western Pennsylvania area to FAA for commercial air traffic control.

Another removal job has been completed at Stewart AFB, NY, pertaining to OCA type equipment such as FPN-47 and FPN-16 radar systems and auxillary equipment. A second job at Oakdale entailed the complete removal of an ADC radar equipment, AN/FPS-26 and AN/FPS-90. These bases are being closed as a result of recent cutbacks.

Problems were experienced by the Radar Unit during an installation job at Rockville Iceland. This job was a short notice start, with a critical FSD. By working many long hours the crew was able to compress the installation time only to experience component failure 50 hours into the hot check operations. Fortunately location of excess parts was made and by quick shipping, excessive downtime was prevented and the FSD met.

Nav-Aids constitute a considerable amount of the Electronics workload. In the past few months the following jobs have been completed:

ID-815 installation at Pease and Loring.
Emergency ILS assist at Griffiss.
AN/GPA-9B IRAN at Stephenville.
Emergency TACAN changeout at McGuire AFB, NJ.
IRAN of URN-3A at Sondrestrom.
IRAN of ILS at Thule AB, Greenland.
GRD-11A modification at Shaw AFB, SC.
MPN-13 repair at Weathersfield, England.
FPN-16 at Columbus AFS, MS.
Several GCA overhauls at various places.

WIRE SECTION

OUTSIDE PLANT.

The Cable/Antenna Installation Work Center is tasked with installation and removal of numerous pieces of communications electronics equipment. This work center is also called upon many times to assist the Electronics Section in the installation of many antenna maintenance work orders, to do the rigging and construction position of antenna jobs, to place the secure supporting cabling in both antenna and weather schemes, and assist in bearing changes on FPS-24 and FPS-35 Radars.

The Cable Splicing Work Center is tasked with splicing and maintenance of all types of communications cable-telephone, weather, special purpose cable for Nav-Aids equipment, and coaxial. This work center also augments construction teams in the accomplishment of their schemes.

In order to insure quality workmanship and good customer relationship, periodically, each Field Supervisor checks completed and in-progress jobs.

Outside Plant has experienced a very productive year. We have expended over 70,000 productive manhours installing 56 communication/electronic schemes. Assistance has been provided to other regions, squadrons, and sections within our squadron.

The major accomplishment of the Wire Section during 1969/70 was the North Country Workload in Greenland, Iceland, Labrador, and Canada. Our airlift last year was the largest in GEEIA history. Seventy-five personnel and 91 tons of equipment were flown to the North to accomplish 40,000 hours

of work. Augmentees from three other squadrons amplified our own force. Three aircraft, a C133 and two C141s transported our men to the work area where they labored 12 hours a day, 7 days a week to accomplish the largest North Country workload GSEIA has ever had. The result of all this was that all jobs were completed without exception, again a North Country First.

INSIDE PLANT

The Crypto work center is involved with numerous cryptographic equipment, ciphony equipments, record, DSTE, secure data installations, and Mode V installations. Fifty percent of the completed schemes from the section is in the Washington DC area. During the past FY we have started 37 schemes and completed 34. The discrepancy can be understood as follows: Scheme 042DA980 at Westover was 50% complete and was cancelled by using command (SAC), Scheme 9145A980 at Otis AFB Mass was in PIS stage and was cancelled by using command (SAC), and 0184A080 at Griffiss AFB NY was started and was cancelled by Hq GEEIA. We participated in numerous augmentations this past year. AIC Costa and AIC Zawaki were augmented to Chicksands England by OPS Order 69-5-62 for 113 days. AIC Dumont augmented Eastern GEEIA Region at Hof Germany, a DSTE installation for 37 days. AIC Dumont was also augmentee at San Vito Dei Normanni AS Italy for 23 days for a DSTE installation. SSgt Barthelme, AIC Hintz, W11 Baerman, W12 Shaver, and W12 Oney augmented 1836 EI Sq at South Ruislip England for 34 days to accomplish 4 schemes. SSgt Barthelme, Mr. Shaver, W12, and Mr. Oney, W12, augmented 1836 EI Sq at RAF Sculthorpe England for 46 days to accomplish two schemes. SSgt Woodhead, Sgt Richards, and Sgt Stesner augmented 1836 EI Sq at RAF Sculthorpe England for 30 days to accomplish two schemes. Sgt Pike and Sgt Stesner augmented 2860 GEEIA Sq at Alexandria Virginia for 42 days. Mr. Bailey, L-11, augmented Western GEEIA Region at Clear Alaska for 16 days to complete a DSTE installation.

CRYPTO:

MIL - 25
CIV - 7

1024T8BO	Pentagon DC	3 July 69
1199A8BO	Pease AFB NH	11 July 69
0041A7BO	Pentagon DC	28 Aug 69
0118T0BO	" "	28 Aug 69
1096T9BO	" "	8 Aug 69
0224T8BO	Loring AFB ME	15 Jul 69
0187T0BO	Pentagon DC	12 Sep 69
0566A9BO	" "	15 Oct 69
0209A0BO	" "	27 Oct 69
0259A0BO	" "	21 Oct 69
0485A9BO	Chicksands Eng	30 Oct 69
9099A9BO	McGuire AFB NJ	31 Oct 69
0298A0BO	Pentagon DC	22 Oct 69
0208A0BO	" "	7 Nov 69
0835A9BO	" "	20 Nov 69
0836A9BO	" "	16 Dec 69
0777A9BO	" "	15 Dec 69
0635A9BO	United Nations Bld	10 Dec 69
0425A9BO	Andrews AFB MD	19 Dec 69
0418A9BO	Loring AFB ME	30 Jan 70
0889A0BO	Loring AFB ME	22 Jan 70
0288R0BO	Westover AFB MA	20 Jan 70

0776T9BO	McGuire AFB NJ	6 Feb 70
0586A7BO	Wilmington Del	3 Mar 70
0518A0BO	Pentagon DC	5 Mar 70
0416A9BO	Goose Bay Lab	11 Mar 70
0421A9BO	Plattsburgh NY	12 Mar 70
0235A7BO	Atlantic City NJ	26 Mar 70
0814A8BO	Olmsted Pa	1 Apr 70
0204A0BO	Parsons NJ*	5 May 70
0467A8BO	Gibbsboro NJ	12 May 70
0304A0BO	Forrestal Bldg DC	13 May 70
1131T9BO	" " "	28 May 70
0186T0BO	" " "	12 May 70

TELEPHONE WORK CENTER

The Telephone Central Office Work Center expended most of its manhours on central office modernization. This included the replacement of power panels, batters and connectors. New equipment installed were traffic recorders, rotary connector switches, direct line circuits, crash cofference circuits and reverting call switches. AUTOVON installation continued to be of some difficulty with testing circuits to commercial equipment. This past year seventeen schemes were started and completed without exceptions. Our augmentation and detailed list of schemes are as follows:

<u>SCHEME</u>	<u>LOCATION</u>	<u>COMPLETED</u>
1243A6B0	Westover	1 Aug 69
0263A9B0	Bolling	22 Aug 69
1005A7B0	Goose	29 Aug 69
9034X0B0	Sondrestrom	3 Sep 69
0501A7B0	Rockville	22 Sep 69
0297M0B0	Westover	14 Oct 69
3103E0B0	Goose	24 Oct 69
3101E0B0	Sondrestrom	30 Oct 69
3100E0B0	Thule	7 Nov 69
01E2A9B0	Bolling	10 Nov 69
0746A9B0	Griffiss	5 Feb 70
1034A7B0	Griffiss	13 Mar 70
0793AEB0	Bolling	2 Apr 70
0938AEB0	Griffiss	21 Apr 70
5664L1B0	Westover	13 May 70

<u>SCHEME</u>	<u>LOCATION</u>	<u>COMPLETED</u>
7050H0B0	Olmsted Aprt	22 May 70
5665L1B0	Westover	3 Jun 70
<u>AUGMENTEES:</u>		
McFadden	Central GEEIA	68-10-5
Perkins	Central GEEIA	68-10-5
Holmes	European GEEIA	69-4-23
Lockwood	" "	" " "
Lyons	" "	" " "
Wilson	" "	" " "
Szczech	Eastern GEEIA	1570A6B0
Lyons	" "	1570A6B0
Wilson	" "	1570A6B0
Lockwood	" "	1570A6B0
Colangelo	Hq GEEIA	0008A9B0
Szczech	Hq GEEIA	0008A9B0
McDonald	Hq GEEIA	0008A9B0

Military - 14

Civilian - 7

TELETYPE WORK CENTER

The Teletype Work Center expends many of its manhours in assisting the Crypto Work Center by running cable and conduit for Crypto gear. We also perform maintenance, installation and removal of teletype gear when called upon. During FY70 we started three schemes and completed two. We sent a team out on scheme 0158A7B0-AJXF-C which was put in a hold status at 85% complete in FY 69, returned team to home station as allied support still failed to meet the scheduled installation date by not having leased teletype equipment available for installation. Scheme 590LJ1B0 in-house started 6 April and still in progress. Approximately 1400 hours have been expended to date.

We had two augmentees to European GREEIA; Sgt Black and Sgt Brown for 60 days on scheme 0596A9L0/L1.

A run down of schemes follows:

5265J0B0	In-house	Completed 10 Dec 69
0073A7B0/1	L. G. Hanscom Mass	Completed 5 Jun 70
590LJ1B0	In-house	(Not-complete)

WORKLOAD CONTROL SECTION

The Workload Control Section has the responsibility of planning and scheduling on-site installations and removals, on-site and in-house depot level maintenance, modifications, and emergency support to all GEM equipment within the geographical area assigned to the squadron. The office is manned by 2 officers, 9 civilians, and 1 Staff Sergeant. Capt Bill R. Alland is Section Supervisor.

The Technical Order Library, headed by Paul Gentile, has been the responsibility of Workload Control. The work teams are enabled to research and accomplish their mission with the assistance of the tech orders, Team Chief Handbooks, and forms kept by the library.

The section also monitors the Suggestion Program for the squadron. During the past year 93 suggestions have been submitted.

Also, an Industrial Engineering Unit is responsible for reorganization of people and equipment according to mission requirements, space, power, smooth work flow, efficient production and safety measures. They are also responsible for accurate reporting, analysis, reports and procedures, employed under the GEMS Manhour Accounting System.

The Section maintains a Command Control Room in which the status of jobs in progress and projected jobs is updated daily and presented in daily briefings to insure proper control of workload by the Commander, Operations Office, and Workload Control Section in coordination with respective work centers.

For the past year the squadron has completed 160 installation schemes and 261 maintenance work orders.

QUALITY ASSURANCE

The objectives of the Quality Assurance Office are:

(a) To develop procedures by which the quality and reliability of CEM engineering, installation, and maintenance tasks are measured and the timely detection, correction, and prevention of deficiencies are assured.

(b) To assure through inspection, review, and analysis that the squadron elements function effectively.

(c) To insure that all engineering installation and maintenance CEM facilities conform to the highest standards of workmanship and technical ability, resulting in complete customer satisfaction.

The Quality Assurance Office is used to provide the Squadron Commander and other supervisors with a management tool for the prevention, detection, and correction of deficiencies and undesirable trends. This includes a complete review of the procedures and efforts of the Support, Operations, and Administration Branches.

The office is currently assigned a manpower of 6, 3 military and 3 civilians. The QA Supervisor is Thomas E. Simpson. The section is broken down into 4 categories with one or more assigned inspectors for each:

- (1) Inside Plant and Wire
- (2) Outside Plant and Construction
- (3) Radar and Nav-Aids
- (4) Radio and Nav-Aids

OPERATING LOCATION

The 1829th Electronics Installation Squadron Operating Location, headed by SMSgt Glenn Limbacher, renders outstanding support for the National Military Command Center at Washington DC. During the past year an inspection of the support provided, by Generals Nichols and Gould resulted in additional spaces being authorized. SMSgt Limbacher's people completed over 120 individual work orders, provided engineering and installation support on 30 jobs, and produced over 10,000 manhours of direct labor during the year. The group has worked 10-12 hour per day for weeks on end, worked shifts so that national security operations could continue, and supported every agency from the White House through the DOD, JCS and USAF. One such job was a World-Wide Secure Voice Conference facility (WWSVC) requiring over 1000 manhours for completion.

OTHER ACCOMPLISHMENTS

Other accomplishments of the squadron are listed below:

(a) The squadron's participation in the Cost Reduction Program exemplifies the spirit of our personnel. Over \$25,000 in savings were validated during the year 1969.

(b) The GEMS program saw consistently accurate reporting. Our Squadron Performance System rating was nearly perfect each quarter. This squadron led the Region in the adoption of GEEIA Form 268 which was developed by our Industrial Engineers and is now officially used throughout the Region.

(c) Community spirit soared during the Combined Federal Campaign as donations exceeded our goal by a full 12%.

(d) Each year the squadron hosts a Christmas party for underprivileged children of the area. 1969 saw the biggest affair yet when 150 children contacted through the Rome Salvation Army shared a day with the squadron and were feasted with a lunch, live entertainment, gifts and a talk with Santa Claus (one of our TACAN technicians in disguise). This party was financed totally from squadron and Hq GEEIA personnel donations and gifts from local merchants.

(e) Our NCO ranks provided some examples of the outstanding character of our personnel. SMSgt Thomas R. Isner was chosen Eastern GEEIA Region Outstanding Senior NCO of the Year; SSgt Harold May was chosen Outstanding NCO of the Quarter for Eastern Region for FY 270;

SSgt Robert Ruscitti was chosen by a base council to represent Griffiss AFB as official nominee for Outstanding Young Roman Citizen of the Year.

(f) Other awards garnered by our personnel were the USAF Meritorious Service Medal awarded to Maj Harold M. Donath, more than 15 Commendation Medals, over 150 letters of appreciation, eight Honor Graduate Certificates from technical schools, numerous Performance Awards, Certificates of Appreciation, Certificates of Merit, and Achievement Awards. Our 2D Awards for the year exceeded 350 with eight gold and 76 silver.

(g) Major General Franklin A. Nichols suggested that 16 members of our Outside Plant Section be written up for the USAF Commendation Medal because of their outstanding devotion to duty. They had worked many overtime hours voluntarily when a Griffiss AFB cable installation suffered many setbacks because of extreme winter weather, working in 20° temperatures.

(h) During the 1969 Annual General Inspection 3 areas were rated outstanding, our manhour accounting program, training program, and our Technical Library which has received this honor 4 years in a row. Our efforts in safety were rated commendable with outstanding safety bulletin boards and accident reporting kits. Our new command and control room were rated commendable for appearance and timely upkeep. Of the 11 remaining areas 10 were rated satisfactory.

(i) On 16, 17, 18 December 1969 the squadron hosted its annual Team Chiefs Conference. This was established to provide the Team Chiefs

their supervisors and associated support personnel the opportunity to present and discuss management procedures and problems. All Team Chiefs except those working on immediate emergencies were called into station to attend the conference. They were aided immeasurably in the performance of their jobs by the recognition and resolution of problem areas.

GEEFB

22 July 1969

Monthly Newsletter

GEM

1. AN/FPM-16 OVERHAUL: The in-house overhaul of the FPM-16 under Job Order 6406J9D0 is progressing satisfactorily at the present time. We are anticipating completion of the shelter assembly by 21 July and movement of the shelter to the Base Paint Shops for final painting on or about 22 July.

Since the completion of the Pease and McGuire FPM-16's and the return of our 303X1 skills from those schemes, our electronic chassis repair and bench checkout has progressed very rapidly. We are regaining some of the time lost on our completion time due to the critical shortage of both manpower and items used in expediting the Pease and McGuire jobs. We are continuing emphasis on 6406J9D0 in hopes of completing well ahead of our present ECD of 15 Aug 69.

2. EUC III INSTALLATION: The EUC III installation under Scheme Number 1528A5B0 is presently progressing satisfactorily. The construction contractor is working on the floor in the Data Processing Room in order to correct the original problem of improper leveling and unsuitable load supportability. We have been able to work around this and have made satisfactory progress in this area. I feel that the ECD of 18 Aug is a good date for completion.

3. IN-HOUSE TACAN ANTENNA OVERHAUL: At the present time, we have two TACAN antennas in-house for overhaul. This compares favorably to the nine that were in the repair stage six months ago. We have six highband and seven low band serviceable assets positioned in-house. There are two low band and one high band pre-positioned within Eastern GEEIA Region.

The two antennas in the repair stage now as compared to the nine repairable carcasses six months ago is an indication of the improved reliability of our antennas due to the more stringent repair and quality control procedures which have been developed by both the work center and our Quality Assurance personnel. Improved support from our supply sources and the Base maintenance shops have also been significant in attaining the comfortable posture which we now enjoy in this overhaul program.

4. GPA-73 PROGRAM - EUROPE: Mr. Paul Soules recently returned from extensive TDY in Europe. Indications are that this workload will have a tremendous impact on Eastern GEEIA Region. As it stands now this IRAN of the GPA-73's will require up to 30 men for periods of four to 14 weeks on each site. There are 6 to 7 sites to be worked. Mr. Soules is currently enroute to Eastern to brief the staff on the entire program. This workload has not been added or funded into our current budgets. Relating to problems

6. FSD MANAGEMENT: We have just received an FSD change on our last remaining 409 job number 9147ABDD at McGuire. Due to support not being available until August this FSD has been changed to 270.

This Squadron is pleased that we began the new fiscal year with no delinquencies thanks to the effort put in by all connected with our jobs, in meeting the scheduled completion dates. During the month of June we completed 16 schemes and 16 work orders with 9 emergency jobs. We also performed 4 Pre-IRANS during this time.

Of the 85 jobs scheduled for 170 we have completed 8 and 28 are now in progress. At the present time the only foreseeable problem concerns job 1116A7DD. Previous installations of this equipment, AM/FPS-77, indicate that approximately 90 days are required to complete the scheme. Scheme 1116A7DD is presently in a hold status for the proper installation kit and lack of "B" skills. We have requested a new FSD of 270 to preclude any possible delinquency.

Control Room: This Squadron would like to suggest a new arrangement for control room boards which we feel would have a number of advantages at Squadron and Region level. If jobs were grouped together according to type of workload, the Commander would have at a glance a clear representation of the number of jobs for each Section and the number and location of personnel deployed in each field. It would also simplify regular status briefings. The following arrangement is what we suggest: . .

<u>Installations</u>	<u>Maintenance</u>
Radar Schemes	Radar Work Orders
Radio Schemes	Radio Work Orders
Radio Nav Aids Schemes	Radio Nav Aid Work Orders
Outside Plant Schemes	Outside Plant Work Orders
Inside Plant Schemes	Inside Plant Work Orders

7. TRAINING:

Admin Course: During the 1st Qtr of CY-69, thought was given for an Administrative Course to properly train the 702X0 Airmen of USAFB which were having difficulty in satisfactorily completing the required study references for upgrade. A class was conducted Monday thru Friday commencing 5 May and ending 13 June 1969. The results of the course were very satisfactory. From a class of 20, our 3 Airmen finished in 3rd, 4th and 9th place.

Training Quotas: Problems are being experienced in training quotas being allocated to the Squadron. A request was submitted showing when our personnel would be available for training. In one case we requested on slot in three consecutive classes because we could only send one person at a time and maintain a workforce in the 304X1 field. We received notification that all 3 quotas requested would be in one class from 13 Aug - 9 Sep 69.

on this project, we have extracted some pertinent comments from Mr. Soules' briefing on this subject.

The first complete IRAN cycle is scheduled for completion in CY-71.

The major IRAN task is the replacing of inner/intra cabinet wiring.

The GPA-73 is unique to Germany.

No organic GPA-73 skills are available within GEEIA.

Skills to perform the rewiring should come from the 305XX career field.

Maintaining a competent and experienced work force to carry out the rewiring task will be a problem.

No 305XX skills are available in EUR GEEIA Rgn.

Contractor personnel (3 are on-board currently and a total of 6 have been requested) are necessary to provide the GPA-73 group specialties, and provide the troubleshooting, special alignment and acceptance check capabilities on each of the major groups within the GPA-73.

Another major program, which was included under the GPA-73 job orders by EUR GEEIA Rgn, is the Electronic Switching Center (AN/ETC-27, 28, or 29).

Tasking of Eastern GEEIA Rgn with this workload presents a separate and significant skill and programming problem.

5. ~~THULE~~ NORTH COUNTY HIGHROAD: Scheme 0535A800 Cable Installation at 3 locations (Thule Main Base, Thule Main Base, Thule Main Base). The construction portion of this job will be completed approximately 10 Aug and the splicing portion by Sep 69.

0710A700 Cable installations at 3 locations ("J" site and weather "phase" shack, "A" control to Dundas Village transmitter, and "A" Launch site at Thule Main Base. Thule Main Base team needs 400 ft of 606 pair, 19 LDCTA cable to complete this job. This cable is said to be at McGuire AFB NJ for earliest shipment on 25 July. Team expects to be on work stoppage by the 24th. There was an error of 2000 ft of 26 pair - 19LDCTA cable shortage on original scheme. This was brought to the attention of Mr. Allen, Eng at EURgn, last April at which time Mr. Allen believed EIA measurements were still correct. This problem was overcome by team using 51 pair cable located at Thule AB.

The pressurization portion of this scheme will probably not be completed this year due to the large amount of work required on the base cable. At this time there are no cables under pressure at Thule. There are no pressure blocks on any existing cables and they must be installed before pressurization can be completed. This problem is believed to have contributed to the failure of two air compressors now out of order in the Frame Room.

1030A600 - Scope Control. The portion held over from last year is expected to be completed this season.

Assisting Jobs: 08117800, 08127800 and 08137800 (Relocation of 1097 and 1181 VHF-UHF Antennas). Construction portion will be completed 1 Aug 69.

The request for training is computed on the approximate known workload but when all quotas arrive for one class, it becomes impossible in some cases to send all individuals at one-time.

CDC and WAFS Preparation: The CDC's for the different AFEC's are continually being received from the Base training function in sufficient amounts for preparation of testing the Airmen for SMT purposes. We have also received our copies of the AF Manuals and Regulations for preparation of testing our Airmen under the new WAFS program.

8. SUPPLY SUPPORT: Delinquent DIRM continues to be a problem. The latest Squadron delinquency rate for issued DIRM is 63% vs a Base delinquency goal of 5%. The Squadron has provided an area for the establishment of a forward warehouse location as directed in AFM 67-1, Vol 1, Part I, Chapter 11, Section U, Amendment 5. As of this date, Base Supply has not provided the Squadron with guidance or assistance in the establishment of this forward warehouse location. Also, no guidance on the status of "Z" coding of delinquent DIRM has been received by the Squadron as of 18 Jul 69. Request Region guidance on this matter be forwarded as soon as it becomes available.

The Squadron bench stock has been consolidated and new boxes have been obtained for the storage of bench stock items. Items are now being stored in individual cartons instead of boxes which were divided into compartments. This provides a neater, better looking bench stock as well as making it easier for technicians to find required items.

9. QUALITY ASSURANCE: A briefing was given to Maj Dow of 243rd GEEIA Sq, Portland, Maine, on the new Quality Assurance Program. Mr. Simpson, of this office, explained the intricacies of the new GEEIAM 74-1 and how it would apply to the Air National Guard Program.

Several QA inspections were performed which showed signs of problem areas developing in the Publications and Workmanship areas. Greater emphasis by the Team Chiefs and the Inspectors has been placed in these areas to instill pride of workmanship and professionalism.

CSgt Lacy, Outside Plant Inspector, is at Thule AB inspecting the North Country workload and acting as the Super Team Chief.

CSgt Plumeau, Radar Inspector, has received his PCS orders. This will present a manning problem in the near future. Sgt Plumeau has been assigned to this office since 14 May 69 and will depart in Oct 69. Sgt Plumeau has spent 23 days at McGuire AFB performing Quality Assurance inspections on the AN/FPN-16. During his visit, five CDR's were written against items received from the III as serviceable replacement components. He also performed an inspection of the AN/CP-9 removal. It has become evident that on major overhauls, for the procurement of minor parts, that the procedures set forth in GEEIAM 100-3, para 46 b (1) would preclude this being lost in transit when these items have to be ordered by the Team Chief through his organizational supply system.

Quality Assurance Inspections performed by Mr. Gienkowski on maintenance and emergency maintenance jobs indicates that guidelines are needed in the accomplishment of the GERRA Form 261 for maintenance job orders. Perhaps an Eastern GERRA Supplement to GERRAM 74-1 could be written so that the data recorded on maintenance jobs would be identical and meaningful for all Squadrons.

10. SAFETY: The Ground Safety Office has been very active during the month of July. In the interest of eliminating safety hazards and preventing foreseeable accidents, surveys of buildings, work areas, Squadron vehicles, and the on-site team at Benton AFB, Pa have been conducted.

One problem we are experiencing is the non-availability of safety shoes and work gloves to personnel. When the men need safety shoes and BEMO doesn't have them, BEMO places them on order. When the shoes come in, BEMO calls the Section of the man needing the shoes so that he may pick them up. If the man isn't there, BEMO holds the shoes for five days. If the shoes aren't picked up by this time they are given to someone else. Due to the long and frequent TDY of the personnel of this organization, it is impossible for them to meet this five-day deadline.

Some jobs, such as the AN/FPS-35 or AN/FPS-24 bearing change, require that the men involved have a minimum of two pairs of safety shoes and three pairs of work gloves because these items become heavily saturated with oil and create a safety hazard. At present the safety office is doing everything possible to correct this situation.

Slides, on the subject of preventing electrical shock, and a Boating/Water Safety demonstration was presented to the personnel of this organization in conjunction with the "101 Critical Days" safety program. The Boating/Water safety presentation was given by the Oneida County Sheriff's Department and covered water and boating safety, skiing, first aid, and camping safety.

Also at this time, films, slides, talks and demonstrations are being planned dealing with defensive driving to eliminate GMV accidents.

11. OPERATING LOCATION (OMCC): The Operating Location expended 136 MI this month in the completion of one workorder and 776 MI on 4 other workorders which are in progress at the present time.

A World Wide Secure Voice Conference Facility (WWSVC) project with installation to start approximately 23 Jul 69 will constitute the bulk of OMCC workload for the coming month. It is anticipated that 1000 MI will be required to complete the job.

All tasking imposed on the Operating Location by the JCS is being accomplished on schedule without significant problems.

The OL lost one TSgt, AFSC 36271 to a PCS shipment during this month dropping our strength to 6 personnel with one TSgt AFSC 30670 due in during Oct 69.

Arrangements have been made with EGEEIAR Drafting Section (GEMESC-1) whereby the Operating Location submits changes to Plant-in-Place drawings on a quarterly basis at the close of each quarterly work order, rather than a separate drawing for each small change. It was mutually agreed that this method would create less of a burden on the Region drafting Section and result in more accurate records.

Harold M. Donath Jr.
HAROLD M. DONATH JR, Major, USAF
Commander

GLENZB

21 August 1969

Monthly Newsletter

GEM

1. I wish to extend my thanks for the many expressions of sympathy from the staff at Eastern CERSA Region concerning the recent death of my father. It was very reassuring.

I have deviated from my normally lengthy letter this month and tried to cover those items of mission importance due the strain placed on your office in the aftermath of Hurricane Camille. This will at the same time be my last Monthly Newsletter to you. I expect Maj Robinson to arrive on 3 Sep and I hope to depart about 20 Sep depending upon my Port Call. It has been a pleasure and a privilege to have worked for you as one of your Squadron Commanders. I sincerely hope I can do so again.

2. NAV-AND WORKLOAD: Our in-house overhaul of ITW-16 Serial Nr 22 was completed on 15 Aug 69. We are presently awaiting packaging of the shelter by Base Packing and Crating prior to shipment to Columbus, MS.

The MTR-13 changeout at Weathersfield, England was completed on schedule. The persons performing the job enjoyed a great deal of excellent support from the customer squadron on site. At the present time the team has been deployed to Incirlik, Turkey to perform an identical MTR-13 changeout.

ITW-16 Serial Nr 44 has arrived in station from Ramstein AB, Germany and is being repaired. Physically the equipment is in fairly good shape, however, some external corrosion has taken place on the terminal boards and tube sockets. Cleaning of these parts should present no major difficulty. Electrically there have been many tube failures and some transformers have blown. We still anticipate reaching the 15 Sep completion date, although auxillary equipment such as indicators and multiplex gear have not been received. Depending on the condition of this equipment upon arrival we feel the target date to be within our reach.

A PERT chart has recently been developed on our TACAN repair facility. Comparing this chart to actual time expended in each phase of repair we have come to the conclusion that the one area which could be significantly reduced in repair time in Base maintenance shops. Presently, however, this is impossible due to our low priority rating. At the present time this does not cause a shortage of serviceable assets. The quality of our end products is such as to insure a long operating period, thus affording us ample repair time for those repairable assets we receive. At the present time we have 8 low band and 5 high band assets, including those propositioned around the Region.

3. **ADC WORKLOAD:** The EUC III job at Charleston AFS Maine was completed in near record time. With a job starting date of 16 June, we immediately encountered over two and one-half weeks of delays until the contractor repaired and re-zoned the Control Room floors. When repairs and modifications were completed by the contractor, we completed the job without OSHA exceptions using just 3,247 manhours. We averaged only eight people on this job and were required to work only two weekends to meet the ICD. Lt Bill R. Allard, Team Commander, was highly pleased with the performance of his crew. The actual working time on the installation totaled out to something less than 40 days. We have reached a milestone in the EUC III program. The Charleston, Maine job represents the last in the series of four jobs in our geographic area of responsibility. The 2061st installed the first operational EUC III and the first one on foreign soil at Sarnanterra, Canada.

The CPA-73 (V) Program is taking on gigantic proportions in terms of manhours of work to be performed. The five systems require complete recabling and wiring. The period of work covers approximately one and one-half years. Mr. Paul Soules is currently back in Europe negotiating with the 2074th GEEIA Sq for work space for the recurring effort. According to Mr. Soules, 20 people will be required to fabricate cable harnesses at Ramstein for periods of six months or more. Parts have been ordered and fabrication will start by November of this year.

4. **END MANAGEMENT:** The Squadron Workload Identification Report lists 81 jobs with a PSD of 170. We have to date completed 40 of these jobs and have 16 more well in progress at the present time. Of those jobs in progress, the only foreseeable problem concerns job 1110WED, the FRS 77 at McGuire. Judging from past experience on this type of workload a full 90 days is required to complete. We were not allotted this amount of time for the job. It is being kept under daily watch so that we can keep within the present schedule to complete by 30 Sep. Of the remaining scheduled jobs, possible PSD problems exist for 0103BRO, 0201ABRO, 0204BRO, and 1128ABRO. On job 0103BRO, the harness for the CPA-50 must be manufactured before the job can be done. The other 3 possible problem jobs lack the necessary Outside Plant skills which are not being employed on emergency workload.

5. **SAFETY:** During the past month some problems have been solved and some new ones have been identified. These include such things as poor house-keeping, missing items on safety boards, corner markers for storage areas, and electrical extension cords left laying about, plugged in and not in use.

Material for covering the safety boards and corner markers is being ordered. Problems such as poor housekeeping and misuse of electrical extension cords are being eliminated with the help of section supervisors and through safety presentations at Commander's Call.

Our personal injury rate has increased over the last two months. Films and slides, in addition to the monthly presentation at Commander's Call, are presented to personnel to alleviate this problem. These presentations deal with personal safety on and off the job.

A new supplement to AFM 127-101 states that only one type of hard hat is approved for GEEIA. At present REMO does not have the appropriate

type hard hat. The appropriate type is now being ordered for Squadron personnel through normal supply channels.

In the interest of vehicle accident prevention, a film on defensive driving and an emergency braking demonstration was presented to Squadron personnel by the Home City Police Department. This was also in conjunction with the "101 Critical Days" safety program and the upcoming Labor Day weekend.

6. SUPPLY SUPPORT: This Squadron closed-89 issued DIRM, with 54 items listed as delinquent for a delinquency rate of 30%. This is a significant downward trend in just one month. Assistance has been requested for and received from Base supply for this Sq to turn-around 18 delinquent items that occurred due to slippage of jobs for one reason or another. Turning around these 18 DIRM items will further lower the delinquency rate, however, much work is still required to bring our rate to the desired 5% delinquency goal.

The bench stock for Face Shins has been implemented; also at this time a special bench stock for the FFM-16 is being prepared by our host Base Supply along with personnel from the Support Branch.

7. QUALITY ASSURANCE: Totals for 13 completed inspections showed that the quality of the end product delivered to our customer is constantly improving.

Continued emphasis is being placed on the timely submission of deficiency reports by our teams in the field. To date, 27 QDIRs have been submitted on items received from the ERAs as serviceable when in fact, their condition was unserviceable. As you are aware this causes many lost manhours in either repairing or reordering components.

Two major inspections were performed on the FFM-16 and GSA-51. The in-house FFM-16 inspections were performed on all phases of the IRAN using the AFCS acceptance criteria (Form 38). The equipment was in excellent condition at the completion of the IRAN. The GSA-51 A (LUIC III) installation shows a high degree of professionalism in all respects and resulted in acceptance by the Burroughs Corp with no GEMIA exceptions. Only a few minor discrepancies were found and these were to be corrected by the customer.

The inspection of the North Country workload has been completed with expected return of Inspectors from GOCSE and Thule AFBS this week. A complete analysis of the inspection data will be included in our next Monthly Newsletter.

8. NORTH COUNTRY WORKLOAD: The Wire Section recently completed several installation jobs in our North Country area of responsibility. Although hampered by a critical lack of qualified personnel, weather problems and material difficulties, the Cable Splicing Unit and Construction Unit worked together to complete 5263P050, 0535A810, 0547T910 and cleared the exception on 1030A610 at Thule, Greenland, 1016A710 at Sondrestrom, Greenland, 0133A810 and 0134A810 at Baglek, 0230A810 at Hopedale, 0231A810 at Stephenville,

1121A880 at Goose Bay and 0121A910 at Bucks Harbor, Maine. Problems not normally encountered were overcome in a superior manner by our team chiefs and team members. They were aided by well qualified representatives augmenting our Squadron from the other GSEIA Squadrons within Eastern GSEIA Region. Currently these jobs are in progress at Tiple, 0710A780, 1100A680 at Towing AFB Ms, and 520A6080 at Goose Bay, Labrador which should be completed shortly. As of this writing, we are dispatching an emergency six man team to Keesler AFB to assist in cleanup operations on the Gulf Coast following the damage done by Hurricane Camille. These people along with the equipment and supplies are being airlifted out of Griffiss.

9. Two airmen from our Inside Plant Unit were dispatched to Andrews AFB to complete 0159A780, a scheme which was in HIA status, 85% complete, awaiting receipt of converter units which were to be furnished and installed by the local telephone company. The team was returned to home station at the direction of Region without being able to complete this scheme due to lack of these new converters. The new availability date for arrival of converters is now Nov 69 or later. GSEIA was incorrectly notified that all required items were available and installed. The team departed 11 Aug 69 and returned 15 Aug 69. Scheme status remained the same, HIA 85% complete.

HAROLD M. DONAHY JR, Major, USAF
Commander

QERZB

22 September 1969

Monthly Newsletter

QEM

1. Introduction:

This is my first Newsletter as the new Commander of the 2861st. I arrived at Griffiss on 2 Sep and through the combined efforts of Major Donath and his staff I received an excellent indoctrination into the Squadron. I am very impressed with the accomplishments of the 2861st and proud to command such an aggressive cadre of people who constantly portray the "can do" attitude. It will be a challenge for me to step into Maj Donath's shoes and continue the fine job he has accomplished.

Col Armstead and SMSGT Phillips visited us on 15 Sep. Col Armstead's visit was extremely beneficial as I did not have the opportunity to talk with him at any length while at Keesler AFB. Since it was his first visit to the Squadron, I trust he was satisfied and I sincerely hope he was impressed with the Squadron.

2. Proposed Move of 2861st OEWIA Sq and the Operating Location at Bolling AFB:

Three years ago, the GAFB Facility Utilization Board approved the RADC plan to absorb all of Depot 3 and relocate the 2861st to the south end of the west wing of Depot 2. RADC plans to effect the move in FY71/72. They have allocated \$353,000 for renovation of Depot 2 for our use. We presently have 64,200 sq ft of floor space in Depot 3 and a similar area will be available in the new location. The Director of Material, 2856 ADGp, has consented to relinquishing the warehouse space in Depot 2. I am convinced that the new location will be better than our present location.

SMSGT Limbacher, NCOIC of the Operating Location at Bolling AFB informs me that he is moving to a new location at Bolling to make room for a new commissary. The Base Commander at Bolling has assured SMSGT Limbacher that adequate facilities will be made for a November 1969 move.

3. Operations Branch:

a. Operating Location at Bolling AFB. Progress at the MEC in the Pentagon is, as always, progressing very well. Scheme 0914A9 (CX-2 installation) went into Operational Test on 15 Sep. An estimated completion date of 30 Sep looks very good. Four MEC workorders were completed this month with two more in progress.

b. GCA - IRAN Program:

(1) Job 633370 - Serial Nr 44 (AN/FPR-16 In-House Overhaul). We are progressing very well with this job. The damages incurred on this unit have all been repaired and the unit reassembled. To compress the time schedule, we removed all of the components from the shelter and set them up as a mock-up to test and align the system. This method has allowed us to complete all but the fine alignments to the antennas. We are working three shifts a day, seven days a week to meet the 30 Sep completion date. This job (Ser #44) constitutes our fifth GCA overhaul.

(2) Job 626090 - Serial Nr 22 (AN/FPR-16 Changeout at Columbus, Miss. This job is progressing well with no problems. We anticipate completion on 5 October.

(3) Job 602990 - AN/FPR-12/FPR-15 Changeout at Incirlik, Turkey. This job has regressed due to water damage to components during final checkout and alignment. This unit was overhauled by SIA and during a recent heavy rainstorm, the shelter leaked causing damage to some components and cables. A high altitude pickup problem has developed requiring engineering assistance. We hope this problem will be corrected within the next few days.

c. TACAN Overhaul: A study is presently in-progress on the actual time expended in each phase of antenna repair. Although not complete, indications are that approximately 5 workdays (40 hrs) are expended routing the parts through the Base shops. This appears to be the only area in which we could significantly reduce our overall repair time. Even this is difficult inasmuch as we must enjoy a priority second to the 416th Bomb Wg and the 49th Fighter Sq in the Base shops. As of 19 Sep we have TACAN assets of six low-band and 4 high-band including the three prepositioned within the Region.

d. CFA-73(V) Program in Europe. Mr. Soules is arranging for materials and work areas. Lists have been prepared and submitted to provide bits and pieces for fabrication of the many cable harnesses required. We estimate we will need a twenty man work force from November 1969 until job completion to fabricate harnesses. It has been suggested to us that the GIEIA ARC Squadrons be approached to augment our present work force on this program. The Guard Squadrons do not possess computer skills, but they do have skills that could do fabrication. Possibly your staff could look into the feasibility of utilizing the Guard Squadrons.

e. North Country Workload. Major Donath and his Squadron deserves a fine round of applause for the completion of the North Country workload. Especially since they did the work without any exceptions. Return of vehicles and equipment remains to be accomplished. Nine vehicles remain at Thule AB, two at Goose AB, and two at Loring AFB. Confirmed arrangements have been made to move the nine vehicles from Thule by USNS Ship. Estimated departure is 25 Sep with a 13 Oct arrival in New Jersey. The vehicles at Goose AB will remain until the completion of Scheme 5264PO. The Loring vehicles should be repaired and returned shortly.

f. Job Completions. During the past month we have completed 22 installations and 24 maintenance jobs. Twelve of these completions were emergency or unscheduled workload.

4. Support Branch:

a. DIFM - The following DIFM delinquency rates were reported in previous Newsletters:

63% in July
38% in August

Since the last Newsletter we have reduced this to:

3% on 27 August
1.7% on 19 September

Mr. Hutchins, Support Branch, volunteered to study the problem and take corrective action. The results of his study and action are clearly visible. Col Turnipseed, Dir of Materiel, 2056 ADGp, extends his congratulations to the Support Branch, Mr. Hutchins in particular, for an outstanding performance.

b. AV/NEH-16 (Racer Shine) Stock. This stock is being inventoried and replenished in support of future overhaul requirements. We now have approximately 1100 line items.

c. We have a new arrival on board in the Support Branch, TSgt Fuller E. Crocker. He is no stranger to GEMA, coming from the 2075th GEMA Sq, and I am sure he will be a tremendous asset to the Squadron.

5. Quality Assurance:

During the month, 12 inspections were performed on completed schemes/ADM workload. Additional emphasis is being placed on the submission of Deficiency Reports. This area seems to show a higher than normal error rate. There are no guidelines in the present Team Chief's Handbook. The new GEMAM 100-8 will include these guidelines and I feel the error rate will decrease following distribution of this manual.

We are in receipt of new guidelines from GEMQ on the use of the quality "P" stamp. We are presently developing a "P" stamp package that will govern the use and control of this type inspection by our supervisors and Team Chiefs. Upon implementation of this program, a much broader range of inspections may be accomplished with greater data input to the Quality Assurance program.

We have to this date received no answers on our AFIC 512s submitted to the Region for action, consequently we have 12 scheme files open.

5. F&D Management: I was certain that we would end the month with no delinquencies. However, it appears that we may be delinquent on Scheme 660249 (Autodin-DETE installation, Chicksands, UK). The installation requires GC4 members or ESIR installers. Material was on-site as of 5 Sep. The Notice to Proceed was dated 11 Sep and received 16 Sep. Three ESIR shifts will be on-site to start installation on 26 Sep. I understand Hq GCSMA has been requested to reconsider the Region request for a 270 F&D.

We are continually reviewing our F&Ds and have established a new board in our Control Room for F&D management. I will send a photograph of the board and a letter of explanation of how we use it to manage our F&Ds.

6. Safety: During the month we had one reportable accident involving one of the High Profile special purpose vehicles. The brakes failed and the vehicle struck a building. Cost: \$96 to the vehicle and \$172 to the building. The cause was deterioration of the rubber seal in right rear brake cylinder. Another like vehicle was checked and the brake cylinders were satisfactory.

The training program for the High Profile and Low Profile, Telephone Maintenance Truck with major, special purpose vehicles is progressing very well. The training will be presented from 22 thru 26 Sep to members of each GCSMA Squadron. The instruction will be given by SSGT Robert L. Miller, 2861st Safety Office with the aid of representatives from the Macose Powers Corp and the Utilities Body Corp. At the end of the training course materials will be supplied to each student for utilization upon return to his squadron to institute a like program. This should cut down on the damage and repair costs of these vehicles resulting from operator error. The possibility of instruction on all special purpose types of equipment at Technical School level is being studied.

7. Cost Reduction: We have just received our cost reduction goal for FY-70. As you know it is a large increase over last year. We have two items in awaiting the Auditor's validation. Should they be approved we will be credited with \$22,500 in cost reduction.

8. Zero Defects/Case Programs:

FY 1/70 - Case Forms Submitted	- 2
Bronze ZD Awards	- 143
Silver ZD Awards	- 1
Gold ZD Awards	- 0

9. Bomb Scare: On Thursday afternoon (18 Sep) a report was made of a bomb plant in Building 14 which is adjacent to the east side of Depot 3. We were directed to evacuate our building causing us to loose 1½ hours of work time or \$205.31 in direct labor costs. This figure, of course, does not include valuable time lost on in-house projects. As is true with most bomb threats, no bomb was found.

5. FSD Management: I was certain that we would end the month with no delinquencies. However, it appears that we may be delinquent on Scheme 600,009 (Autodin-DSIR installation, Chickensands, UK). The installation requires 604 manhours or DSIR installers. Material was on-site as of 5 Sep. The Notice to Proceed was dated 11 Sep and received 16 Sep. Three DSIR shifts will be on-site to start installation on 26 Sep. I understand Hq GCEBA has been requested to reconsider the Region request for a 270 FSD.

We are continually reviewing our FSDs and have established a new board in our Control Room for FSD management. I will send a photograph of the board and a letter of explanation of how we use it to manage our FSDs.

6. Safety: During the month we had one reportable accident involving one of the High Profile special purpose vehicles. The brakes failed and the vehicle struck a building. Cost: \$96 to the vehicle and \$172 to the building. The cause was deterioration of the rubber seal in right rear brake cylinder. Another like vehicle was checked and the brake cylinders were satisfactory.

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7. Cost Reduction: We have just received our cost reduction goal for FY-70. As you know it is a large increase over last year. We have two items in awaiting the Auditor's validation. Should they be approved we will be credited with \$22,500 in cost reduction.

8. Zero Defects/Case Programs:

FY 1/70 - Case Forms Submitted	- 2
Bronze ZD Awards	- 143
Silver ZD Awards	- 1
Gold ZD Awards	- 0

9. Bomb Scare: On Thursday afternoon (10 Sep) a report was made of a bomb plant in Building 14 which is adjacent to the east side of Depot 3. We were directed to evacuate our building causing us to lose 1½ hours of work time or \$305.31 in direct labor costs. This figure, of course, does not include valuable time lost on in-house projects. As is true with most bomb threats, no bomb was found.

10. AF Form 15: We are still awaiting a decision on the processing of AF Form 105. A tremendous delay factor will be built into the system if each one has to be routed through the Region for your signature. The Accounting and Finance Office here at Griffiss is very disturbed that we are not complying with paragraph 5d of AFR 67-24.

11. General Discussion:

I conducted an inspection of 19 vehicles presently in our motor pool. I was greatly disturbed by the lack of driver maintenance and driver care of the fleet. Several vehicles contained bench stock items which should have been removed long ago. This week I will take action to have the vehicles cleaned, serviced, and checked for other repairs. All bench stock items will be removed and turned into Supply. I will also establish new procedures whereby this situation will not recur. I intend to have a clean fleet of vehicles - one that is safe and in good repair.

I also intend to stimulate interest in programs such as Zero Defects, Care, and the AF Suggestion Program whereby we can move up in the Eastern COMBA rating system.

Lt Col P. ROBINSON, Major, USAF,
Commander

12. Summary of Operations

Over the past year, the AFM (Air Force Maintenance) program has been a success. The AFM program is a result of the AFM program which was initiated in 1967. The AFM program is a result of the AFM program which was initiated in 1967. The AFM program is a result of the AFM program which was initiated in 1967.

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13. Conclusion

The AFM program is a result of the AFM program which was initiated in 1967. The AFM program is a result of the AFM program which was initiated in 1967. The AFM program is a result of the AFM program which was initiated in 1967.

GEM

23 October 1969

Monthly Newsletter

GEM

1. I have been commander for one month today and am as impressed with the 2861st today as I was a month ago. It is truly a "Second to None" Squadron.

a. General Personal Campaign. This year, 2861st had a goal of \$3077. The goal was established by totaling individual "fair share" as computed by Hq GEMIA. I am proud to say that on the closing day of the campaign we had collected 107.4% (\$3305.50) of our goal and pledges are still coming in from EMI teams.

b. AF Form 15. A meeting was held on 17 October between Hq GEMIA (GEO), the Base Comptroller and the 2861st to discuss the problems encountered with AF Form 15. A proposed GEMIA Supplement to AFR 07-24 was submitted by the Base Comptroller which would permit Region Commander to delegate approval of AF Form 15 to the Squadron Commander. Col Miller (GEO) asked the 2861st to draft a proposed change to the GEMIAM 100-8 (Team Chief Manual) to include more specific guidance for the Team Chief. This is presently being drafted in my squadron. Clarification has been requested concerning purchasing of tools (via AF Form 15) by Team Chiefs when all other supply channels fail.

2. OPERATIONAL PROBLEMS:

a. Communicable Skills (COMSK). Qualified cryptographic skills is extremely critical due to reassignment and early outs. I expect to lose six people by the end of this calendar year with very little replacement action. These losses will leave my "H" skills with only one Team Chief. I also expect to lose three out of five of my EMI cleared personnel during this same period of time. We have used the dual occupancy program to get more people cleared, but the backup man in two instances has received ECI notification. It is not a question of total numbers assigned, but the qualifications of the personnel to function as Team Chiefs. I understand that a stabilized tour has been requested for our "H" skills. If you can assist us in this area I would appreciate it.

b. CCA Problem. The problem still exists in the acceptance criteria for GEMIA overhauls/changeouts of CCA equipments. I understand the old equipment at Incirlik, Turkey, has been a restricted facility since 1961. Now the customer wants a facility with no restrictions using the same type of equipment.

There must be some positive way to negotiate with commands on jobs of this nature. Again, in reference to Incialik, the team has requested engineering assistance on at least three occasions, changed out the antenna, changed the tilt and angles of the presently installed set and still the restrictions exist. I feel a good acceptance criteria should be based on previously installed facility restrictions if that is the best the equipment will do. I realize this job is now under the 2876th, but I use it as an example of a continuing problem.

c. CCA - IRAN:

- (1) Job 626080 - Serial Nr 22 (AN/FIN-16 Changeout at Columbus, Miss). Job completed this month with no exceptions.
- (2) Job 629380 - Serial Nr 44 (AN/FIN-16 Changeout at Goose AB Canada). Job is going well at this point.
- (3) Job 619830 - Serial Nr 23 (AN/FIN-16 IRAN In-House). Scheduled start date is 17 Nov 69 with completion 16 Jan 70. We have the jump on this one in that disassembly of the unit and ordering of material is being accomplished under separate job number and is not considered part of the overhaul.

d. TACAN Overhaul. We are now in the process of re-siting our shop van, loading the AN/FIN TACAN receiver at Verona. RADC is presently erecting large, dish-type antennas at their Verona Test Site near our TACAN Antenna Test Facility. We have discovered that these antennas are causing reflections of our radiated TACAN signal resulting in faulty azimuth and distance information at the receiver.

The AN-21 has been temporarily relocated at another RADC Test Site at Stockbridge, MA, which is only a few miles from the Verona Test Facility. Preliminary surveys indicate that this new location will be better than that previously provided at Verona. RADC is very cooperative in this new move and they are allowing us to use their telephone link to the new site. After a few more survey work I expect we will select this as a permanent site with RADC concurrence.

e. Operating Location (NWSO) Bolling AFB: During the month the operating location has completed the surveys and six RADC workorders plus acted as monitor for eight schemes going on in the Washington DC and Bolling area by the 2861st.

f. Job Completion. The 2861st completed 24 installation and 15 maintenance jobs for the month.

3. GRATON BRANCH:

a. DIFM. As of 17 October our DIFM delinquency rate was at 0%. This rate will increase this week due to two Team Chiefs failing to properly process 11 DIFM items. New guidance is being included in Team Chief's kit plus this subject will be a discussion item at the upcoming 2861st Team Chiefs conference in December.

b. Van Stock. One list is presently at Base Supply for their approval. The three other lists are still being researched. Once the van stock lists have been approved, further action will be taken to set special levels at PACO to support the van stock on an as required basis. This process is slow, but with the number of personnel in the Support Branch, I feel it is progressing as well as can be expected at this time.

c. Motor Vehicles. Considerable improvement has been made in the condition and appearance of our fleet but we have more progress to make. I have met with Capt Rexer, Base Transportation Officer, and he assures me our motor vehicle maintenance support will improve.

We have received all of our North Country vehicles from Thule. The general condition of the vehicles, upon arrival, was fair. The most serious damage was a cracked windshield and a bent fly wheel. All of these vehicles are presently undergoing service and maintenance and will soon be returned to the active fleet.

d. Supply Personnel Vacancies. We have firm information on the arrival of two Tech Sergeants. One is due in November and the other in December.

4. ADMINISTRATION:

I have been struggling along without an Administrative Officer and recently received word that my ESCOIC of Admin is rotating in early November. I have worked with both Hq GSEIA personnel and the CEFIC. I am to receive a 2nd Lt and a SSGT approximately 15 November. The SSGT has experience, but the 2nd Lt is fresh out of ESCO with no administrative experience. In an attempt to maintain some sort of continuity, I have assigned one of my young Lieutenants in Admin on a temporary basis until the new man got on board. Needless to say it is difficult to manage under such conditions, but I will survive!

5. SAFETY:

During the past month we had three non-reportable accidents and no reportable accidents.

The training program for the High and Low Profile, Telephone Maintenance Truck w/anger was completed and should prove to be a valuable aid in reducing the rate of accidents due to operator error. A total of 19 students from the different GSEIA Squadrons completed the course. All of the students feel the course was beneficial and recommended that similar courses should be set up on other special purpose equipment.

6. TRAINING:

Our library of required reading documents for the WAFS program is complete. A reference library for review of the SET and FTE requirements has also been established. I feel my Training Section has done an outstanding job on these libraries. It leaves little for the Squadron personnel to do but checkout the books and study.

7. COST REDUCTION:

I am pleased to announce that we have \$1200 validated to date and have \$23,500 in to the Resident Auditor for validation.

8. ZERO DEFECTS/CARE PROGRAM:

As of 20 October our score for October was as follows:

Care Forms Submitted:	4
Bronze ZD Awards:	31
Silver ZD Awards:	1
Gold ZD Awards:	0

9. AF SUGGESTION PROGRAM:

To date ³⁰ 11 AF Suggestions ¹⁵ (3-Civ, 13-MI) have been submitted.

10. 2051st BARRACKS:

a. Problem. Our Barracks are full and new people are coming in very rapidly. Until today the Base has giving us no support toward making more space available. The standard answer has been "We have no solution to your problem". We were told that the only solution was to move the 17 ECOs on HQ off the base to make more room available for new people. The ECOs have selected a spokesman who has informed Hq CDEEA Sgt Major that he will pitch tents outside the main gate of CAFB and advertise that they had been evicted when there are 102 empty beds in the Base Barracks. The word has spread fast and as I briefed you on the phone 22 Oct, I have a meeting scheduled with Col Britting (Base Commander) on 24 Oct to discuss this problem. I have also learned that since our ECOs have raised such a fuss the Base Services Office is now working overtime to recommend a solution to Col Britting prior to our meeting on 24 Oct. I truly believe we are about to get a decision. Unofficial feedback is that we may get the third floor of our present barracks.

b. Decorative Improvements. New fiberglass drapes were installed in the Airmen Dormitory. Several colors were chosen to harmonize with the color scheme of each room and lounge. New bedspreads have been ordered. These will also be in various colors to blend with the decor.

New rugs for each room were ordered as was new furniture. However, all COLB's were returned due to cancellation of the 1st revision to FY-70 Financial Plan. The Chief of the Equipment Management Section, Supply Br, Material Div, stated that funds to cover our requirements would not be available in the immediate future. I will continue to push this program until we receive the required items.

SQ BEAUTIFICATION PROGRAM:

The parking lot in front of the Squadron has been resurfaced and a curb installed. The unsightly fence has been removed and 16 evergreen shrubs planted. With all of these accomplishments the entrance to the Squadron area now looks quite presentable.

12. WEATHER:

It's snowing!

LEON F. ROBINSON, Major, USAF
Commander

GEMZB

20 November 1969

Monthly Newsletter

GEM

1. The general condition of the 2861st is excellent this month. We have no delinquencies and no red flagged jobs. The morale of the men is high for most sections within the squadron. A study is presently underway to investigate the cause for low morale among the newly assigned personnel. It seems to be mostly among first term airmen fresh out of Tech School. As soon as they arrive, they go back into training status for 90 days. We hope to be able to make this training period more interesting and appealing, thus improving morale.

AF Form 15. A holdover item from last month. Hq USAF has approved the concept of allowing the Region Commanders, in GEEIA, to delegate approval authority down to Squadron/Detachment Commanders. The purchase of tools on AF Form 15a was also approved. The GEEIA Supplement to AFR 27-24 has been written and coordinated by all applicable Base offices, and should be at press now. We have just received the new GEEIAM 100-8 and have started working on the proposed GEEIA change which will incorporate clear guidance for the Team Chief. I hope to hear from you soon on your policy for approval of the AF Form 15 at Squadron Commander level.

2. OPERATIONS BRANCH:

a. Operating Location, Bolling AFB, Wash D. C. All preparations have been made for the up-coming relocation to the adjacent hanger. The exact date of the move is not known. TSgt George S. Ling is due into OL-1 during the first week in December. We have also learned that a MSgt 30670 is also scheduled in to fill an existing vacancy. Three (3) MECC work orders and one scheme (0388/C) are presently in progress by OL-1.

b. TACAN.

(1) Test Facility. The TACAN Antenna program at the RADC test Facility, Stockbridge, N. Y. is once again in full operation with greater reliability than ever before. The ARN-21 (Airborn TACAN Receiver) was removed from the shop van and permanently installed at Stockbridge. RADC has provided a 400 cycle power source which is a great improvement over the portable gasoline generator we were using.

The second phase of this project involves fabricating a suitable turntable at Verona so that modulation tests can be made on all quadrants. The base shops are assisting us and everything looks good for an early completion.

(2) In House Overhaul. We are presently on work stoppage because of excess vibrations at 3600 RPM on the spin cylinders received from OGAHA. They are aware of this problem and are scheduling new inputs.

c. GCA. The FPN-16, serial nr. 44 at Goose AB, had its official flight check the 7th of Nov. We passed but the controllers would not accept the system because of a problem with video intensity on runway 09. We presently have assistance from Eastern GEEIA Region, on site, and are sending Mr. Baker, our CLTS, on 20 Nov 69.

The FPN-16, serial nr. 23, in-house, is just completing its survey phase of the IRAN. We have expended 900 manhours during this period. We have begun the repair cycle as scheduled, however, our shelter time frame will be delayed until the remaining four panels are received. I do feel that we will be ready for the paint shop by 1 Dec as scheduled if the remaining panels arrive NLT 25 Nov 69.

d. Job Completions and In Progress - As of 19 Nov 69 we had:

Completions:	Schemes	- 13
	Work Orders	- 22
In Progress:	Schemes	- 12
	Work Orders	- 24

e. Problems.

(1) Scheme # 0844A9B0, installation of the AN/FPS-67 at Oakdale, Pa, is progressing very slowly. The contractor has had several delays in completing the tower modification and several of the BOM items were late. There has been numerous engineering problems which required ECRs from Eastern GEEIA Region. These factors have caused the LCD of 21 Nov to appear unfeasible, but we expect to be completed by the end of Nov.

(2) Scheme #0023A8B0, CCTV installed at Griffiss AFB, has a very critical ICD of 5 Dec. We have had to order additional BOM items to satisfy the 2019th Comm Sq request for increased TV monitoring capabilities. This has been covered with ECRA 69-B-490. The TV camera is defective and we are awaiting instructions from Eastern GEEIA Rgn as to repair or replacement action. The items which we are short were identified on 23 Oct 69, just 3 days after we started the scheme. We have been continually told by Region personnel that the items were being taken care of. Here it is, 20 Nov, and I find out that action is only now being taken. My 5 Dec completion date is in jeopardy and, unless more action is taken, my 270 FSD could also be in jeopardy. I can push my people only so hard. Without material support, my pushing is to no avail.

(3) Scheme #0024A8B0, Video cable installation at Griffiss AFB, has 8 personnel presently working to complete the job by 5 Dec. We are still experiencing numerous small problems with pulling lead cable through conduit designed for the more flexible electrical cable. However, my people are

making special efforts to complete this scheme on time. In the future, it is my hope that the Engineers will make an equal amount of effort in considering the special problems of pulling large diameter lead cable through narrow conduit containing other cables.

3. SUPPORT BRANCH:

a. DIEM. In my last news letter, I stated that I expected the DIEM delinquency to rise. It did rise to 29% on 22 October, but as of 19 November, it was back to 0% and every effort will be expended to keep it there.

b. Motor Vehicles. The drive to improve the overall condition of squadron vehicles is continuing. Nearly all the general and special purpose vehicles have been washed, cleaned out, spot painted, and waxed. In addition, the squadron vehicle regulations are presently being updated to include more emphasis on operator responsibilities for care and maintenance of the vehicles.

c. Personnel. The Support Branch gained two people during the past month. SSgt Edward Lewis, AFSC 64570 arrived from Thule AB, Greenland, and is presently working in the Special Tools and Test Equipment Crib. Airman Allan Mandeville, AFSC 47330 arrived from Technical School at Chanute AFB, Ill. and is assisting in the Squadron Motor Pool. Notification from Griffiss CEFU indicates that one SSgt, 64550, is due in during December and one SSgt, 64550, is due in approximately 4 Mar 70.

I recently approved an early release from active duty on one airman from this branch. CEFU expects the man will be out by 1 Dec 69.

4. ADMINISTRATION:

New arrivals in the past month were 2nd Lt Richard L. Leonhard, Admin Officer, and SSgt Daniel Powell, NCOIC Admin. It will be a matter of time before they are thoroughly familiar with the GEEIA way, but I'm sure the "Can Do" spirit will prevail.

5. SAFETY:

The Squadron Safety Office, in cooperation with the Motor Transportation Office and Base Safety Office, has prepared a defensive winter driving program which will be presented this month for all government vehicle operators assigned to Griffiss AFB. Hopefully, this presentation will help prevent accidents involving GMVs.

6. TRAINING:

The training program is presently geared to meet the increasing number of trainees arriving weekly. We now have 46 personnel in upgrading with no excesses.

A total of six personnel are attending the AF Supervisors Management I Course, 2 military and 4 civilians.

A cross the board explanation of the Weighted Airman Promotion System (WAPS) is scheduled for Commander's Call the 20th of November. A question and answer

period will follow the briefing. It is my intent to be certain that each man is fully aware of the purpose and procedures of the WAPS.

7. COST REDUCTION:

We have \$23,100 validated to date for FY70 and presently have \$1,500 at the resident auditor's office awaiting his concurrence.

8. ZERO DEFECTS/CARE:

As of 20 November, our score for the month is:

Care Forms submitted	-	4
Bronze ZD Awards	-	35
Silver ZD Awards	-	5
Gold ZD Awards	-	5 expected

9. AF SUGGESTION PROGRAM:

The suggestion program now has a total of 35 submissions, 16 military and 19 civilian. Our goal of 30% participation from the squadron is still the target and each member is being encouraged to document their ideas on AF Form 1000s.

10. 2861st BARRACKS:

As the result of a meeting with the Base Commander and Housing Services representatives, on 24 Oct 69, the squadron has been assigned the entire third floor of Bldg 442 as additional dormitory space. This new space allocation gives the 2861st all of Barracks #442.

LR
LYNN F. ROBINSON, Major, USAF
Commander

*Admin
file*

GEMZB

22 December 1969

Monthly Newsletter

GEM

1. This month has been a busy one for all of us in the 2861st. The Team Chiefs' Conference went over very well. All participants felt it was the best and most worth while conference to date.

The annual Christmas Party for needy children was held on 19 Dec. Donations from Squadron and Hq GEEIA personnel amounted to nearly \$500.00. We provided 75 needy children, from the Rome area, with food, drinks, entertainment, and a nice gift. Santa Claus was on hand to thrill children of all ages.

I feel we will end the year in great shape. Barring any unforeseen events, we will have no delinquencies for this fiscal quarter.

2. OPERATIONS BRANCH:

a. Operating Location, Bolling AFB, Wash D. C. We have completed our move to new facilities on Bolling AFB. The shop area isn't fully organized as of this time, but expect to complete this and other minor construction prior to 15 Jan 70.

Tsgt Ling signed in on 1 Dec 69, and we now have an assigned strength of 7 with eleven authorized.

b. TACAN

(1) Test Facility. The second phase of our project at Verona, N. Y. is progressing smoothly. The turntable has been fabricated for the modulation tests and the base shops have completed the manufacture of the required parts. We are now assembling the unit and will soon be in full operation.

(2) In-House Overhaul. We have received new spinning cylinders to replace the units that indicated excessive vibrations at the fourth harmonic of 3600 CPM. The work stoppage has been resolved. However, our QA supervisors have just returned from a TACAN conference at OCAMA and their reports indicate that final action to eliminate this problem may not be in evidence for at least one year.

c. GCA. We have presently completed 50% of the in-house AN/EPN-16, serial # 23. We are still required to maintain very close management of this project such as painting the shelter minus the doors and borrowing critical pieces of equipment (digital volt meter) from the 2019 Comm Sq in order to commence our mock-up alignment phase. This equipment has been

GEMZB FILE COPY

order since 2 Sep 69, and we now have an EDD of 12 Dec 69. I understand that it is in shipment. However, I am dissatisfied with the panels received from WRAMA. Five of the panels showed considerable delamination. This matter has been brought to your Staff's attention and coordination with the IM has been effected. Eastern Comm Region personnel are expected here very soon to accomplish their QA of the shelter. The problem of the delaminating panels will be discussed with them.

d. Job Completions and In Progress. As of 17 Dec 69, we had:

Completions:	Schemes	-	20
	Work Orders	-	25
In Progress:	Schemes	-	11
	Work Orders	-	9

e. Problems.

(1) Scheme 0844ASDO, installation of AN/EPS-67B at Oakdale, Pa, is progressing at an accelerated rate. The majority of the numerous engineering problems have been resolved and the additional BOM items are being received.

(2) Scheme 0023ABBO, CCTV installation at Griffiss, the ICD was changed to 26 DEC. The required additional BOM items have been received and the defective TV camera replaced. However, the requirement for a spare TV camera has not been resolved.

(3) Scheme 0024ASBO, numerous problems and delays were encountered due to lack of proper and adequate supporting structures. The scheme required on-site engineering assistance to resolve inadequate conduit runs and pull boxes. The failure of Base Civil Engineering to complete supporting structures in a timely manner was also a big problem. They are very disturbed that they had to spend so much time and money on this job. The scheme was signed off on 18 December 1969.

3. Support Branch:

a. Personnel. The Support Branch gained one new man during December. SSgt Richard Farrow arrived from duty in Alaska and is now working as the supervisor of the Material Support Section. We also had one loss in the Branch - Sgt George Contaxis (Tools/Test Equipment Section). He was released from active duty due to hardship in his family. Two new positions, AFSC 64530, A1C, are now authorized as a result of Plan 69-1R. We have no known inputs for these positions as yet.

b. Motor Vehicles. We have relocated our Vehicle Dispatch office. This move, although not as convenient, does offer more space and will permit a more efficient operation.

DIEM. Our delinquency rate remains at 0%. Maximum effort is expended to keep it at this level.

REGISTRATION:

Plan 69-1R authorized us two new Admin positions (AFSC 702XO). We have received notification that both positions will be filled 9 January 1970 from the personnel pipeline.

SAFETY:

During the past month, we have had two GMV accidents. Investigation showed that in the one accident, more stringent TDY procedures and control by the supervisors was necessary. New procedures and policies have been implemented along with more emphasis on the responsibilities of the team chiefs and section supervisors.

The problem of non-availability of safety shoes is being resolved through continued efforts of the Squadron Support Branch.

On-the-spot, unannounced inspections of vehicles will be continued to insure personnel are following existing directives and regulations.

6. TRAINING:

Early this month, the Training Section was host to a meeting of all Sergeant Majors, Safety and Training Technicians here for the CEEIA Worldwide Conference. Discussion centered around how to set up a WAPS library and how to show the best results.

MSGT Martin and TSgt Wells returned from the NCO Academy, Class 69-6, held at McClellan AFB, Calif.

We have 51 personnel in training with no excessives.

7. COST REDUCTION:

We have a total of \$23,100 validated and have \$2,086 at the resident auditor's office awaiting their concurrence.

8. ZERO DEFECTS/CARE:

As of 17 Dec 69, we had 4 CARE Forms submitted.

9. AF SUGGESTION PROGRAM:

The program now has a total of 37 submissions for the fiscal year 70 (17 military and 20 civilian). We are expecting to meet our goal of 30% participation.


10. QUALITY ASSURANCE OFFICE:

Mr. Ronald F. Giczlowski attended a TACAN conference at OCAMA early this month. The purpose was to study the problem of excessive vibration at the fourth harmonic rate of 3600 CPM (four times the cylinder rotation). We have been

Financing this problem on several of the cylinders received from the IM. Results of his trip are contained in the attachment to this letter. The study recommended in paragraph 5 of the attachment is under way at the present time.

11. 2661st BARRACKS:

Sufficient furniture and linen have been obtained to adequately furnish the newly acquired third floor of Bldg #442. Items on order are floor lamps and a few chairs. As a result of the GEEIA Sgt Major recent inspection, I was forced to change barracks chiefs. The previous man did not have enough rank or the "Can-Do" spirit to ride herd on the troops and keep the area in a presentable condition. The new man has already shown tremendous results. A complete inventory will be taken during the week of 22 December to determine all needed items of furniture and materials to put the dormitory in first class shape.


LYNN F. ROBINSON, Major, USAF
Commander

1 Atch
A/S

FROM: GEMZBQ/Mr.Gieczkowski/4144

17 Dec 69

SUBJ: Trip Report on TACAN Conference at OCAMA

TO: GEMZB

1. Messrs. Gieczkowski and Ruddy departed residence on 8 Dec 69 and arrived OCAMA, Tinker AFB the same day.

2. Personnel Contacted:

Mr. J.R. Mc Crady-OCNEMCC- Mechanical Engineer
Mr. J. Sparks-OCNEMEB-Electrical Engineer
Mr. S. Dixon- OCNEMQ-Quality Assurance Officer
Mr. J. Hart-OCAMA Shop Foreman
Mr. S. Ravis-OCAMA Antenna Repair
Mr. F. Hall- OCNEMIQ-OCAMA Shops Quality Control
Mr. R. Davidson-Central GEMIA Region Field Engineer

3. General Discussion:

a. The purpose of this TDY was to observe engineering study OCAMA 9EB430B1 which supposedly is to finalize the harmonic vibration problems that we are experiencing with the TACAN Antenna rotating cylinder.

b. As you are aware this problem has been with us ever since we first identified it in August of 1968. At that time Mr. E. Parker and Mr. Whitefield of ITT Avionics visited this squadron to ascertain whether ITT had any responsibility for correction of the defect. The problem at that time was analyzed by the ITT personnel and myself with the following conclusions and observations made:

1. The cause was found to be a mechanical distortion of the 135 cps cylinder resulting in an irregular runout in which four high spots could be located approximately 90 degrees apart. The runout appeared to be .03" to .13".

2. Since the air space between the rotating cylinder and the radome is small (approx. 1"), it appears that rotation of the inner cylinder causes high pressure areas to develop in the air layer in front of the advancing high spots. The rotating pressure waves acting on the stationary radome cause a four-lobed mechanical distortion to be forced around it at an angular velocity equal to the rotation rate of the inner cylinder. The resulting vibration at any fixed point on the radome wall is detected only at a 3600 cpm rate (four times the cylinder rotation rate).

3. An examination of the rotating subassembly revealed that the top cap had been laminated with four pieces of glass cloth laid at 90 degrees in such a way as to possess more stiffness in four directions, particularly around the edge where it is turned down to fit the cylinder. In addition the turned down edge presented a loose fit to the cylinder so that stresses were set up in both pieces when fasteners were tightened.

Admiral H. L. G.

It should be noted, that Mr. Parker's report recommended immediate steps to be taken in order to preclude this permanent set. It definitely stressed that the new low band rotating subassemblies be mounted in a test bed antenna and checked for rotating harmonic vibrations in excess of .015". If these vibrations were detected the corrective actions indicated in the initial report were to be performed. ITT Avionics still recommends that the cylinders be placed in service, since any rotating harmonics, other than the fundamental, will result in balanced forces at the axis, no stress can be transferred to the bearings. This final report was dated 18 Nov 69 and was accompanied by a letter dated 8 Dec 69 from DCASO to the OCAMA Commander which stated that with the final ITT report they have closed all discrepancy actions concerning these cylinders.

4. Conclusions:

- a. It is apparent that whatever action is chosen as a fix to this problem the end result will not be evident for at least one year.
- b. This will remove 12 assets from the supply system and make the availability of these low band spinning cylinders extremely critical.
- c. It is my personal view from the conversations we had at OCAMA that since the cost is only about \$50,000.00 and the priority is relatively low that in all probability a decision will be made to scrap them and start all over again with a more controlled contract and QA acceptance specifications.

5. Recommendations:

- a. That a study be performed by QA, Ops, Electronics and Supply to look into the possibility of expanding the minor repair of these cylinders and the central arrays.
- b. A considerable amount of data was gathered at this conference from the shop personnel which would enable us to make some of the minor repairs with very little additional training.
- c. The additional parts requirement would be minimal and are items that could be carried as bench stock since they are not DIFM items.
- d. I firmly believe that with relatively minor changes to our procedures and equipment we could effectively repair at least 50% of the central arrays and spinning cylinders we now turn in thereby saving many manhours and time lost waiting replacement items which will now be in very short supply.



DONALD F. GICZKOWSKI
Quality Assurance Office

INMUNZA FILE 0061

GEMZB

20 January 1970

Monthly Newsletter

GEM

1. The DRRgn Commanders Conference was most rewarding. Not only did we receive a wealth of information, but all Squadron Commanders, Operations Officers and First Sergeants were able to meet and exchange ideas. I feel that I now have a much better understanding of the Region problems, which in turn, enables me to understand and solve my own problems. Your staff was very understanding and treated the problems which we posed to them in a positive manner.

We have accepted additional workload from Hq GEMIA (GEE). Their RAFCON canopy project has been accelerated requiring a much tighter schedule than originally estimated. We need the work especially in the Radio area. We will keep from 10 to 13 people on the project most of the time. The present plan is for us to loan people to Hq GEMIA and eventually getting tasked to completely assemble the units. Coordination has been with Col Chapman (GEE), Sq Ldr Silvers (GEM), and Mr. Popples (GEMM).

2. OPERATIONS BRANCH:

a. Operating Location, Bolling AFB, Wash DC. We are now well established in our new location on the base. We plan some additional interior redecoration such as painting and self-help fixup as time permits.

(1) We are continuing to encounter parking problems at the Pentagon. The Commander, Col Fister (2044 Comm Gp), is pursuing the matter with the space allocation agency in the Pentagon for us. The probability of resolving this problem to our satisfaction looks doubtful at this time.

(2) As of 13 Jan 70 we have completed seven NCC workorders and have three workorders and one scheme in progress. No problems encountered or anticipated.

(3) Manning of the OL remains at 7 of 11 authorized. I have received tentative word that two additional 306X0 personnel are due in within the next 90 days.

b. TACAN. The TACAN turntable has been assembled and will be installed at the Verona Test Site as soon as the weather becomes favorable. The in-house overhaul of TACAN antennas is in full operation with no problems at the present time.

c. GCA. The AM/FFM-16 in-house overhaul, 6198JOB0, Serial #23, was electrically complete including 72 hour hot check at 1200 hours, 16 Jan 70. However, the job cannot be signed off due to the damaged air conditioning condenser core which has been placed on order with EDD 19 Jan 70.

d. Job Completions and In-Progress. As of 15 Jan 70 we had:

Completions: Schemes..... 8
Work Orders..... 13

In-Progress: Schemes..... 16
Work Orders..... 11

e. Problems:

(1) The CCTV scheme at Griffiss, 0023ABE0, was completed within the 270 ESD. The spare camera is a valid requirement and will be installed upon receipt.

(2) Manning in the 25124 field remains critical. With the recent PCS of our Cable Splicing NCOIC, a TSgt team chief has been moved in to fill the position. Of our 15 remaining 36L2As, 4 are augmenting FGA GBEIA Rgn, 3 are in formal training, 1 is scheduled for discharge, 1 is scheduled for PCS, and 6 are available performing Squadron workload.

(3) A twelve man construction team is presently at work constructing a AB563 Tower at the Floyd Test Site. The tower will be used in conjunction with a new prototype antenna. The customer is RADC. The weather has made work extremely difficult. No proper storage area is available to store the tons of steel tower parts. Snow storms and sub-zero temperatures continue to hamper the PIS stage.

(4) Scheme 1034A7E0 went on work stoppage on 16 Jan 70 due to material deficiencies and engineering problems. Of 10 items required, two have EDDs which are favorable. Mr. Grau of EGR engineering has been on the job site to help resolve scheme difficulties. He readily admits this was definitely an engineering error.

3. SUPPORT BRANCH:

a. Motor Vehicles. Minor accidents continue to plague the Squadron. Attitude of the drivers seems to be the first hurdle to cross. The attitude is that accidents are bound to happen so why worry about it. A campaign is underway to change this feeling. Each supervisor is being briefed on their responsibilities. A team composed of the Safety NCO, our assigned mechanic and another qualified vehicle operator will perform safety checks on each vehicle. The results of all discrepancies will be forwarded to the base motor vehicle maintenance shop with a request for immediate repair. Procedures are being established for better motor pool and driver inspections prior to dispatch.

4. ADMINISTRATION: Two new 70230 have arrived in the Squadron. SSgt Powell will conduct their initial OJT and keep them under a watchful eye as they learn the various procedures within the Squadron.
5. TRAINING: The January schedule for WAPS testing has been completed with 42 personnel testing. No problems exist at this time.
6. COST REDUCTION: We have a total of \$24,800 validated and have \$300 at the Resident Auditors office awaiting their concurrence.
7. ZERO DEFECTS/CARE: As of 15 Jan 70, 11 Bronze 2D awards were approved and 3 care forms were approved.
8. AF SUGGESTION PROGRAM: At the end of the 2nd Quarter of FY-70 our suggestion participation was as follows:

Civilians: 21 suggestions submitted.

Military: 26 suggestions submitted.

The number of suggestions assigned our Squadron for FY-70 is 115. We are 11 suggestions short of our goal and will emphasize the program through the remaining two quarters of the year.

9. QUALITY ASSURANCE OFFICE:

a. GRA-11 (OCAMA) at McCoy AFB, Florida. Problems were experienced at McCoy AFB with the GRA-111. The monitor would not accept the auxiliary pulse spacing count Mode 3. Investigation by the FAA showed no problems as the old monitor would also accept the information. However, the GRA-111 would not pass the information. A new antenna was installed and the problem was corrected.

When the old antenna was received at 2861st, a complete analysis was performed. All electrical characteristics agreed with FAA's conclusion that the antenna was operating satisfactorily and was flyable. However, when the spacing of the auxiliary slugs in respect to each other were checked, variances of as much as 90 minutes were found. The tolerance specified is $400 \pm 4'$. This would cause error in excess of $1/60^\circ$ to be seen. In the flight check and checkout procedures on the old MX-1677 monitor, this small variance could not be seen.

It is apparent that the characteristics checked by the new monitor are much more critical. A complete package with all the evaluated data will be forwarded to Engineering at OCAMA for their evaluation and resolution. It appears that the new GRA-111 will show up many more instances where other specifications were not followed and a much greater degree of quality control will be required in the future due to the exacting tolerances set by this new monitor.

b. Hq CEEIA Quality shop requested that we perform the quality inspection on the RAPCON Canopy Project for Vance AFB. The inspection of the canopy consoles and equipment cabinets was limited to a visual inspection. An operational check could not be performed because the equipment was being disassembled for shipment. Also, due to time limitation we were unable to remove the cable connector covers to examine the soldering and termination techniques of any of the inter and intra cabinet and console cabling. A complete inspection report will be forwarded to Hq CEEIA.

10. 2861st Dormitory: Requests have been submitted for \$10,629.10 worth of improvements for our dormitory. Tight money may delay much of this for several months. Our most pressing need is \$1383.10 to put the third floor in the same condition as the first and second floors. Hopefully we may get this in the very near future.

LYNN F. ROBINSON, Major, USAF
Commander

GENZB

Monthly Newsletter

20 February 1970

GEN

1. On behalf of all of the 2861st CEIA Sq personnel I welcome you as our new Region Commander. You can be sure that this Squadron will continue to support its customers to the fullest extent possible.

2. OPERATIONS BRANCH:

a. Operating Location, Rolling AFB, Wash DC. During the past month the OL completed one scheme and 2 MSEC workorders. We presently have 5 MSEC workorders in various stages of progress. There are no significant problems experienced on these workorders, but rather a matter of priorities established by the customer. We have reviewed two communications requirements which will require scheme action and this information has been passed to the respective customers.

b. SSGT Williams has completed all phases of OJT and has been recommended for upgrade to the 7 level (30670). SSGT McElhannon (36271) has received notification of a PCS with an Apr 70 departure date. As of 10 Feb we have received notification from the Rolling AFB CDEQ of personnel gains with a 70250 due to report in Feb 70 and three 30670 reporting in March, May and July 70 respectively.

c. TACAN: The TACAN antenna turntable for our facility at Verona is assembled and still awaiting a break in the weather for installation. At the present time we have eleven TACAN antenna assets available for deployment, one presently in work, four prepositioned, and three in transit to the Squadron for overhaul.

d. CCA: The AN/FPN-16, SER3, air conditioner problem has been solved. The system is presently in preparation for shipment to Offutt AFB with an EMD of 15 Mar 70.

e. TRACON Canopy Project: We have a total of 24 personnel working on this system at the present time. Ten of these are on loan to GRESM working to complete the Holloman system prior to mid-March. The remainder of these people are doing the Patrick system in the Squadron work area. This system is scheduled for completion 20 Apr 70 so as to meet an 18 May 70 operational date.

e. Job Completions and In Progress: From 16 Jan thru 20 Feb 70

Completions: Schemes..... 11
Work Orders..... 21

In Progress: Schemes..... 15
Work Orders..... 7

f. Problems:

(1) Weather continues to delay work on the construction of the AE 563 Tower at Floyd West Site (Scheme 0538A9). The main supporting structures have been installed. Work remaining involves cutting and installing floor plates for two floors and the top. An added requirement of RADC has been to install windows. The 2 Mar 70 completion date does not appear realistic. A new GCD is being requested through GENO. However, there is no problem on making the FY370 FSD.

(2) Manning in the 362M1 field is becoming critical. Teams are presently fully deployed and will be for the next 90 days. We are losing several in this career field to SEM.

(3) Planning of 1970 North Country operations is underway. We are making arrangements for a survey trip of job sites in March and reviewing scheme packages. We are still waiting for three scheme packages so that these may be examined to include all requirements for manning, equipment, and airlift. As was the case in 1969, time is most important, and we are tentatively looking for an airlift date of 15 June to make the most of the short North Country construction season.

(4) After many delays on WIN 0844A9E0 at Oakdale AFB, Pa due to ECM shortages, contractor holdups, and much reengineering, we are progressing to a close on this job and the IRAN phase (WIN 628010E0). We still require two critical items but anticipate beginning shakedown of the AN/ITB-67B this week.

3. SUPPORT BRANCH:

Vehicle Storage and Security. A work order request has been initiated for inside storage of our 6 passenger pickups in Depot 3. At the present time, this work order is being evaluated by Base Civil Engineering Office.

A work order for the installation of a security fence for the Squadron Motor Pool has been turned down by the Base Safety Officer. The present Motor Pool is located on part of an aircraft apron and no permanent installation is authorized. Another work order is under consideration to move the Squadron Motor Pool to a location where the erection of a fence would be permitted.

b. FFW-16 Stock Review.

A review and consolidation of FFW-16 "Pacer Shine" Stock is continuing. Many items on hand were found not applicable to the FFW-16 system and have been removed from the Pacer Shine stock. The FFW-16 Bench Stock has been consolidated with the Pacer Shine Stock and excess items bagged and tagged for further disposition. These actions will provide a better controlled and provide a more useful stock for support of the FFW-16 overhaul program.

4. TRAINING: All personnel now have their Aerobics training material (AF Form 50-50 and AF Form 1975) and are being scheduled for testing by Base quota.

To date, we have: 45 people on OJT.

5 have completed OJT from 1 to 3 Level as of 21 Jan.

3 have completed OJT Supv Trng (Course 7500-30)

1 Civ completed Course 2ASR30650.

5 Civ have completed Course 2ASR30650.

5. COST REDUCTION: We have a total of \$25,100 validated their Fiscal Year and we have had one audit exception to date of \$500.

6. ZERO DEFECTS/CARE: As of 15 Feb 70, 31 Bronze Awards were approved. CARE Forms will receive special attention this month.

7. AF SUGGESTION PROGRAM: As of 15 Feb 70 we have had 22 civilian suggestions submitted and 20 military suggestions submitted for FY-70. This program is also receiving special attention in order to meet our goal of 115.

As a result of a CAFB Tenant Commander's Meeting on 19 Feb 70, General Nichols requested Col Britting to set up an Award Program for AF Suggestions for CAFB. The Unit submitting the most suggestions based on percentage of personnel assigned will receive some sort of an award. The details are presently being staffed.

8. QUALITY ASSURANCE OFFICE: February inspections are as follows:

Schemes, 5 each

Maintenance, 15 each.....Total Jobs: 20

Total Hr of QA Observations "P" Stamp: 350

Total Hr of QA Deficiencies "P" Stamp: 5

Total Hr of QA Observations "Q" Stamp: 3415

Total Hr of QA Deficiencies "Q" Stamp: 110

SAFETY:

a. A very informative one hour lecture was presented on 10 Feb 70 by a representative of the New York State Department of Motor Vehicles. Also, we viewed two films on "Defensive Driving", and each person took a sample driver's test given by the State of New York. I feel the time was well spent.

b. In close coordination with Base Maintenance, our Motor Pool is undertaking a complete and thorough inspection of all of our assigned military vehicles. A new inspection listing is being drawn up and will be in use in the very near future.

John P. Robinson

JOHN P. ROBINSON, Major, USAF
Commander

The Motor Pool is currently in the process of being reorganized. This is a result of the fact that the Motor Pool is being reorganized to be a part of the Base Maintenance Squadron. This reorganization is being completed and will be in effect by the end of the month.

The Motor Pool has completed all phases of its reorganization and is now ready to begin operations. The Motor Pool is currently in the process of being reorganized to be a part of the Base Maintenance Squadron. This reorganization is being completed and will be in effect by the end of the month.

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OLMED

Monthly Newsletter

23 March 1970

GEN

1. As we approach the end of March maximum attention is being given to all jobs with a FY 3/70 FSD. As of today we are in great shape. All FY 3/70 FSD jobs will complete prior to 1 April. A few FY 3/70 jobs have April completion dates, but your people indicate an FSD change is forthcoming.

Please thank all of those people who contributed money for Mr. Ossont. He is most appreciative. Only three of his children remain in the hospital and their recovery is progressing very well. He has found an apartment and has it quite well furnished through donations.

In conjunction with Hq OMEGA, the Squadron has collected \$130 toward paying for installing a stained glass window in the New Base Chapel. The total cost will be about \$700. Hq OMEGA will contribute the remainder. Our names will be on a plaque as the donors.

2. OPERATIONS BRANCH:

a. Operating Location, Bolling AFB, Wash DC.

(1) During the past month the OL completed 5 EMCC workorders and one scheme. There are 5 EMCC workorders in-progress at this time, one of which will require EM travel to Ft Ritchie, Pa, for installation at the AFSS. Progress on all jobs is satisfactory. A short fused job, O815A010 with a FSD of 3/70 was assigned in mid-March and completed 30 March with no exceptions. This job had no scheme package or ECM furnished. The customer furnished the materials and an on-site engineer was furnished.

(2) SSGT Shaw has been enrolled in an on-base management course as part of his 7-level training. He will be recommended for upgrade upon completion of this course. Also during the past month the manning of the OL was increased by two with the arrival of TSgt Carder (30670) and Sgt Gee (10250). This brings the assigned strength of the OL to nine. TSgt McMahon will PCS in April. We have nominated him for the AF Commendation Medal.

b. TACAN. We have 10 TACAN antenna assets available for deployment, two in-work, four pre-positioned, and three in transit to the Sq for overhaul. We are enjoying a minimum turn-around time for our assets with full cooperation being received from our host base shops.

c. GCA - AN/FPH-16. EN/23 was shipped to Offutt AFB Nebraska early this month. We experienced a scare when base transportation personnel moving the FPH-16 shelter from the Sq area to the shipment storage area hit a projecting canopy on an adjacent building causing slight damage to the side of the shelter. This will have to be repaired at Offutt. Mr. William Baker will be dispatched from here to give assistance in the exchange of the FPH-16s in Nebraska. The job will start 1 April.

d. TANCOI Canopy. We are utilizing an average of 25 Sq personnel daily for assembly of the TANCOI Canopy system. The system to be installed at Patrick AFB is being built in the Squadron area and is 75% complete. I see no problem in meeting an ECD of 20 Apr 70. A portion of these 25 people are assisting Hq CEEIA (CEB) on the Hallowan AFB system in the Prototype Lab.

e. Jobs Completed and In-Progress. As of 19 March 1970 we had:

Completions:	Schemes - 15
	Work Orders - 20
In-Progress:	Schemes - 11
	Work Orders - 16

f. Problems:

(1) WIN 5244100, the IRAN of six AN/TRC-32 radio sets was completed on schedule with no exceptions. This job was performed for the 102nd TAC Control Sq of the Rhode Island ANG. It was discovered during this job that the CEEIA Form 73 for this equipment is inadequate as it has no provisions for the required mechanical checks. It is being rewritten and will be forwarded upon completion.

(2) As of 20 March, Scheme WIN 0011A700, the cable installation at Andrews AFB, was 75% complete. Work remaining involves splices, one 400 pr splice and two 26 pair splices, numerous terminal arrangements, removal of 3000 feet of 11 pair aerial cable (involving blowing and clear-capping splices at 12 locations from 200 pair cable), and accompanying clean up operations. We have 11 splicers on the job along with 6 construction skills working a 7-day work week in order to meet the 26 March ECD and an ESD of 370.

We are required to return the area to as good if not better condition than we found it. This beautification will be an extensive job. Because of the extensive rains and extremely muddy conditions, an attempt is being made to have the 83's signed completing the job, but with the agreement that we will return to beautify the area as soon as weather and soil conditions permit.

(3) A survey team led by 1st Lt Peter Braisted, is presently visiting North Country bases to assess 1970 workload requirements at Thule, Sondrestrom, and Goose Air Base. They will return with their findings by the end of March. As in the years past, the big problem will be to insure that schemes are supportable during the short construction season from 15 June through the end of August.

(4) Scheme 0350M9B0, Central Office equipment at Goose AB has had the start date moved from 4 Apr to 5 August. With our critical shortage of 362A's, this delay of a 4000 hour job will provide us some relief until gains bring us back to full strength.

3. BUFFOUT BRANCH:

A new motor vehicle control board has been installed in our Dispatch Office. This will provide the dispatcher with immediate information on safety inspection dates, base maintenance requirements, and location of vehicles at all times.

Continued emphasis is being placed on improving the condition of our vehicles through improved operator care and maintenance.

4. TRAINING:

a. We may not reach our percentage goal for upgrade of airmen in the OJT Program for this quarter. The reason is that approximately 85% of our airmen are in their fourth and fifth month of training. A minimum of six months in training is required as per AFM 35-1, Table 6-5, Rule 5.

b. The Training Section has scheduled six of our supervisory personnel for a 40-hour course on the Principles of Supervisory Management which is scheduled to start on 23 Mar 70. This is a good course and should be very beneficial.

c. As of this report, we show no problems existing with our WETS Program. The test schedules for April/May for our E-4's is presently underway.

5. Cost Reduction: We have no change from the \$25,100 validated so far this fiscal year. New emphasis has been placed on this program to get new submissions in the sub areas where credit is given. We have met our goal in total dollars but not in the appropriate sub areas.

6. Zero Defects/CARE Program: As of 15 Mar 70, 43 Bronze Awards were approved and 7 Silver Awards have been approved. A considerable number of CARE forms have been submitted and will be evaluated during the remainder of March.

7. AF Suggestion Program: To date, we have a military participation of 31 suggestions and a civilian participation of 30 suggestions giving us a Squadron participation percentage of 10.8%. This program is receiving renewed attention.

8. QUALITY ASSURANCE OFFICE:

During the month of February, 9 "Q" Stamp Inspections were performed.

	3 Final Inspections	2 In-Progress Inspections
Schemes:		
	2 Final Inspections	2 In-Progress Inspections.
Maintenance:		

1 each AFPO Form 22 was submitted against T.O. 31-1-8.

Total observations for the month were 3803 with 105 deficiencies for a total Squadron deficiency rate of 2.7%.

During the month a final inspection of the Holloman AFB Canopy Project was performed for Hq GEMEA. This is the third such unit to be inspected and the results of the inspection showed a marked improvement in workmanship over the first two. Final drawings and work specifications being prepared by Hq GEMEA should be forthcoming in the very near future.

9. SAFETY OFFICE:

a. Training Program for Operation of Powder Actuated Tools is being implemented by the Safety Office. This program consists of a training film and a 7-hour, 1-day course on operation and maintenance of the tool. Course to be implemented by 30 Mar 70.

b. All vehicles assigned to 2806st have been inspected by motor pool personnel for possible safety defects.

c. Squadron Safety Boards are in the process of being remodeled. A plastic cover will be used to protect the boards from abuse and the elements, but also will permit easy access.

10. ADMINISTRATION OFFICE:

During the past week, we lost an outstanding Administrative Specialist to an Alaskan assignment and, have gained what I feel will be an equally outstanding one in SSGT Kenneth Chandler. He will be kept busy in our Squadron Orderly Room and will be ready to resume its normal functions in the near future.

LENN P. ROBINSON, Major, USAF
Commander

21 April 1970

Monthly Newsletter

1. As we pass the middle of April our workload position looks fairly stable. As of the 15th of the month, we have completed 14 schemas and 26 job orders, with 31 schemas and jobs in program.

We have reviewed the AFCS publication tables for Regulations and Manuals required to adopt to the new system beginning 1 May 70. Publication requirements are now on order.

On 16 Apr 70 we were visited by the Comptroller General's office and provided data to the three man team on how we process orders, backup for orders preparation and an insight to the inspectors regarding our mission. The inspectors appeared highly impressed with the number of TDY orders written to date (425) and our methods used to control and support TDY travel. The inspectors also commended the Unit for funds expenditures of approximately 70% as compared to a high of 1.07M for other CEMEA Units in Eastern Region. The inspectors indicated these figures show a maximum use of resources for dollars spent to date. Uses of government and private vehicles were covered as well as use of the AFIC Form 486 to monitor extended TDY and per diem costs.

2. OPERATIONS HIGHLIGHTS:

a. Radar:

(1) The AN/FPS-37B installation at Oakdale AFB, PA was completed last month, well ahead of the FSD, and with complete customer satisfaction. This radar now provides coverage for the Western Pennsylvania area to FAA for commercial air traffic control.

(2) The Radar Unit has now completed, well ahead of schedule, two large removal jobs, one at Stewart AFB, NY pertaining to GCA type equipments such as AN/FPH-47 and AN/TPN-16 radar systems and auxiliary support equipments used in conjunction with air traffic control. The second removal job at Oakdale entailed the complete removal of the ADC radar equipments AN/FPS-26 and AN/FPS-90. These bases are being closed as a result of the recent cut back in military spending.

(3) We are presently engaged in the removal of the 465L equipment at Westover AFB MA. The scope of equipment under removal is extremely wide, however, by close coordination with customer I feel sure the scheme is manageable. We have completed the serviceability on the FYQ 3, 6, 8 and have started removing the FYQ8. I have assigned Capt Allard as Team Commander to this project.

(4) The Radar Unit has accomplished reclamation of one of the two Rivit Crown MIN-11A's received to date and is presently 80% complete with reclamation of the remaining system.

(5) Problems were experienced by the Radar Unit during Scheme 01604980 involving installation of the OAR325 at Rockville, Iceland. This job was a short notice start with a critical FSD. By working many long hours the crew was able to compress the installation time only to experience component failure 50 hours into their hot check operations. Fortunately we were able to locate the required component in the reclamation Job 63951080 which we were doing at Syracuse NY. By shipping this item to the site we were able to prevent excessive downtime and still meet our FSD criteria.

(6) JO 812980 emergency bearing changeout, Eudette AFB, HI is progressing very smoothly. The bearing at this time has been changed out and the antenna has been lowered back into place. This job has progressed very well in view of the extreme climatic conditions that have been faced. The weather has been sub zero with extremely high winds at times putting the chill factor below -40°. Anticipated completion date of this job is now 24 Apr '70.

b. Radio

The installation of a UHF radio facility including auxiliary equipment was installed at McGuire AFB, NJ with no exceptions. Although this job was started late in the first quarter and had a 370 FSD, the job was completed in time. The job was accomplished in such a manner that a letter of commendation is being generated by the host base.

The Radio Sub-Unit assisted on the removal of the electronics equipment from Stewart AFB NY.

An IRAN of the IEM-10B at Flattsburg AFB NY is progressing satisfactorily and will be completed as scheduled.

The Pre-IRAN of three MEC-98's is now in progress. The MEC-98 at RADC's Verona test site is presently in progress with the assistance of two augmentees from Western GHEIA Region.

We augmented Western GHEIA Region in the IRAN of the SC-500 sensor radio equipment at Davis-Monthan AFB, AR. The job was completed on time with no exceptions.

c. May-Mids: Jobs completed from 15 Mar to 15 Apr.

Pre-IRAN of AN/CN-9B at Stephenville, Newfoundland. No IRAN required.
 Emergency TACAN Antenna Changeout at McGuire AFB.
 IRAN of AN/URN-3A at Sondrestrom.
 Emergency TACAN Antenna Change of AN/URN-6, Sondrestrom, Greenland.
 Pre-IRAN of IIS at Thule AB, Greenland. IRAN required.
 Emergency Assist of IIS at Griffiss AFB NY.
 Installation of ID-15 Weather Equipment at Pease AFB NH
 Installation of ID-15 Weather Equipment at Loring AFB, ME.

TACAN Antennas completed: High Bands: 1 ea
Low Bands: 2 ea

Modification and TO Verification of AN/CRA-111A at Shaw AFB, SC.
Mr. Edward Chauspfering from Central GEEIA Rgn Team Chief, assisted by
Mr. Arthur Barstman, CG-9, 2061 GEEIA Sq.

c. Inside Plant: The following schemes were completed without exceptions:

103N47E - Griffiss AFB - Inside Plant Modernization
079B8E0 - Bolling AFB - Inside Plant Modernization
0386A7E0 - Wilmington, Del - Crypto Installation
0512A0E0 - Pentagon " " " "
0416A0E0 - Goose Bay, Lab " " " "
0421A0E0 - Plattsburg, NY " " " "
0435A7E0 - Atlantic City, NJ " " " "

The Crypto Section furnished nine personnel as augmentees, mostly to the 2074th GEEIA Sq. Crypto lost two personnel, one for discharge and one FCS, and gained one TSgt. Teletype Section lost two personnel and gained seven. Inside Plant Telephone gained one TSgt and one promotion MSgt.

Crypto had a scheme for Griffiss cancelled due to command changes and requirement changes. This may be reinstated at a later date.

d. Outside Plant: Our efforts in the North Country are bearing fruit. The preliminary survey is completed and problem areas are being discussed with your Region personnel this past week. Engineering and supply problems appear to be largely resolved at this time. Airlift is the next obstacle we must overcome.

e. Operating Location (NMCC):

(1) Installations:

- (a) During the past month, the OL completed 11 NMCC workorders.
(b) Three NMCC workorders are in progress with estimated completion within the next few days. These jobs are progressing satisfactorily with no particular problems.

(2) Training:

- (a) SSgt Shaw has completed all phases of upgrade training and has been recommended for upgrade to the 7-skill level. The OL does not presently have any members in formal OJT training.
(b) TSgt Carder is scheduled to attend a 9-week resident school, Course 342R306JOD-3 at Lackland AFB Texas beginning 29 April 1970.

(3) Personnel:

(a) TSgt McElhannon, AFSC R36271, will depart this unit PCS on 11 May 1970.

(b) SSgt Ramsey, AFSC R36271 has elected to separate from the USAF and will be discharged 10 May 1970.

(c) These actions will reduce the OL's manning to a total of 7 individuals of an authorized strength of 11.

3. SUPPLY:

a. Box type pallets have been constructed to provide better storage of supplies required to fill Bill of Material for Squadron maintenance workload. These pallets will prevent small items from being lost and will present a better and more uniform appearance to the Squadron warehouse area.

b. We have received our new ATECO copy machine which replaces two machines. This copy machine will cost less to operate and shorten reaction time when processing orders for emergency jobs.

c. Turn-ins of over \$13,000 in excess property was accomplished with no loss in effectiveness.

d. Squadron vehicles are being washed and waxed for the summer months as part of the Squadron emphasis on the corrosion control program.

e. DIRM rate remains at 0% delinquency for the past month.

4. QUALITY ASSURANCE: During the month of March, 11 inspections were performed.

Schemes:	4 Final Inspections	3 - In-Progress Inspections
Maintenance:	4 Final Inspections	0 - In-Progress Inspections

Total observations for the month were 2996 with 27 deficiencies for a total Squadron deficiency rate of .9%.

To date, two additional inspections were performed by this office for Hq OEEIA on the PATCON Program. The system for PATRICK and HOMESTEAD both received final inspections.

5. TRAINING:

(a) The Training Section is presently in process in getting the AIC ready for WAPS testing during April-May cycle.

(b) The GMT program is going satisfactorily with approximately 50% of personnel already tested.

6. SAFETY:

a. A 7-hour Ramset training course is being instituted within the Squadron.

b. The Annual Water Safety Program is in the planning stages and is tentatively scheduled for the middle of May 70. The program this year will also include traffic safety.

c. Due to the personnel alertness in the Base Maintenance Shop, a serious accident was prevented. The wrong type lug nuts were used on one of the wheels of a 6-Pass Crew Cab vehicle. This would allow the wheel to wear and pull off past the lug nuts. The Safety Office is investigating the incident and will take the necessary action to prevent this from happening again. All Regions and Headquarters will be informed of this hazard.

7. HERO DEEDS/CARE PROGRAM: As of 15 April our score for April was as follows:

Care Forms Submitted: 2

Bronze ED Awards: 47

Silver ED Awards: 7

Gold ED Awards: 0

LENN P. ROBINSON, Major, USAF
Commander

8. DISCIPLINE:

a. Summary:

(1) The discipline program is being conducted in accordance with the provisions of the Air Force Manual, AFM 7-21.1, and the Air Force Manual, AFM 7-21.2. The program is being conducted in accordance with the provisions of the Air Force Manual, AFM 7-21.1, and the Air Force Manual, AFM 7-21.2.

(2) The program is being conducted in accordance with the provisions of the Air Force Manual, AFM 7-21.1, and the Air Force Manual, AFM 7-21.2. The program is being conducted in accordance with the provisions of the Air Force Manual, AFM 7-21.1, and the Air Force Manual, AFM 7-21.2.

(3) The program is being conducted in accordance with the provisions of the Air Force Manual, AFM 7-21.1, and the Air Force Manual, AFM 7-21.2. The program is being conducted in accordance with the provisions of the Air Force Manual, AFM 7-21.1, and the Air Force Manual, AFM 7-21.2.

2862D SQUADRON
GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY
PATRICK AIR FORCE BASE, FLORIDA

FINAL HISTORICAL REPORT

1 July 1969 - 31 March 1970

APPROVED BY

LOUIS C. MARSH, Major, USAF
Commander

PREPARED BY

Velma Outhouse
Historian

Exhibit 3

1

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PREFACE

The mission of the 2862d GEEIA Squadron is to perform installation and mobile (on-site) depot level maintenance on communications-electronics-meteorological (CEM) equipment. This also includes the removal and re-location of these systems and facilities. Liaison with Air Force and tenant activities is maintained to assure the timely accomplishment of these functions.

The organizational structure of the 2862d GEEIA Squadron consists of three branches under the commander. The Support, Operations and Administration Branches make up this structure.

The area of responsibility of the 2862d GEEIA Squadron takes in the State of Florida with the exception of Eglin AFB and its satellites, the Air Force Eastern Test Range consisting of mainland, Atlantic Ocean and Indian Ocean stations and other locations as directed by headquarters. This vast expanse of responsibility results in many of our personnel being TDY. Included in TDY are augmentees to other GEEIA Squadrons in other parts of the world, including SEA.

The scope and size of the Air Force Eastern Test Range Communications Program or the importance of our mission cannot be overemphasized. By expending our efforts and resources wisely, we assist in the nation's space program.

The squadron has been commanded by Major Louis C. Marsh since August 1968 when he arrived from a GEEIA Squadron in SEA. Captain Ronald Brown became Operations Officer when he arrived from SEA in October 1968.

MAJOR LOUIS C. MARSH
Commander, 2862d GEEIA Squadron

Major Louis C. Marsh, born 25 December 1929, in New Bedford, Massachusetts, entered the Army Air Force on 31 January 1947. He served as a heavy bombardment radar technician (airborne) in the Strategic Air Command for 7½ years, advancing from the grade of private to technical sergeant.

After graduation from Officer Candidate School in June of 1954, he attended the Airborne Electronics Officers Course at Keesler AFB, Mississippi. Upon completion of the course in June 1955, 2d Lieutenant Marsh was assigned to Ashiya AB, Japan. During his 18 Month tour of duty, he was Communications Officer of the 816th Troop Carrier Squadron, Group Communications Officer of the 483d Troop Carrier Group, and finally as Assistant Wing Communications Officer, 483d Troop Carrier Wing. Returning stateside in 1957, he was assigned as the Armament Electronics Officer in the 319th Fighter Interceptor Squadron (ADC), Bunker Hill (now Grissom) AFB, Indiana. During this four year tour of duty, his work revolved around the maintenance of electronic systems on T-33, F-94C, F-89D, and F-106 aircraft. With the advent of the more sophisticated aircraft, Lt Marsh took on the additional duty of Nuclear Ordnance Supply Officer responsible for the storage, maintenance and loading of advanced weaponry.

From this assignment, he was transferred to the Phoenix Air Defense Sector (ADC), Arizona, as the SAGE Maintenance Control Officer and in May 1962, an overseas selection sent him to the 1st Mobile Communications

Group (AFCS) in the Philippines. As the Assistant Telecommunications Officer, he was the team commander on many TDY trips to Vietnam and Thailand, as well as, Singapore and Taiwan. During one of his first TDY's to Vietnam, he was assigned, in addition to his communications responsibilities, as the first Base Commander at Nha Trang Air Base. For his outstanding achievements, he was awarded the Air Force Commendation Medal.

Upon rotation to the ZI, Captain Marsh traveled to Keesler AFB, Mississippi, to attend the Communications-Electronics Staff Officer Course and upon graduation, he was assigned to Hq 15th Air Force (SAC) at March AFB, California. For the next two years, he was the overall manager of the 15th Air Force's SACCS (465L) Program.

Major Marsh had his first assignment to GEEIA when he was assigned as Operations Officer of the 485th GEEIA Squadron, Cam Ranh Bay, Vietnam, in July 1967. He served there until being reassigned in August 1968 as Commander of the 2862d GEEIA Squadron, Patrick AFB, Florida. Major Marsh was awarded the Bronze Star for his outstanding performance of duty while being assigned to the Vietnam based GEEIA Squadron.

Major Marsh is married to the former Jeanenne Mason of Kokomo, Indiana, and they have three daughters. His primary hobby is gun collecting.

CAPTAIN RONALD BROWN
Chief, Operations Branch

Captain Ronald Brown, born 15 October 1936 in Yonkers, New York, first enlisted in the US Air Force in June 1954. After a tour in Germany and New York as an Air Intelligence Specialist, he was separated in December 1957 to return to college. He graduated from Georgia Tech in June 1961 with a BS degree in Industrial Management.

Captain Brown returned to the Air Force in November 1962 when he entered Officer Training School. He was commissioned in February 1963 and was assigned to Keesler AFB, Mississippi, to attend the Communications Officer Course. After completing the course in February 1964, he was assigned to the 2860th GEEIA Squadron at Robins AFB, Georgia. In October of 1965, he was reassigned to the Plans Division of the Plans and Management Office of Headquarters, GEEIA. During his assignment at Headquarters, GEEIA, he graduated from the Squadron Officer School at Maxwell AFB, Alabama.

Captain Brown was reassigned to the 485th GEEIA Squadron, Cam Ranh Bay AB, RVN, in November 1966. He spent the majority of his tour as the GEEIA Liaison Officer to the DaNang area. In November 1967 he was selected to attend the Communications-Electronics Staff Officers Course at Keesler AFB, Mississippi. He completed the course as an honor graduate in September 1968 and was assigned to his present job as Chief, Operations Branch of the 2862d GEEIA Squadron.

Captain Brown is married to the former Carolyn Hill of Akron, Ohio, and they have 1 son. Captain Brown likes to participate in sports, especially jogging and bowling.

NARRATIVE

On 1 July 1969, the GEEIA Financial Subsystem (GFS) was officially implemented. The GFS was designed to identify changes of GEEIA mission operations by GEEIA Workload Identifier (WI) (Phase I). Another feature of the system is to establish a financial forecast capability to more accurately portray GEEIA financial requirements (Phase II). The Squadron assisted the input to this system by assigning a workload identifier to each request. During this reporting period there was a total of 77 work requests/authorizations (WRAs) received. To accomplish this work, it was necessary to have many men on temporary duty at various sites.

The area of responsibility for the Squadron continues to be the entire State of Florida and the Air Force Eastern Test Range. With this expansive area, there are many occasions when the majority of the personnel will be TDY. Even though handicapped by this, any emergencies or missile work has always been completed in a minimum of time. Even though we are only indirectly involved in missile launches, we are proud to have helped get man to the moon. Our support to the Apollo program was rewarding to us as well as our installation and maintenance activities around the world. An ultra high frequency timing transmitter system was installed at Cape Kennedy Air Force Station and at Trinidad, Ascension and Antigua Islands on the Air Force Eastern Test Range. This system improved the sensitivity of electrical signals. Exact timing is a prime factor during a launch.

One of our greatest projects was the installation of the Tri-Nested Rhombic Antenna System. It operates on low, medium and high frequencies jointly using the same support structures. This system was installed at Cape Kennedy and Malabar, Florida and at various sites on the AFETR. The first installation took 50 days and the second was completed in 21.

During the Apollo Program the 6,000 manhour project of connecting more than a half million terminals at the Cape Kennedy telephone exchange was completed ten days ahead of schedule. By working double shifts the teams relocated an 18 position telephone operators switchboard equipment without service interruption to the missile program. This project put another feather in the GEEIA hat. Also of great importance in the Apollo program was the re-routing and replacing of approximately 43,000 feet of cable at Patrick AFB.

The greatest and our most important accomplishment was the installation of new communications systems along with the relocation of existing facilities into an elaborate new four million dollar US Strike Command Headquarters building at MacDill AFB, Florida. Once again the "Can Do" and determination of GEEIA was exemplified by completing this preponderant project far ahead of the scheduled completion date. This resulted in high praise for the team chiefs and personnel involved. Lt Laszynski, as the GEEIA Liaison Officer, was awarded the Air Force Commendation Medal.

The 2862d GEEIA Squadron continued its outstanding support this year to Homestead AFB, Florida, under Project Scope Coral. Scope Coral is the code name given to GEEIA's responsibility to keep the electronic equipment

at Homestead AFB in peak condition for support of VIP aircraft. The equipment must operate 24 hours a day with only a minimum of down time for preventive maintenance. In case of equipment failure at any time during the day or night, the squadron was prepared and responded to immediately dispatch a team of highly qualified personnel to return the equipment to operational status with minimum delay.

The CFM (Communications-Electronic-Meteorological) equipment at Homestead AFB performs all functions necessary to the complete operational capability of the base. In keeping this equipment operating at peak efficiency and proficiency, this GEEIA Squadron expended over 7,000 military and 1,200 civilian manhours this year. Many of these hours were overtime due to the high priority of the systems being repaired. These manhours account for the 67 separate workorders which have been completed.

Among the outstanding jobs was one completed by the Wire Section. The team replaced almost four miles of closed circuit television cable for a special requirement heliport station. The team also rerouted 2,500 feet of cable. Even though slowed down at first by receiving the wrong cable and completed the job in less than a month. Expert workmanship is an important factor in this squadron's ability to complete a job in advance of the scheduled completion date. No less important was the work performed by the Electronics Section of the Squadron. They were called on to provide expert teams for three straight weekends to repair the FMM-1, slant range runway visibility computer, and the TACAN equipment. The saying developed within the Section, "Who goes this weekend?"

Since overtime and weekend work is nothing new for these teams, it is expected and accepted.

Scheme 9170T9B, better known as "Quick Fix", is located across the Atlantic Ocean at the 2130 Communications Squadron in Croughton AS, England. The name is somewhat humorous as the 2862 GEEIA Team started the job on 13 September 1969 with the estimated completion date of April 1970. "Quick Fix" really refers to the increased capability of the airways station. By simply pushing a button and flicking some switches an operator may immediately talk with any military base or aircraft anywhere in the world. The system allows the operator to select the particular transmitter and receiver, frequency, and antenna he wants in order to get to the best circuit possible.

The Croughton station was composed of three sites; the transmitter site, receiver site, and the CRC (Communications relay center). The team's task was to relocate quick fix from the receiver site to the CRC. Among the equipment involved were high frequency radios, telephone equipment, VFTG (Voice Frequency Transmitter Group) equipment AN/GRC-137, tape recorders, a time announcer and consoles for operators, coordinators and supervisors. Knowing this would be a long job, the team prepared for it by coordinating with the 2874 GEEIA Squadron in Ramstein, Germany. Vehicle and time accounting support was requested and supplied, but the problems only started there. The following month the team learned that no provision for a necessary IDF (Intermediate Distribution Frame) had been made and that a cable shortage would probably result. By expeditious and outstanding coordination among the team, squadron, Eastern GEEIA Region,

Headquarters GEEIA and the operating agency, this problem was resolved. The team also obtained the optimum location for the IDF to be placed so as to avoid maintenance problems and not interfere with the placement of equipment to be installed in the future. This team confronted and solved multitudinous problems: transportation, parallel cable problems, appendicitis, and intensive pressure to complete the job.

The estimate of manhours required had to be increased again and again. This resulted in the team's orders being extended several times. However, after overcoming all these problems in the typical GEEIA way, the team has been phased down. Now only a final check out and clean up crew remains on site. They will soon return and prepare for their next job assignment.

An equipment removal scheme to GEEIA means tearing apart, taking out or taking down a multitude of equipments, ancillary groupings, etc and normally on a land location. However, we were tasked to remove the equipment from the Twin Falls, a range tracking seagoing ship of the old Liberty Ship Class.

The original scheme to dismantle the CE (Communications-Electronic) equipment aboard the Twin Falls called for removing only the basic equipment in a thirty day time frame. This thirty day period was crucial due to the extremely high dock fees per day. We were quite concerned with the amount of equipment because of size, weight and locations on number one, two and three decks below top side. The ship had been modified several times after the installation of various equipment and the computer immediately presented a problem because of its size. In the course

of several modifications the size of the hatch had been made much smaller than its original configuration. Many ideas were developed for solving this problem but it was finally decided that the computer would be removed after the ship returned to the shipyard to be salvaged. This computer after being partially dismantled was the only major C-E equipment that remained on board. As the scheme progressed, the workload was increased to include the signal cables for half of the telemetry equipment, complete cabling for the FFS-16 radar, the electronic spares and bench stock items. There were also other miscellaneous tasks such as removing desks, chairs, etc. This was all taken in stride and the team chiefs had to display several imaginative work procedures to meet the final requirements. With great alacrity and ingenuity and by creating an extremely harmonious working atmosphere they not only got the job done, but beat the time frame by fourteen days. This meant a saving to the Air Force Eastern Test Range of approximately \$43,000.00 in commercial dock fees.

The 2862d Squadron rated high in the savings department this year. There were 47 suggestions submitted by squadron personnel. Unfortunately, there were only six of these approved. Three military personnel received cash awards and two received certificates. Our Assistant Operations Officer, Mr George Smith, realized a savings of \$87,460 to the squadron. This was accomplished by his suggestion that modification of Strategic Air Command (SAC) communications equipment (465L) be performed at our facilities on Cape Kennedy instead of on site. A "Rotating Modification Spare" procedure was instituted. The modified equipment was shipped to a

site on the schedule and replaced the existing equipment which was shipped to Cape Kennedy. This, in turn, was modified and forwarded to another site on the schedule, and so on until all modifications were completed at the various SAC bases. This assignment was scheduled to be completed in two years, but the Squadron did it in one. By this procedure, the per diem and travel costs were greatly reduced.

Members of the 2862d GEEIA Squadron were once again faced with what looked like "Mission Impossible" as the sea plane (SA-16) circled Mahe Island twice and then landed in the Indian Ocean - the final phase of their journey. The teams had departed Patrick AFB to Kennedy International Airport, NY; then to Athens Greece and on to Nairobi, Africa by West African Airlines. From Nairobi they proceeded to Mombassa where they awaited the departure of the seaplane. The team was tasked with the installation of two tri-nested rhombic antennas and one vertical log-periodic antenna; the relocation of a rotating log-periodic and several conical monopoles; the removal of a vertical log-periodic; and the rehabilitation of existing UHF, HF, and VHF antennas at Mahe Island, Seychelles (pronounced say shells).

On arrival at the site, there was no doubt that troubles lay ahead. Work had to be done not only in a hot, humid climate, but also in swampy areas. Many small rivers cover this partially inundated island and one antenna site was right in the middle of a swamp. The guy wires had to be attached to anchors out in the middle of a river created by monsoons. This unexpected problem was resolved by improvising a raft from which the team worked. Once the watery installation was completed, then on to the

next antenna site which was located in dense undergrowth. Our men working 10 and 12 hour shifts to compensate for the monsoon rains and mud which held progress at a slow pace. Working under these adverse conditions, the 2862d did it again. Completed the scheme in record time.

A "Special Assignment" which was a model for inter-service cooperation and management, as well as the 2862d Squadron's work on a 60 line and 50 line WECCO 304 telephone switching system at Cape Kennedy.

The equipment was received from four different locations in Southeast Asia (SEA) and included portions of 13 different systems. After being rehabilitated and retrofitted, the equipment was shipped to and installed at Eglin AFB, Florida.

Some other "Special Assignments" included rehabilitating antenna fields in the jungles of Trinidad; building antennas on the volcanic terrain of Ascension; installing 18,000 feet of weather vision cable in a back-filled cypress swamp near Tyndall AFB, Florida; public address and missile intercom systems on launch pads at Cape Kennedy; and several Electronic and Wire branch augmented assignments in Europe and Asia.

In fact, there were 103 augmentedees to Southeast Asia. The month of September took the greatest number of augmentedees with 19 to SEA. There were 14,680 manhours expended in this area at a travel cost of \$19,631.18. Even though the 2862d Squadron had a great number of personnel half way around the world, the morale of the men was exceptionally good.

Through the effort of the Commander, Major March, to improve the morale of squadron personnel and dependents, the GEEIA Wives Club was formed. Consequently there was a line of communication set up between

the squadron and the dependents. The forming of this club has been a great help in improving the morale. A chain of assistance was set up whereby a wife whose husband was TDY could call someone in the Squadron for assistance in resolving her problem. The need for this kind of assistance has been proved. Several problems have been resolved without worry to the husband, which is a contributing factor in a team's ability to complete a scheme ahead of time.

During the final nine months of GEEIA, the 2862 Squadron completed 75 schemes. Pre-IRANS Completed was 14 and 108 IRANS. The work Request/Authorizations (WRA's) total was 71 completed and 77 received. Three of these were cancelled by the customer and 16 returned to the engineer. This accomplishment was made possible through a well planned training program.

The number of personnel in on-the-job training averaged 83 per month. A total of 73 personnel were upgraded during this report period. The Squadron was well represented in advanced technical training by having 41 of our personnel attending. A Special Training Course on Outside Wire and Antenna Maintenance was conducted by the 202d GEEIA Squadron (ANG) located at Robins AFB, Georgia. Twenty-two of our personnel took advantage of this course. Five NCOs attended the AFLC NCO Academy and two attended the AFLC NCO Leadership School at Robins AFB, Georgia. The 2862d GEEIA Squadron is proud of the many honor graduates from these schools, all contributing to the GEEIA "Can Do" and safety practices.

The interest taken by the Commander in stressing safety to the Squadron has been well worth while. The last months of the 2862d GEEIA

Squadron have been virtually accident free. A drivers safety program was attended by approxiamtely 75 squadron personnel. This program featured Duane Clark, a professional race car driver, and stressed safety from a professional's viewpoint. Other safety training included traffic safety training, classes on toxic gas and an instruction period on the new Hilti Powder Acutated Tool. The latter instruction was arranged through the distributor of the tool, and resulted in three squadron personnel being licensed as instructors.

Prior to the Xmas/New Years Holiday period, the squadron was shown a film, "Mechanized Death", and given a vehicle safety talk by Mr Randy Robinson, Brevard County Highway Safety Department. We feel that this years Safety Program has been successful due to the fact there were only three reportable accidents for the entire reporting period. This represents a reduction of 75 % over the previous year, and the dollar loss of \$1,824 shows an improvement of \$3,843 over the last reporting period.

The Squadron Support Branch expeditiously processed requisitions and obtained materiel to support over 50 of the "Command Asset (Non-standard/Commercial)" short lead time installations for the Eastern Test range. Over 500 line items comprising more than 15,000 individual parts and equipment were supplied to our installer personnel.

Many visits by supply personnel were made to the wide spread installation locations to dispose of the excess materiel, assist the teams in inventorying BOM materiel or in obtaining parts and to survey vehicles.

Such places as Antigua, Ascension, Grand Bahama Islands, MacDill AFB and Homestead AFB, Florida were among the exotic places visited.

The supply storage areas of Hanger "C" were completely enclosed and new bins were built for the tool crib. The entire supply area was painted and reorganized providing better warehousing and storage facilities.

During July through November, we received our first Davis 1000 trencher, a 2½ ton maintenance van to support "Scope Coral" and two of the new "Pole Master" low profile V-18 type trucks. One of the low profile trucks, while being worked to remove an antenna tower, overturned on it's side when one of the stabilizing outriggers separated from the truck body. No one was injured and this incident was full investigated by the major manufacturer plus the subcontractor and various logistics functions. The truck is being repaired by the manufacturer.

Our supply personnel resolved a massive logistics problem as an unexpected huge shipment of scheme materiel for the Tri-nested Rhombic Antennas to be installed at Partick AFB, and the Maleber, Ascension, Antigua and Trinidad tracking sites. 1,355 tower sections were received, assembled and transhipped from Cape Kennedy AFS to the end location. The sections arrived in eleven box cars directly from the manufacturer. Because the procurement was in one lot, each scheme had to be reviewed for What, How Many and to Where. The sorting, assembling and transhipping was accomplished in minimum time without error.

During the past year the administrative section has been operating without the services of an assigned, Unit Administration Officer (7024).

Until a qualified administration officer is assigned, selected communications officers (3034) have been assigned this responsibility as an additional duty. At the beginning of the year six administrative personnel were on hand. As the year progressed three more were assigned, but at the same time two persons were lost to PCS assignments. Once again the majority of the persons in this career field are ones who cross trained from other career fields.

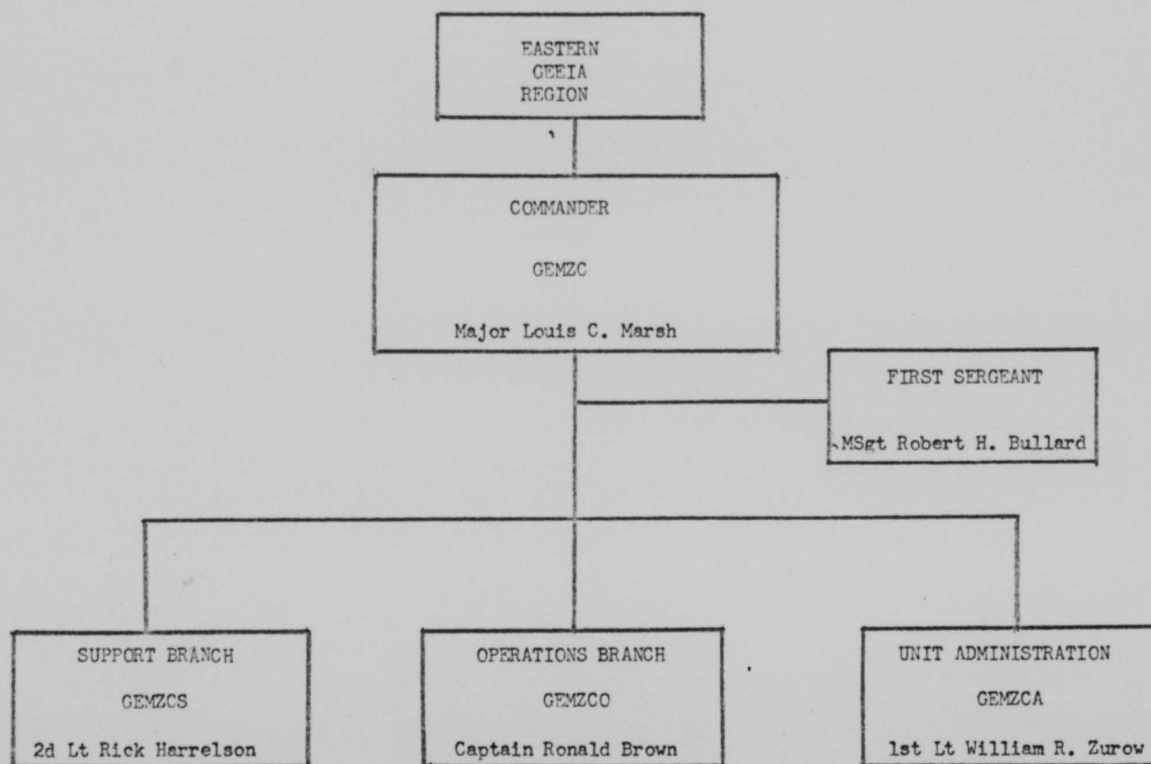
In addition to normal administrative duties, 732 TDY orders were accomplished without any difficulty. Often times these orders were published with no forwarning, yet the squadron was able to meet all if it's required maintenance and installation requirements, without any delay.

Although no keypunch personnel were assigned (70250 with keypunch experience) the administrative unit provided daily keypunch support for the GEEIA Management System. As a result of a training program within the section all administrative personnel are fully qualified for keypunch duty.

Under the WAPS program the unit administrative section planned and programed the testing of all persons in this squadron. Considering the fact that 75 percent of the squadron is TDY at one time, this constituted a tremendous organizational effort. 100 percent of those eligible were tested.

In and out processing was accomplished on no less than 150 persons during this year. In all cases personnel were processed in and out in the minimum amount of time allowing the essential work of the squadron to continue without interruption.

On 1 April 1970, the Squadron is transferred to AFCS and on 1 May 1970, in accordance with Special Order G-62, 2 Apr 1970, the proud 2862d GEEIA Squadron is redesignated the 1830 Electronics Installation Squadron. The "Road Runner" will continue it's traveling to and from work sites, if not as a squadron emblem, at least in the history and minds of GEEIA men.



Attachment 1

COMPLETED WORKLOAD SUMMARY

1. Schemes - by commodity, FY-70:

<u>COMMODITY</u>	<u># RECEIVED</u>	<u># COMPLETED</u>	<u># CANCELLED</u>
A - Telephone Inside Plant	5	1	0
B - Telephone Outside Plant	12	23	0
C - Other Government Communications	9	15	0
K - Crypto	11	11	1
S - Antenna O. P.	3	4	0
N - Nav aids, Radio	7	7	0
M - Meterological	4	2	0
P - Public Address System			
R - Radio	7	3	0
W - Nav aids Radar	10	2	0
X - Radar	2	3	0
L - Precision Measuring Equipment	0	2	0
V - CCTV	2	2	0
	<hr/>	<hr/>	<hr/>
TOTAL	72	75	1

2. PRE-IRANS by commodity:

<u>COMMODITY</u>	<u># RECEIVED</u>	<u># COMPLETED</u>	<u># CANCELLED</u>
R - Radio	11	11	2
N - Nav aids - Radio	3	3	0
	<hr/>	<hr/>	<hr/>
TOTAL	14	14	2

3. IRANS by commodity:

<u>COMMODITY</u>	<u># RECEIVED</u>	<u># COMPLETED</u>	<u># CANCELLED</u>
B - Telephone Outside Plant	12	12	1
C - Other Government Communications	1	1	0
S - Antenna O. P.	5	7	0
R - Radio	51	51	2
M - Meterological	14	14	0
N - Nav aids - Radio	15	15	0
W - Nav aids - Radar	3	3	0

Attachment 2

X - Radar	5	5	0
	—	—	—
TOTAL	106	108	3

4. Work Authorization Request (WRA) by commodity:

<u>COMMODITY</u>	<u># RECEIVED</u>	<u># COMPLETED</u>	<u># CANCELLED</u>	<u># RETURNED TO ENGINEER</u>
A - MITOC, MOPS, MOIS	39	38	1	5
P - Public Address	33	30	2	8
V - A2A & CCTV	5	3	0	3
	—	—	—	—
TOTAL	77	71	3	16

FY 70 GROUND SAFETY REPORT

	Personal Injury		Government Vehicle		Property Damage		Monthly Totals		Monthly Cost Total
	Rprt	Non-Rprt	Rprt	Non-Rprt	Rprt	Non-Rprt	Rprt	Non-Rprt	
July 69	0	5	0	0	0	0	0	5	\$70.00
August 69	1	7	0	0	0	1	1	8	\$945.00
Sep 69	0	3	0	0	0	1	0	4	\$67.00
Oct 69	0	4	0	0	0	0	0	4	\$56.00
Nov 69	0	2	0	0	0	0	0	2	\$28.00
Dec 69	0	3	2	0	0	0	2	3	\$437.00
Jan 70	0	5	0	0	0	0	0	5	\$70.00
Feb 70	0	4	0	0	0	0	0	4	\$56.00
Mar 70	0	2	0	1	0	0	0	4	<u>\$95.83</u>
Totals	1	36	2	1	0	2	3	39	\$1,824.83

Attachment 3

ZERO DEFECT AWARDS

1 July 1969 through 31 March 1970

	<u>Bronze</u>	<u>Silver</u>	<u>Gold</u>	<u>Simi- precious</u>	<u>Total</u>
1st Quarter	54	8	4	1	67
2d Quarter	40	24	0	0	64
3d Quarter	<u>62</u>	<u>16</u>	<u>0</u>	<u>0</u>	<u>85</u>
Individual Totals	163	48	4	1	216

Attachment 4

Awards and Decorations: The following were presented to our personnel:

BRONZE STAR MEDAL

TSgt Thomas V. Walraven
SSgt Lee R. Roberts Jr

AIR FORCE COMMENDATION MEDAL

1st Lt Thomas F. Laszynski	SSgt Patrick Orlando
SMSGt Luther R. Johnson	SSgt William L. Rider
SMSGt Thomas L. Taylor	SSgt Cecil B. Sexton
MSGt Thomas G. Malley	SSgt Aubrey Wright
TSgt Richard L. Blalock	SSgt William F. G. Zobel
TSgt Robert J. Neal	Sgt Allen G. Benefield
SSgt Albert M. Dangidang	Sgt David N. Eff
SSgt Bobby J. Davis	Sgt John E. Graham
SSgt Booker T. Harris	Sgt Dennis L. Parker
SSgt Delmer F. Kuehl	Sgt Abraham E. Sharp
SSgt Thomas F. Manners Jr	Sgt James L. Sturm
SSgt Milton K. Miller	A1C Dennis L. Larmon
SSgt Clay J. Moore	

GEEIA CERTIFICATE OF MERIT

MSGt Robin McDarmont
SSgt Leo J. Hammer
Mr Hank Kutz

VIETNAMESE CROSS OF GALLANTRY WITH PALM

TSgt William H. Wilson

VIETNAMESE HONOR AWARD 2D CLASS

TSgt David L. Bradley
TSgt Thomas V. Walraven

HONOR GRADUATE AWARD - AFIC NCO ACADEMY

MSGt H. N. Jordan
MSGt Robin McDarmont

SQUADRON AND REGION OUTSTANDING AIRMAN OF THE YEAR

A1C Robert D. Cookmaster

SQUADRON NCO OF THE YEAR

TSgt Richard S. Miller

Attachment 5

Awards and Decorations (Continued)

OUTSTANDING TEAM CHIEF OF THE YEAR

MSgt David E. Hodges

AIRMAN AND NCO OF THE QUARTER

Quarter ending September 1969: A1C Marion E. Wood
TSgt Thomas V. Walraven

Quarter ending December 1969: A1C Salvatore Leto
TSgt Richard S. Miller

Quarter ending March 1970: A1C David J. Burr
TSgt David Gerber

OUTSTANDING SERVICEMAN OF THE MONTH

Sgt William K. Cousins	A1C Salvatore Leto
Sgt Allister W. Nisbet	AMN David J. Burr
A1C Arnold G. Hodge	Sgt John J. Brown
AMN Allen P. Cain	Sgt Phillip E. Williams
Sgt Raymond L. Eckert	

LETTER OF COMMENDATION

Capt Curtis M. Powell	A1C Charles H. Mosley
TSgt Richard M. Anderson	A1C Ronald G. Rolph
SSgt Jerry H. Holiday	A1C George R. Strickland
SSgt Walter A. Wyatt Jr	Mr George M. Doughtie
Sgt Rufus L. Edge	Mr Richard C. English
Sgt Timothy J. Haas	Mr Robert L. Harper
Sgt Edward F. Robert	Mr Thomas E. Kaster
A1C Ralph G. Billings	Mr Jack L. Markum
A1C Edward B. Caruthers	Mr Othel K. McKinley
A1C Arnold G. Hodge	Mr Jake R. Price
A1C Martin A. Marinoff	

LETTERS OF APPRECIATION

There were 156 letters of appreciation received by our personnel during the final months of the 2862d GEEIA Squadron.

QUALITY SALARY INCREASE

Mr George D. Smith

SUSTAINED SUPERIOR PERFORMANCE AWARD

Mr William S. Britton

Mrs Jane J. Williams

TWENTY YEAR GOVERNMENT SERVICE PIN

Mr Robert L. Harper

Mrs Shelly Okerstrom

Mr Forest Smith

HISTORY OF
2874th GEEIA SQUADRON
1 JULY 1969 - 31 MARCH 1970

Exhibit 4

PREFACE

The following Final History of the 2874th GEEIA Squadron was received by message and was retyped at Keesler Air Force Base, Mississippi. Therefore, this report from the squadron is not in correct format.

2874th GEEIA SQUADRON
RAMSTEIN AIR BASE, GERMANY

The 2874th GEEIA Squadron has, since the inception of GEEIA in 1958, been the prime CEM installation activity for Europe. During the past year the responsibility of the squadron has increased significantly as a result of the phase out of the 2879th GEEIA Squadron (Athens, Greece) and the European GEEIA Region (Wiesbaden, Germany). As of 1 July 1969, the authorized strength of the 2874th GEEIA Squadron was 17 Officers, an increase of 6; 325 Airmen, an increase of 30; and 47 Civilians. Over the years the mission of the squadron evolved to the point where it possessed both maintenance and installation capability for nearly every type of communication facility utilized in the European Theater. With the phase out of the European GEEIA Region on 30 September 1969, the Squadron fell under the operational control of the Eastern GEEIA Region, Keesler AFB, Mississippi. This structure remained until the GEEIA/AFCS merger and redesignation of the 2874th GEEIA Squadron as the 1836th Electronics Installation Squadron effective 1 April 1970. During the twelve years as a GEEIA squadron, the 2874th compiled a truly enviable record of installation and maintenance accomplishments. The unit has twice been recognized for exceptionally meritorious achievement of international significance by award of the Air Force Outstanding Unit Award with one Oak Leaf Cluster. The first presentation came as a result of Project

"Stairstrap," the GEEIA support project for the reactivation of European bases to be used by recalled Air National Guard activities during the Berlin crisis. The First Oak Leaf Cluster was awarded on 17 November 1965 for a vast network of radar facilities and ancillary equipment installed during the period 15 September 1964 and 29 October 1964 for Project "Wind Drift." The squadron has continued to provide customers with services ranging from TOP PRIORITY tasks such as the overseas AUTOVON network switching system (consisting of 78 autovon terminals and an average of 2,000 cross connects for each scheme -- over 100,000 direct manhours were spent in support of this vital program) to such morale boosters as installation of AFRTV antennas and associated hardware. Among the highlights of 1969 were the completions of the "European AUTODIN Network"; "European Autosevocom System" with its associated line conditioning and the 486L Mediterranean Communications System involving the installation of TROPO and Microwave Radio, Voice and TTY MUX, signaling and supervisory control equipment involving 40 sites in Turkey, Italy, Libya, Malta and the Mediterranean Region; the squadron successfully responded to 920 emergency TACAN Antenna changes in 1969; three complete fire control towers and all associated A/G equipment were overhauled in-house.

The Squadron's geographical area of responsibility of installation of C-E facilities is as follows: Pakistan, Germany, France, England, Netherlands, Spain, India, Malta, Turkey, Balaeric Islands, Sardinia, Italy, Congo, North Africa, Crete, and any other locations north of 45 degrees latitude.

KEY PERSONNEL - POSITION/GRADE AND NAME

Commander: 1 July - 9 November 1969	Lt Col V. B. Lindsey
10 November 1969 - 31 March 1970	Col C. K. Moran
Operations Officer:	Maj C. W. Loney
	Lt Col V. B. Lindsey
Asst Operations Officer:	Capt W. K. O'Donnell
Chief, Workload Control:	Capt C. Aicosa
Chief, Wire Branch:	Capt M. Morrison
Chief, Electronics Branch:	Capt P. W. Weaver
Chief, Support:	CWO Eager
	Maj Comer
Administrative Officer:	Capt J. W. Wilen
Chief, Inside Plant:	Lt. R. W. Miller, Jr
Chief, Outside Plant:	Lt W. Schild
Asst Chief, Electronics Branch:	Capt J. Brown
Chief, Quality Control Section:	Lt R. T. Foreman

The 2874th GEEIA Squadron personnel strength for the period 1 July 1969 to 31 March 1970 was as follows:

	<u>Officer</u>	<u>Airman</u>	<u>Civilian</u>	<u>Total</u>
Auth	17	325	47	389
Asgd	17	275	34	326

Officer Personnel Gains: Officer gains were Capt Morrison, Capt Fisher, Capt Woods, Maj Comer and Col Moran.

Officer Personnel Losses: Officer loss was Maj Loney.

Special Orders: 1255 Special Orders were published during the period 1 July 1969 to 31 March 1970.

Personnel Awards: During the period 1 July 1969 thru 31 March 1970, thirty Air Force Commendation Medals, two Bronze Stars and thirty-nine GEEIA Certificates of Merit were presented to members of this organization.

Training: There was an average of 46 squadron personnel taking part in OJT courses during the past year during any given month. The CDC successful completion rate for the squadron was 95 per cent.

Driving Safety: A total of 337,822 GMV miles were driven by squadron personnel during the nine month period from 1 July 1969 - 31 March 1970. Five reportable GMV accidents resulted in two military disabling injuries during this time frame. There were two PMV accidents and no disabling PMV injuries.

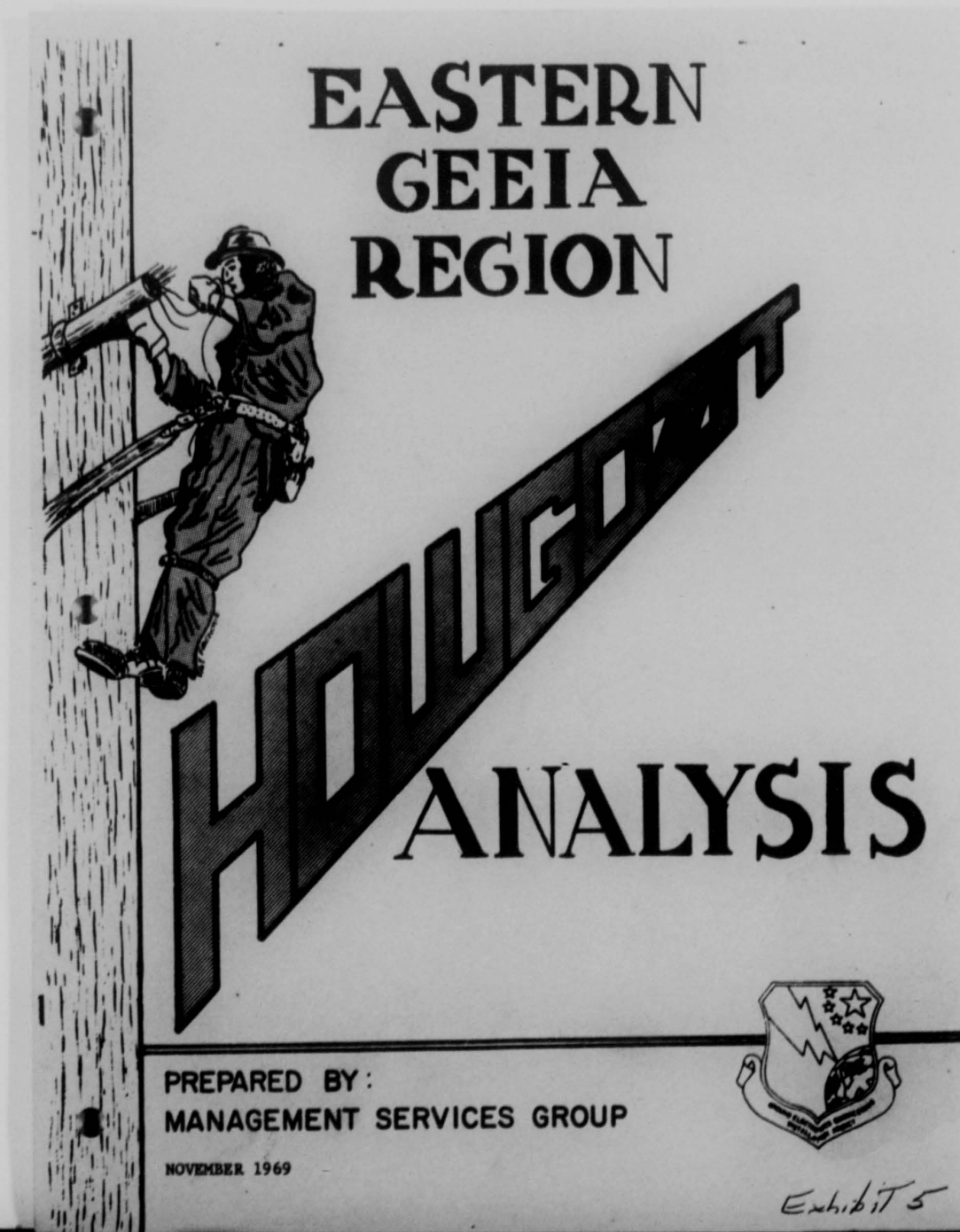
Command Visit: During the early portion of the month of March, the squadron was visited by an Eastern GEEIA Region IG Team headed by Colonel Seth A. Armstead, Vice Commander, Eastern GEEIA Region. Colonel Armstead was briefed on current and projected workloads and met informally with in-station personnel of every section.

General Events: Schemes and work orders accomplished by the squadron numbered 579 with some 450,000 direct labor manhours being expended in their support. Major projects accomplished by the squadron in support of the European Theater's CEM needs

include: the overseas AUTOVON network switching system consisting of 78 AUTOVON terminals has been installed throughout Europe and the testing of each terminal completed. An average of 2,000 cross connections were made to complete each scheme and utilization of approximately 100,000 direct manhours was made in support of this program. The Autosevocom System and its associated line conditioning has been completed in 1969 utilizing NB/WB TTY terminals. Twenty-five (25) schemes have been completed in support of the European AUTODIN network expending approximately 3,000 manhours. Four (4) AUTODIN DSTE units with associated Crypto equipment are presently being installed in support of the USAF Security Service. Basewide cable pressurization schemes were completed at Wheelus, Libya; Rhein-Main, Hahn, Spangdahlem, and Wiesbaden, Germany. Approximately 10,000 manhours were expended in support of these requirements. Over 25,000 feet of buried cable ranging in size from 25-606 pairs was installed in support of the vital Tab Vee Program at Bitburg, Spangdahlem, Hahn and Ramstein AB, Germany. Approximately 16,000 direct labor manhours were expended in support of the GND/AIR/GND System as part of the complex 495L Program in San Pablo, Spain, and the 486L Mediterranean Comm System involving the installation of TROPO and Microwave Radio, voice and TTY MUX, signaling and supervisory control equipment involving 40 sites in Turkey, Italy, Libya, Malta and the Mediterranean Region. Transition of Project Bamboo Tree in support of the 412L Air Weapons Control System from the Bendix Corporation to the Organic Control of the

squadron was completed in 1969. The overhaul of two each AN/MPN-13's including DLM of all components and complete van overhaul, was completed in 1969. Changeout of Mobile GCA's in support of Project Pacer Shine was accomplished at eleven sites throughout Europe. The 2874th GEEIA Squadron assisted in the modernization of six AFRTS-AFTV studios in Germany. The work included the installation of projectors, recorders, monitors and supervisory equipment. The Squadron successfully responded to 920 emergency TACAN antenna changes in CY 1969. Our in-house facility rehabilitates all reparable antennas and returns them to serviceable assets. Three complete fire control towers and all associated Air/Ground equipment were overhauled in-house.

The Support Branch has exceeded their 1969 cost reduction goal of \$2,400,000 by \$105,000.00. This represents a truly outstanding achievement. First term retention rate was 7/32 or 22 per cent. The 2874th GEEIA Squadron was awarded the "Best News Release of the Quarter" award for the First Quarter of Fiscal Year 1968-1969. Our personnel were also tendered two airmen and one NCO of the Quarter awards in 1969 by European GEEIA Region.



FOREWORD

The purpose of this analysis is to assist the Commander and his Staff in examining the inter-relationships among all Region activities; to include measuring progress against approved programs or goals and to reveal deficiencies and aid in developing recommended solutions. Every workload area and management function within the Region is a candidate for the intensive screening and review permitted by inclusion in this briefing.

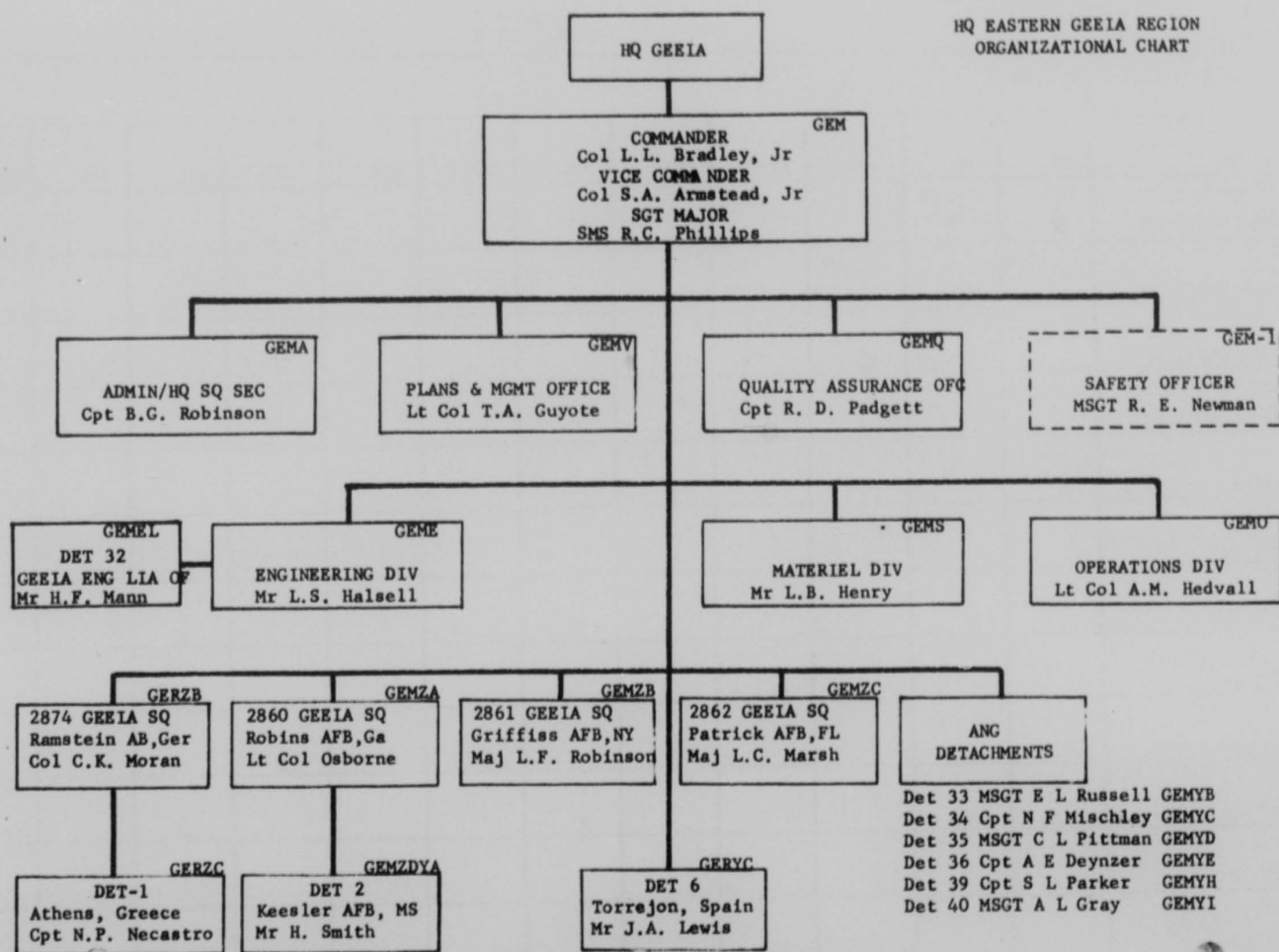
The GEEIA Management Performance System, GEEIA rating system for the Regions, the Management Analysis Digest and the Monthly Utilization Summary comprise approximately half the topics reviewed; the other topics selected are based upon a special analysis of their impact effect on accomplishment of the GEEIA Mission.

Our Objective is to attain and maintain the first place rating with GEEIA through:

- Priority 1: Timely Completion of Workloads with Quality Assurance
- Priority 2: Accuracy and High Utilization in our Manhour Accounting System

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STAFF ASSISTANCE VISIT
SCHEDULE *

CY 1970

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2860 GEEIA SQ	●	X ²⁸⁶⁰			X				X			
2861 GEEIA SQ		●	X ²⁸⁷⁴			X				X		
2862 GEEIA SQ			●	X ²⁸⁶⁵			X				X	
2874 GEEIA SQ				●	X ^{2862nd}			X				X
DET 2	X				X				X			
DET 32			X				X				X	
DET 33		X				X				X		
DET 34				X				X				X
DET 35	X				X				X			
DET 36		X				X				X		
DET 39			X				X				X	
DET 40				X				X				X

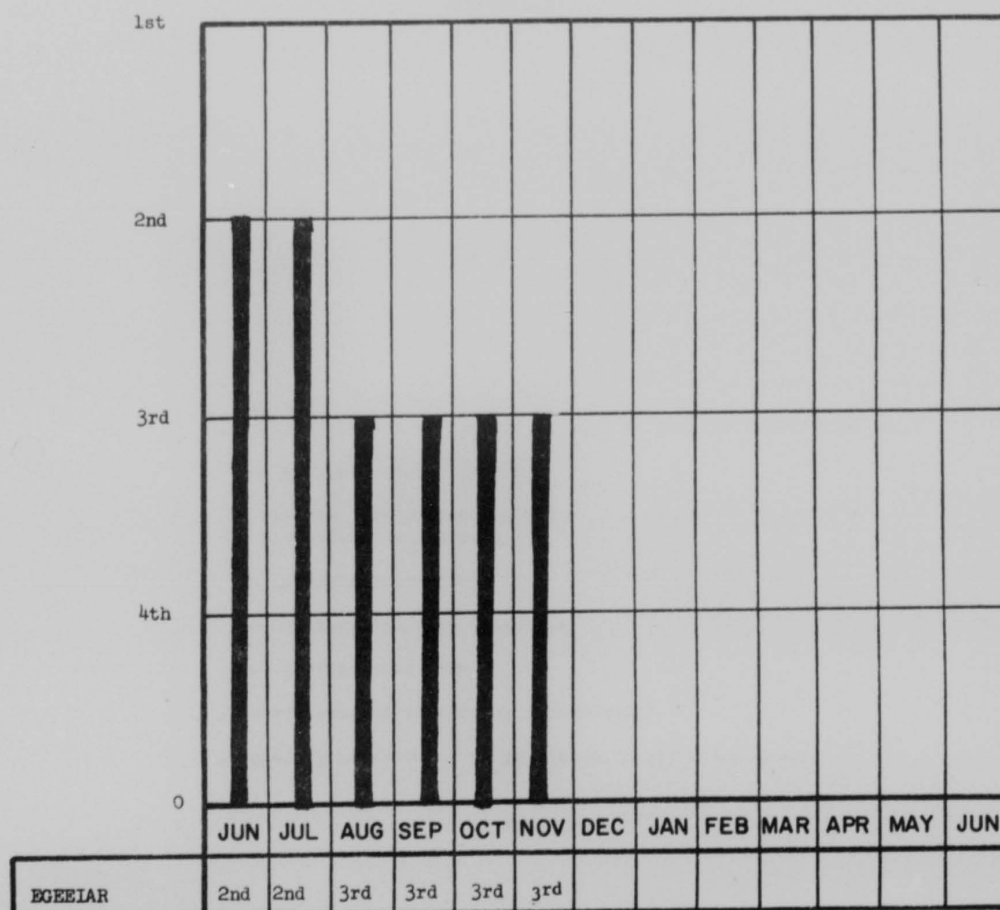
* This schedule is tentative only, subject to change as the mission dictates. The date will be confirmed, via message 30 days prior to each visit.

"PREVIEW"

- * Overall Improvement is Indicated in All Major Areas
- * Areas Needing Additional Improvement:
 - o Reenlistment Rate
 - o AF Motor Vehicle Accidents
 - o Manhour Accounting
 - Assigned vs Expended
 - Labor Utilization - M & I
 - o Workload Cancellations
- * If improvement continues, we will be back in competition by FY 3/70

HOW GOES IT ?

REGION STANDING
ESTIMATED



SOURCE: Management Performance Rating/Management Analysis Digest
OPR: GEMVM

Eastern GEEIA Region Standing

This chart depicts Eastern Region estimated standing for the month among all GEEIA Regions. This Region's standing is based upon data contained in the Phase Completion Analysis Reports, Management Analysis Digest, Manhour Accounting Reports, and other data.

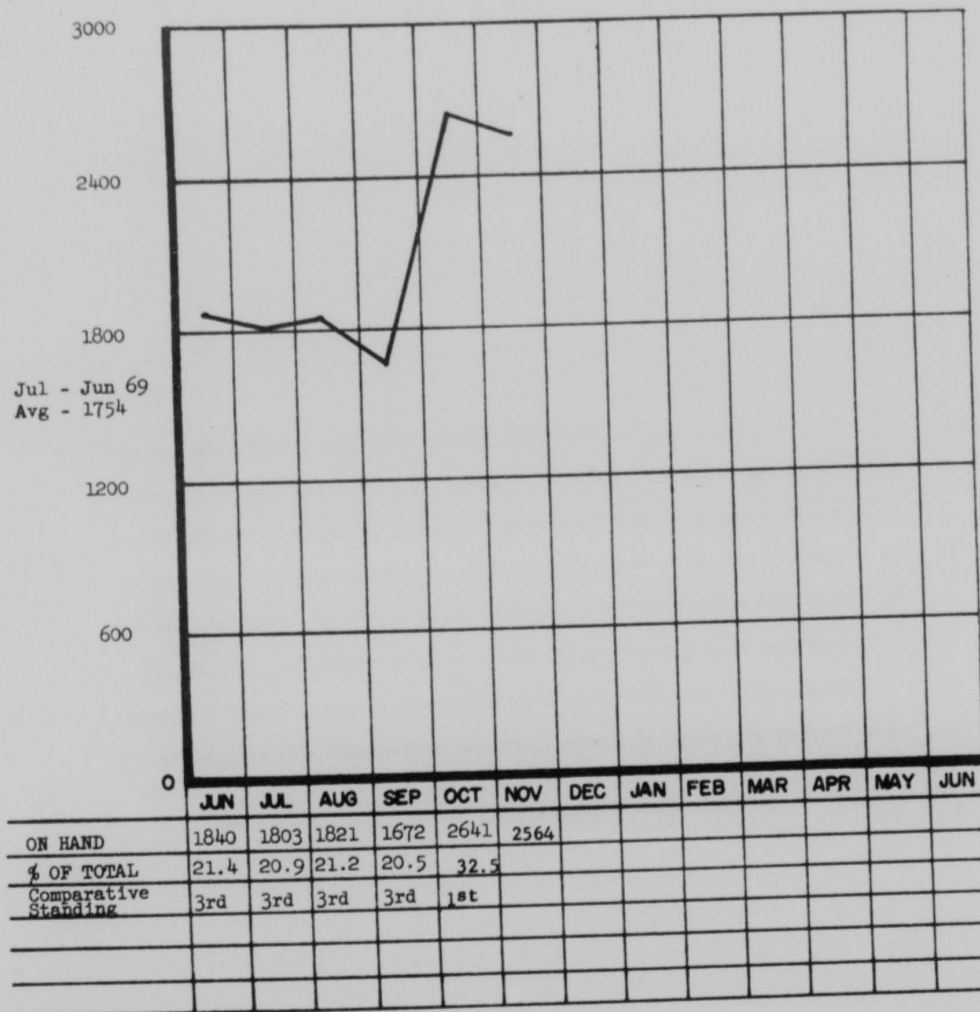
MISSION COMPARATIVE ACCOMPLISHMENT
November 1969

	<u>EASTERN</u>	<u>CENTRAL</u>	<u>WESTERN</u>	<u>PACIFIC</u>
FSD Delinquencies	99.3	100.0	99.4	100.0
Engineering	94.2	96.5	100.0	58.3
Installation	94.2	100.0	100.0	97.3
Maintenance	97.8	100.0	100.0	94.4
* Materiel	74.7	77.1	88.0	59.7
Reporting Accuracy: Eng	96.8	93.9	92.9	98.4
M/I	95.9	94.2	93.4	94.0
Direct Labor: Eng	70.3	79.7	77.6	74.8
M/I	63.2	73.5	65.0	63.7
PIPs	24.7	25.0	25.0	25.0
	—	—	—	—
Total Points	554.5	568.5	570.9	522.1
Points Available - 575.0				
Standings	3rd	2nd	1st	4th

Region Comparative Accomplishments

This portrays the comparative accomplishments of all GEEIA Regions for November 1969. You will note that Eastern placed 3rd in maintenance. Installation completions with a score of 94.2 placed this Region in fourth position. A 94.2 completion rate in Engineering Completions rated third position while a 98.7 in PIPs placed Eastern in fourth place. This timeliness of completion data for these four areas is based upon the required data. That is, the number of schemes scheduled for completion versus the number completed during the month.

S C H E M E S O N H A N D
F Y 1 9 7 0

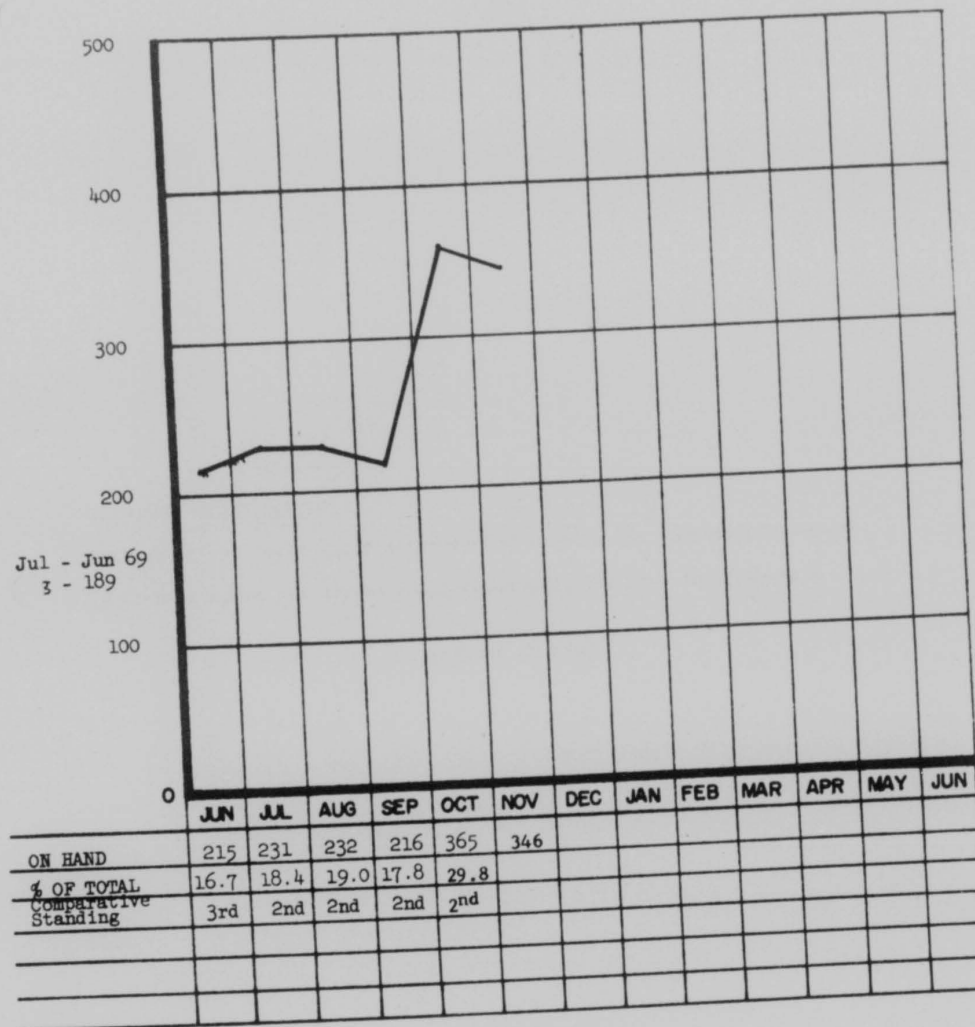


SOURCE: C003K2V1A
OPR: GEMVM

Schemes On Hand

This chart shows our scheme workload on hand and that workload as a percent of the total GEEIA workload and reveals our comparative volume standing within GEEIA.

ENGINEERING JOBS ON HAND
FY 1970



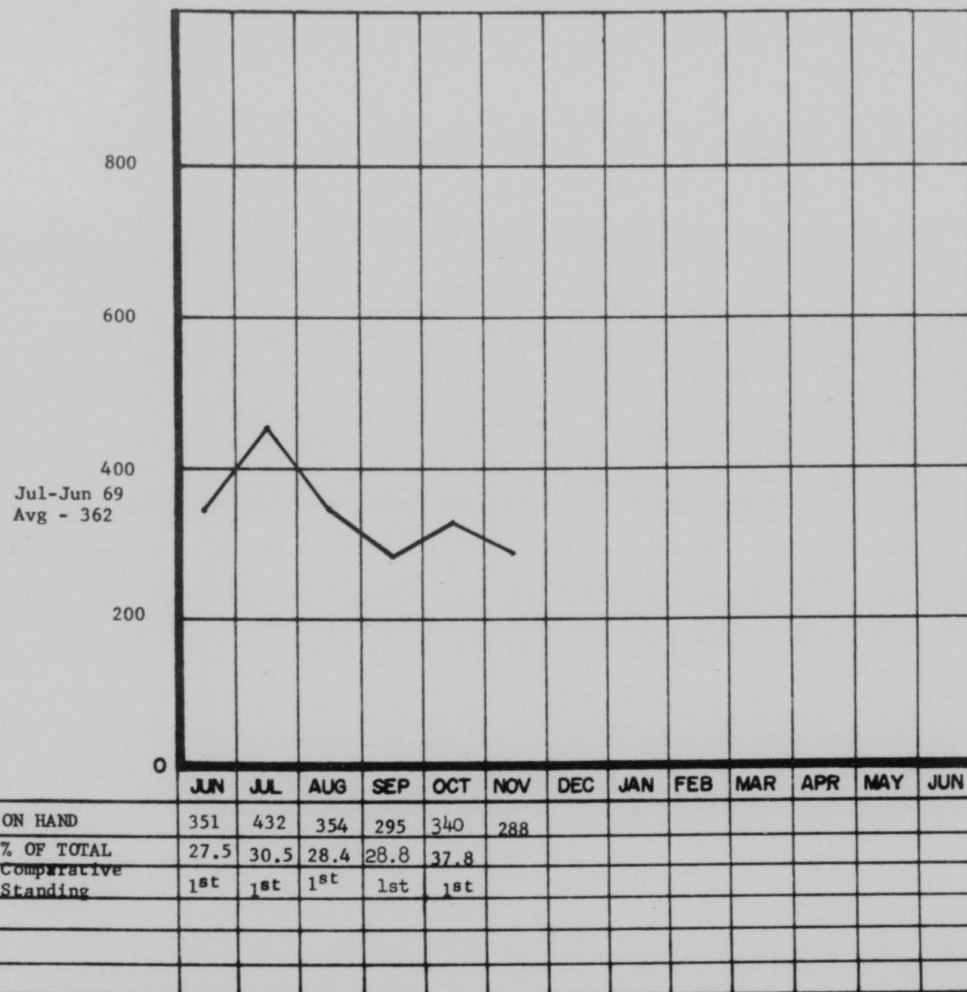
SOURCE: C003K2V1A
OPR: GEMVM

Engineering Jobs on Hand

This chart depicts the volume of engineering jobs on hand, with our percent of the GEEIA total, and reveals our comparative volume standing.

MAINTENANCE W/O ON HAND

FY 1970



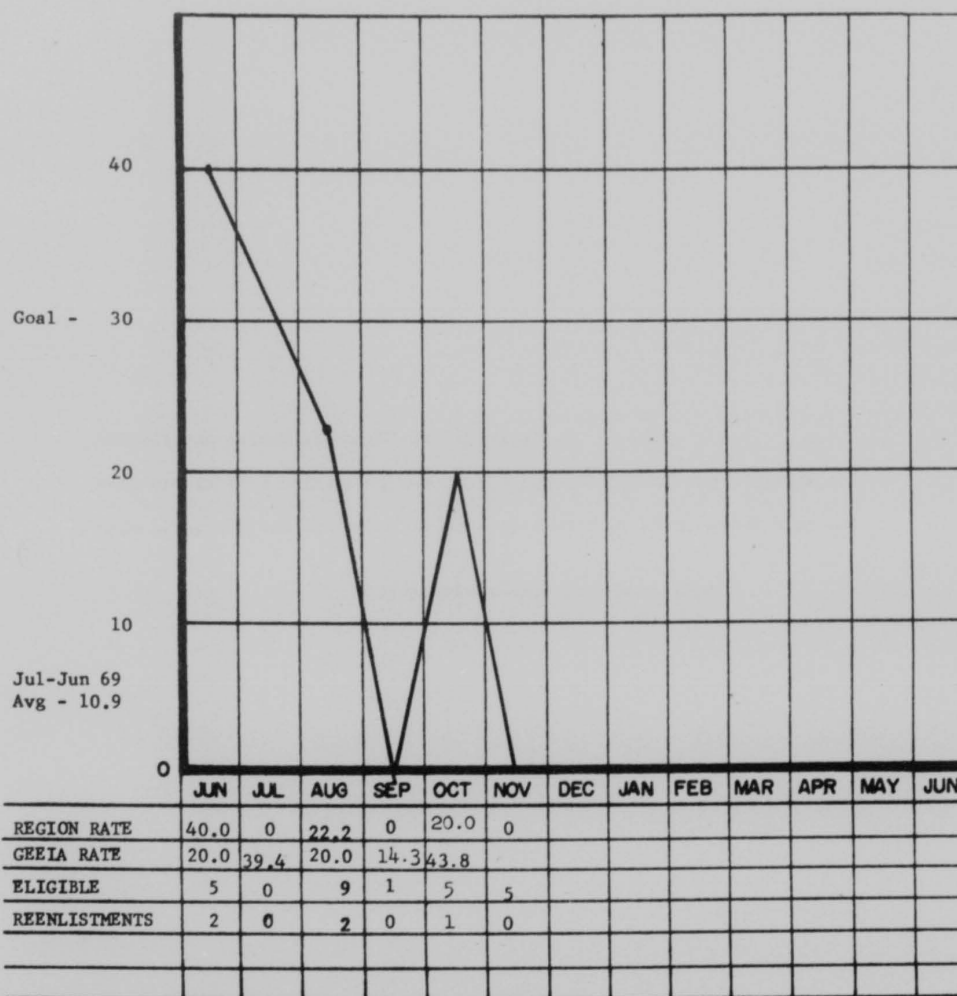
SOURCE: C003K2V1A
OPR: GEMVM

Maintenance Work Orders On Hand

This chart depicts our maintenance work orders on hand, along with our work orders as a percent of the total GEEIA workload, and reflects our comparative volume standing within GEEIA.

FIRST TERM REENLISTMENT RATES

FY 1970



SOURCE: EGEEIAR 178-1

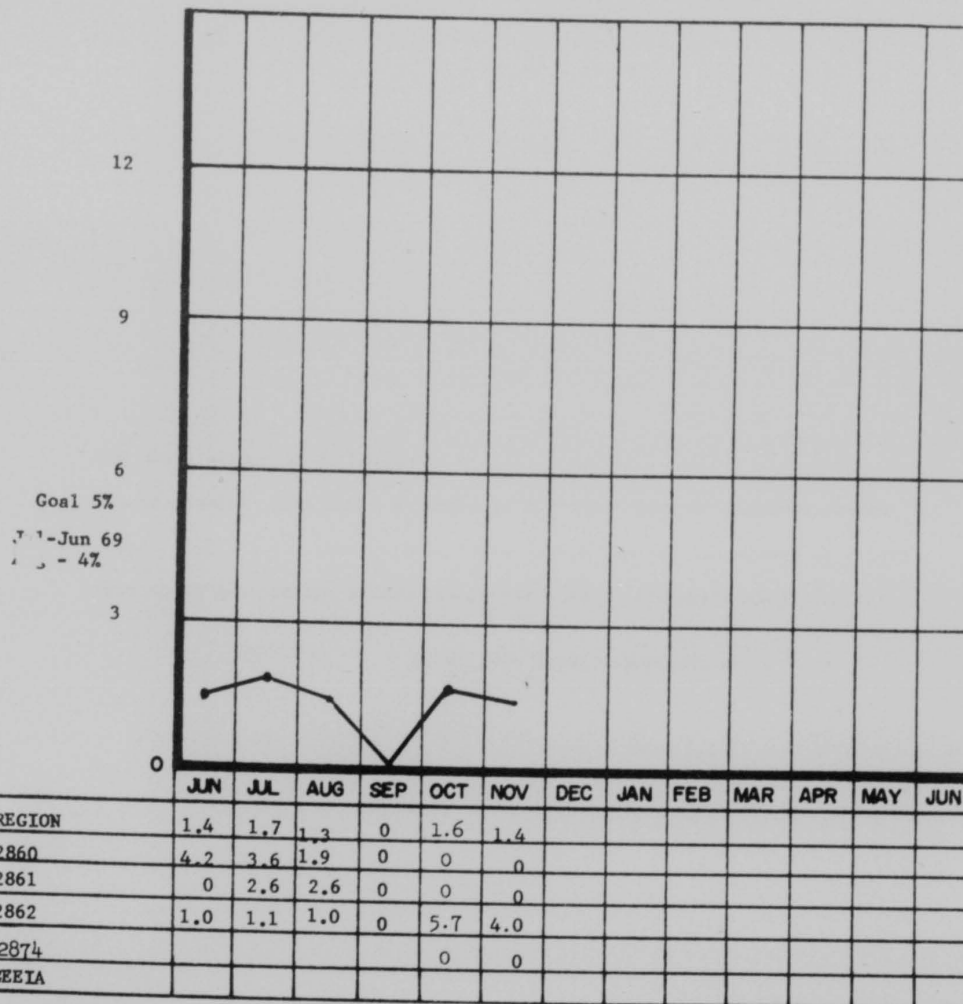
OPR: GEMA

RATED: 10 Points

First Term Reenlistment Rates

This chart depicts the Region reenlistment rate, the GEEIA rate with the number eligible for reenlistment during the month and the number of actual reenlistments. This topic is rated in the Management Performance System and has a weight of 10 points.

PERSONNEL IN EXCESSIVE
TRAINING vs NUMBER TRAINING

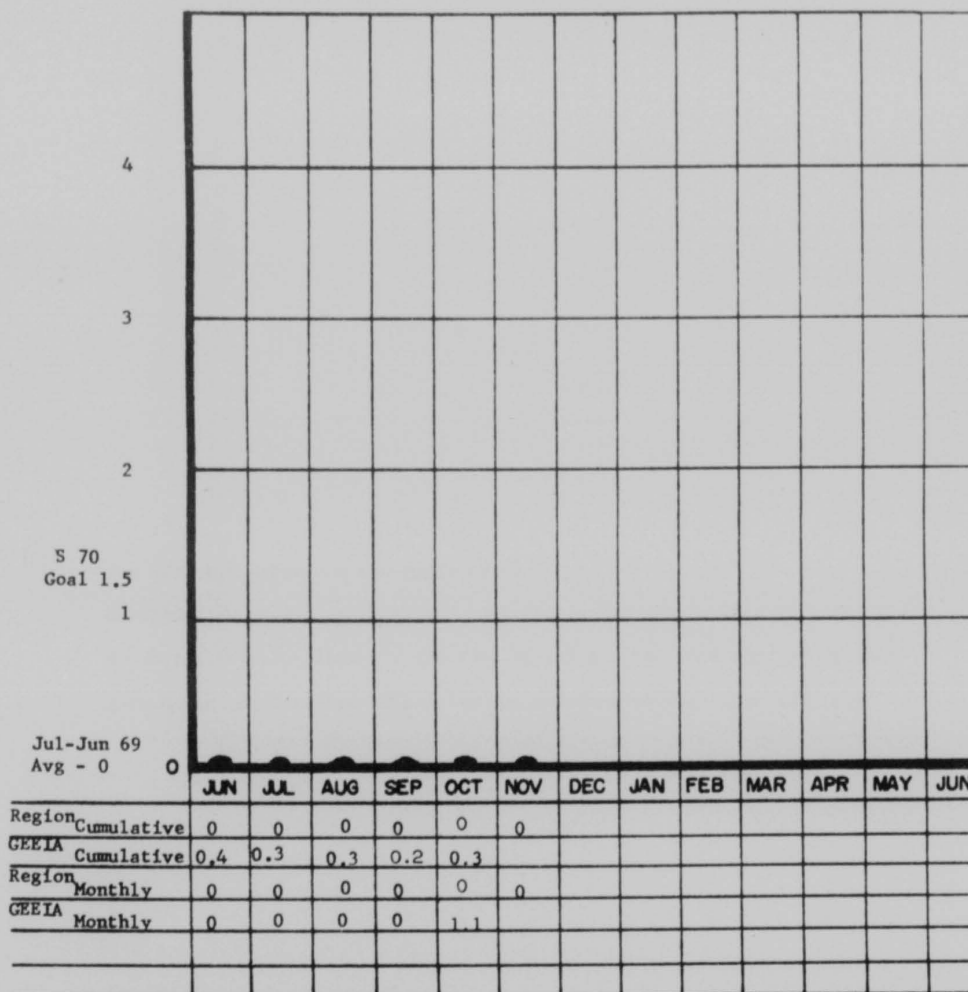


SOURCE: AFLC/GEAMT
OPR: GEMA

Personnel in Excessive Training vs Number Training

This chart reflects the percent of the Region personnel that are in an excessive training status. The goal is not to have more than 5% of your personnel in excessive training. Charted is the Region rate followed by the Squadron rates and the GEEIA rate.

CIVILIAN DISABLING INJURIES
PER MILLION MANHOURS FY 1970



Jul-Jun 69
Avg - 0

S 70
Goal 1.5
1

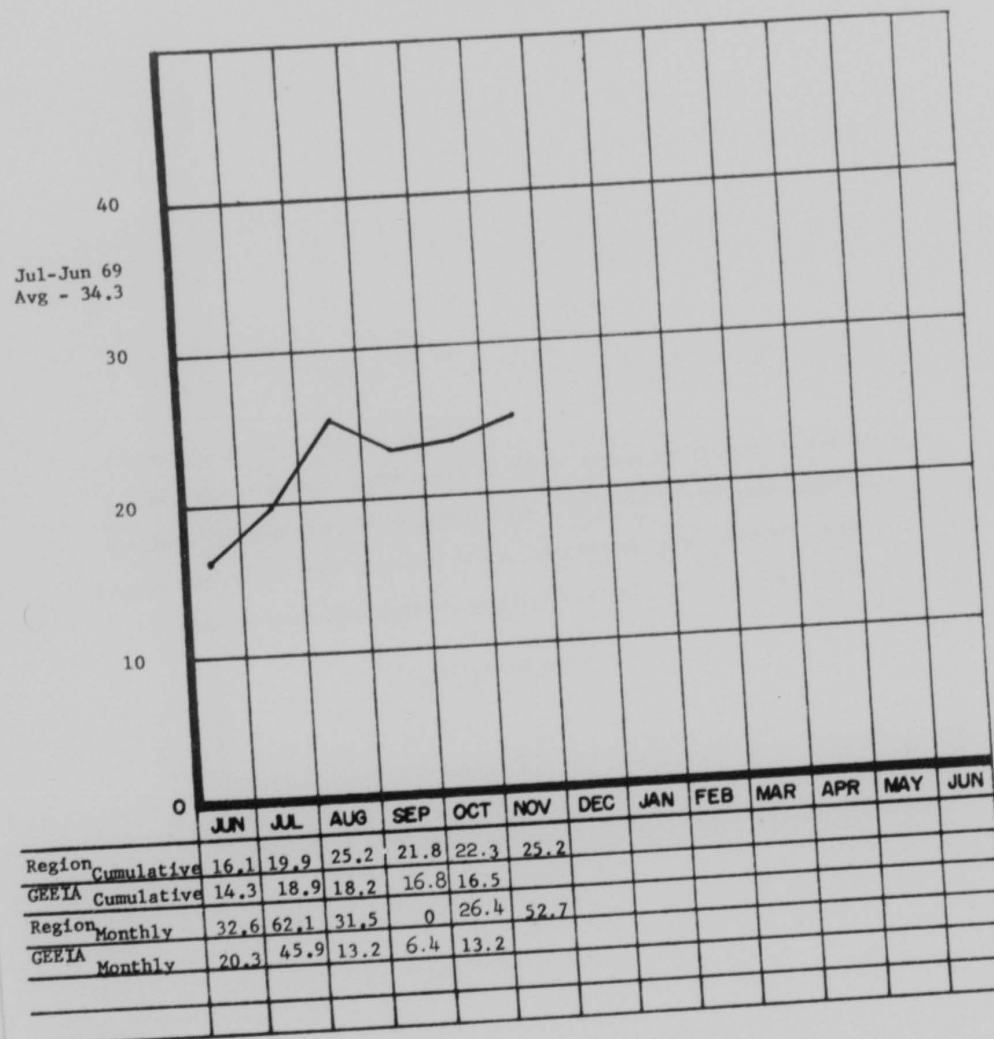
SOURCE: RCS-AF-CDI-X2
OPR: GEMQ

RATED - 10 Points

Civilian Disabling Injuries

This chart portrays our Region cumulative injury rate along with the GEEIA cumulative rate followed by the Region and GEEIA monthly rates. The goal in this area is to stay within a rate of 1.5 or less injuries per million manhours. This topic is rated in the Management Performance System and has a weight of 10 points.

MILITARY DISABLING INJURIES
PER MILLION MANDAYS FY 1969

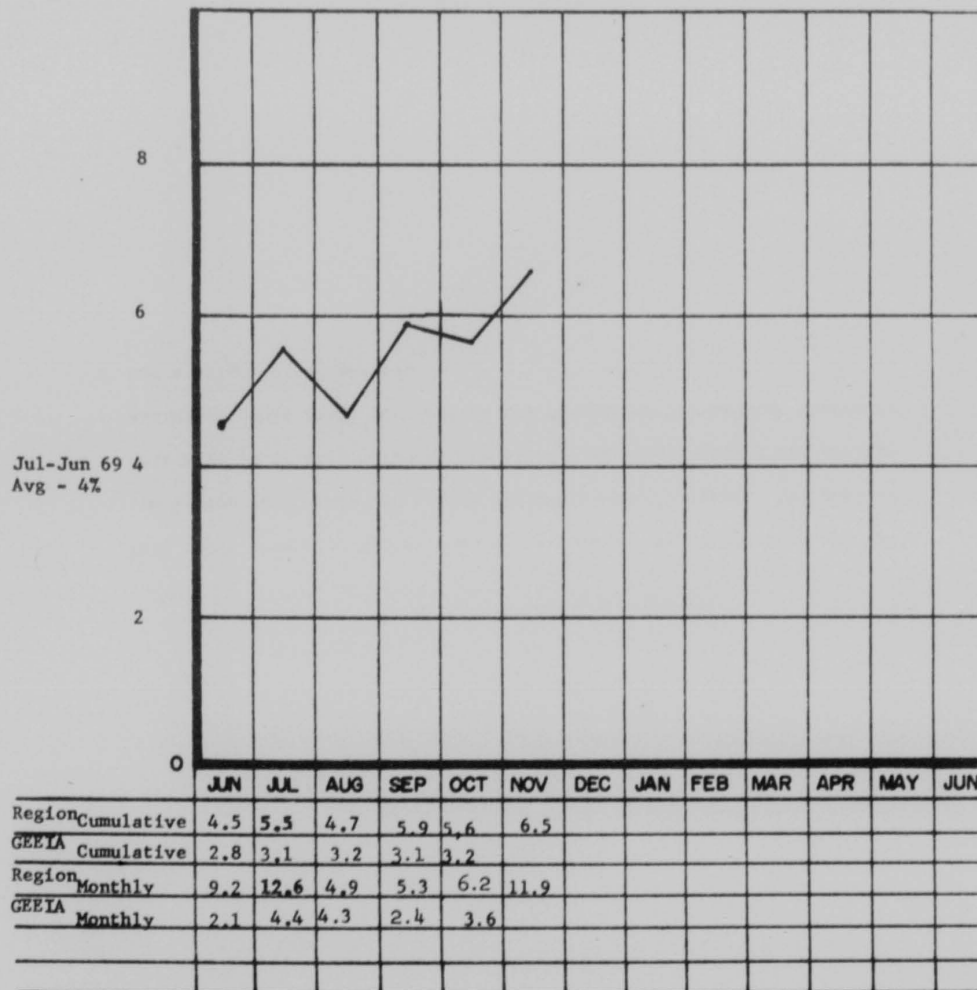


SOURCE: RCS-AF-CDI-X2
OPR: GEMQ
RATED - 10 Points

Military Disabling Injuries

This chart shows the Region cumulative injury rate followed by the GEEIA cumulative rate, then the Region and GEEIA monthly rates. The goal in this area is to stay below a rate of 28.9 or less injuries per million man days. This topic is rated in the Management Performance System and has a weight of 10 points.

AF MOTOR VEHICLE ACCIDENTS
PER MILLION MILES FY 1969

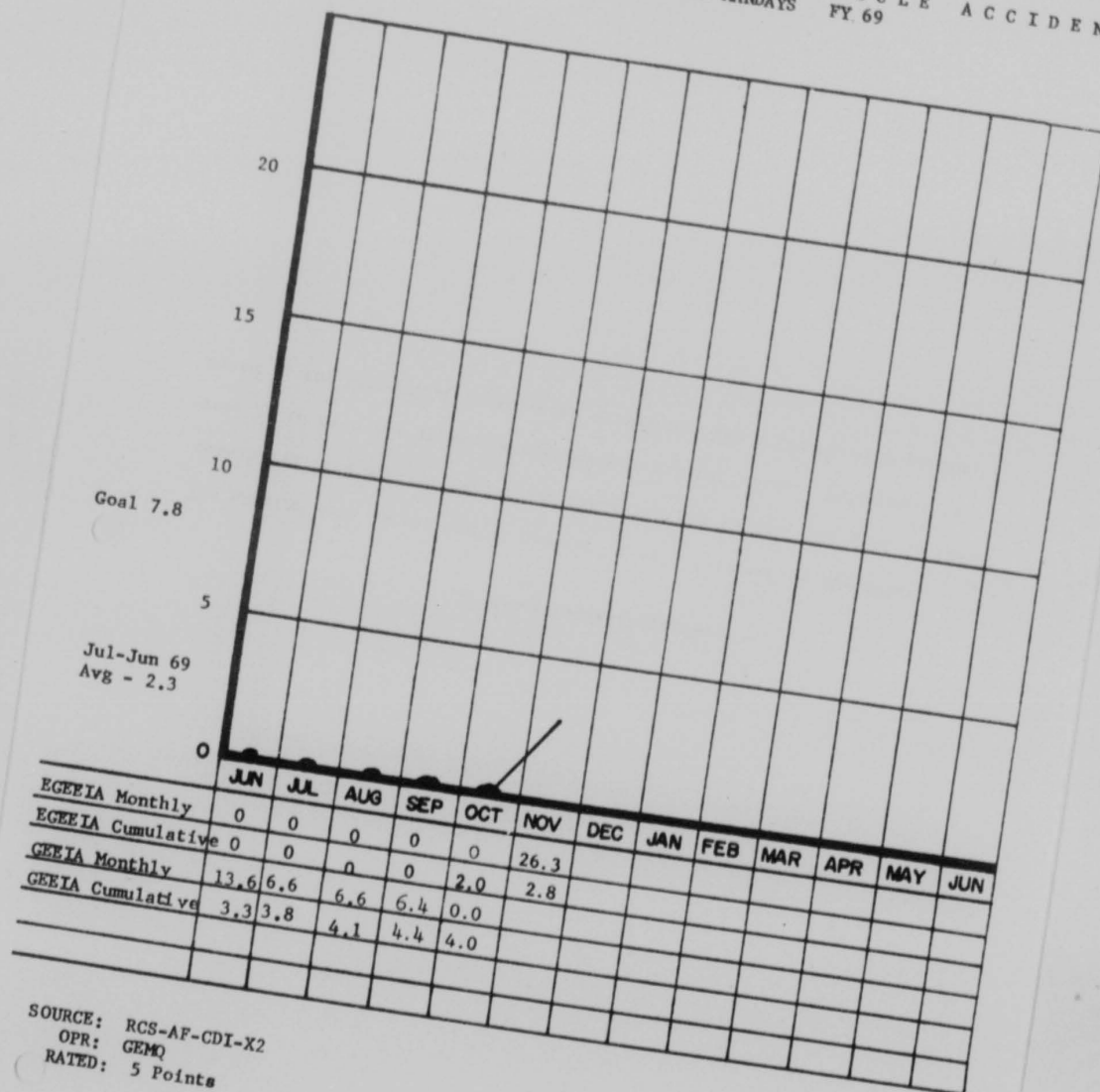


SOURCE: RCS-AF-CDI-X2
OPR: GEMQ
RATED 5 Points

AF Motor Vehicle Accidents

The charted data is the Region cumulative rate followed by the GEEIA cumulative rate and the Region and GEEIA monthly rates. The goal in this area is to have 3.4 or less accidents per million miles. This topic is rated in the Management Performance System and has a weight of 5 points.

MILITARY PRIVATE MOTOR VEHICLE ACCIDENTS
PER MILLION MANDAYS FY 69

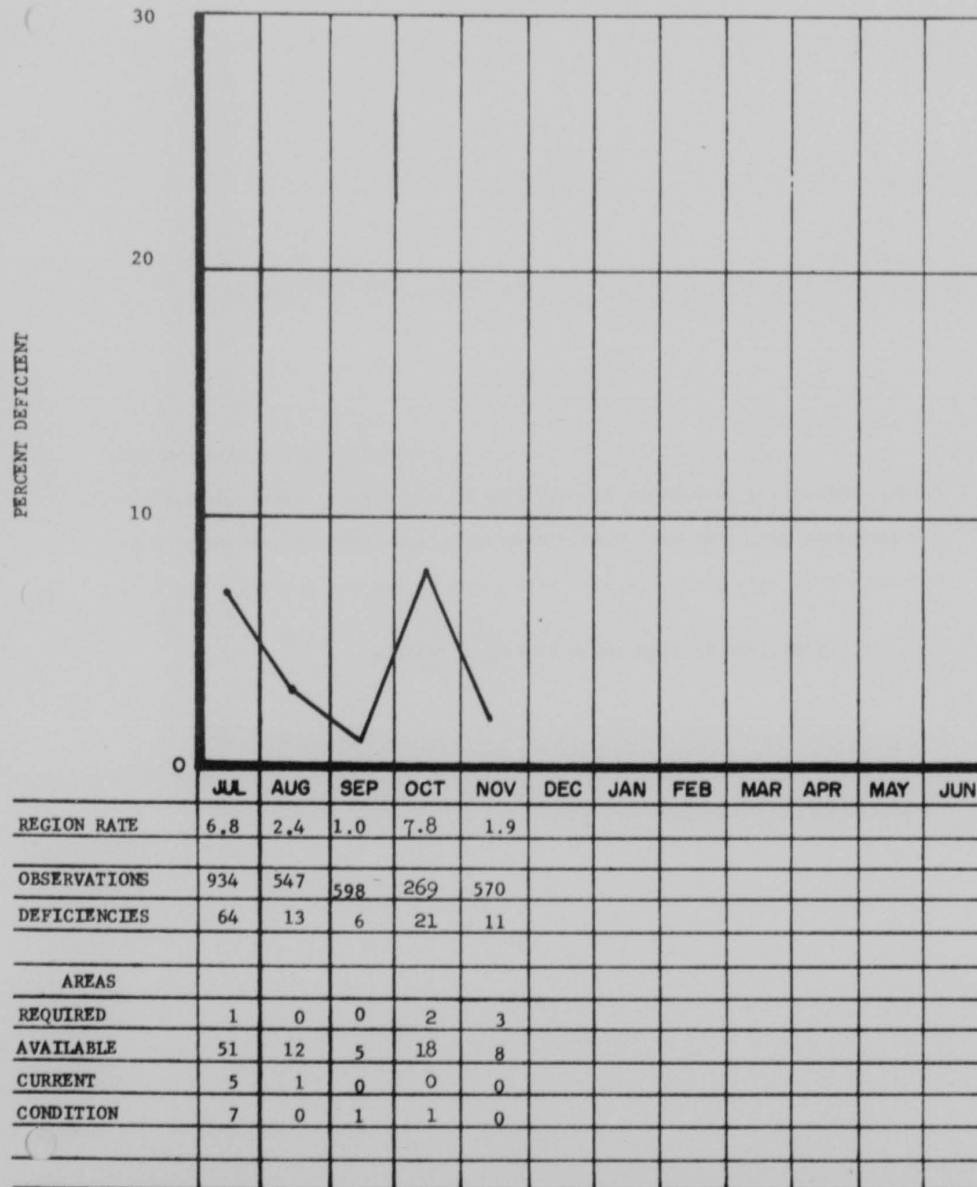


SOURCE: RCS-AF-CDI-X2
OPR: GEMQ
RATED: 5 Points

Military, Private Motor Vehicle Accidents

This chart depicts the Region cumulative rate along with the Region monthly rate. The goal in this area is to have a rate less than 7.8% accidents per million man days. This topic is rated in the Management Performance System and has a weight of 5 points.

QUALITY ASSURANCE
Required Publications



SOURCE: GEMQ Inspections
OPR: GEMQ

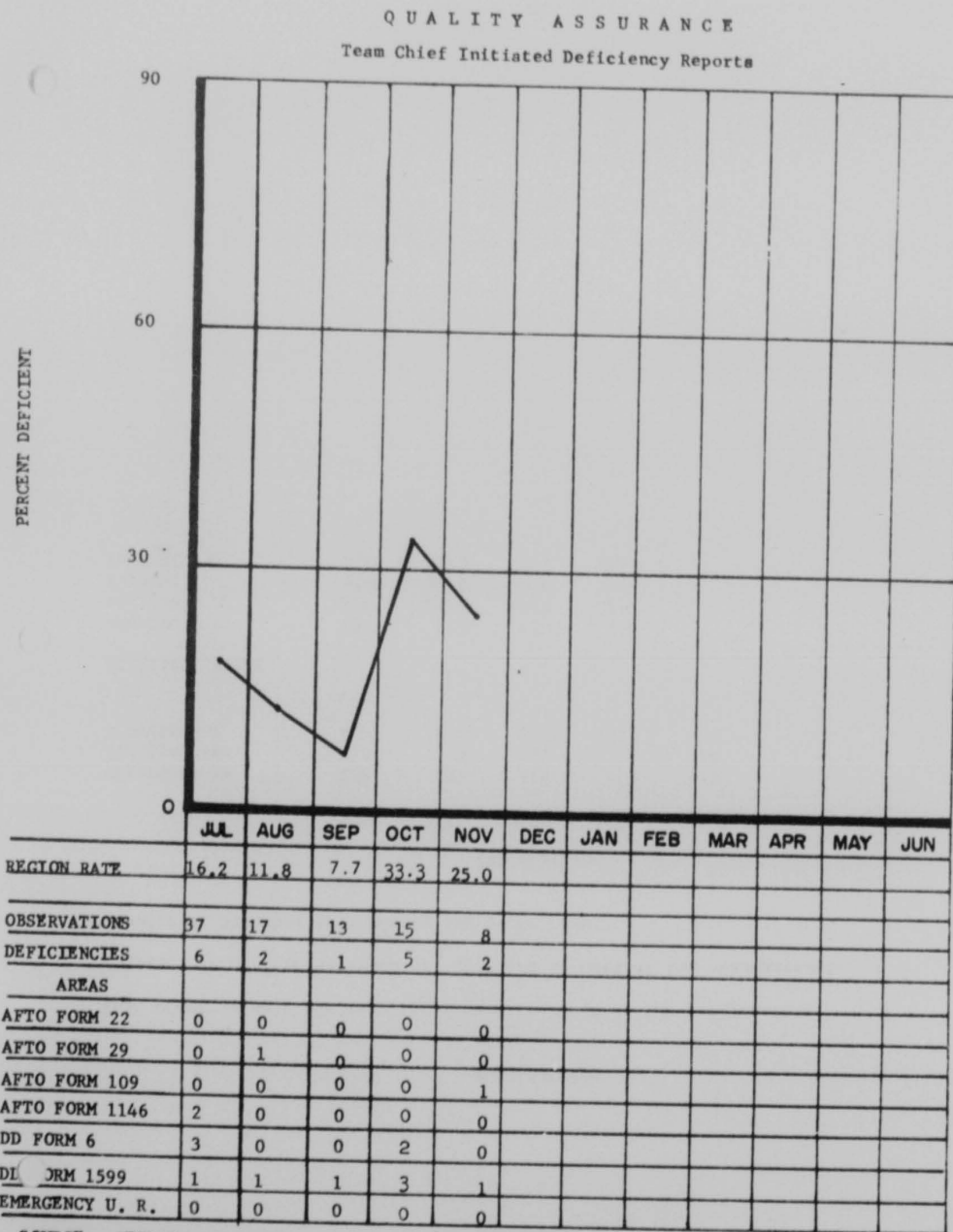
Publications

This chart reveals the results of quality check of the publications required to perform assigned M/I workload as part of the work package. Results of November 1969 checks are as follows:

	<u>Publications</u>				
	<u>2860</u>	<u>2861</u>	<u>2862</u>	<u>2874</u>	<u>Totals</u>
Observations	270	105	124	71	570
Deficiencies	11	0	0	0	11
% Deficient	4.0	0.0	0.0	0.0	1.9

Deficient Areas

Required	28/3	6/0	4/0	5/0
Available	115/8	29/0	40/0	22/0
Current	63/0	35/0	40/0	22/0
Condition	64/0	35/0	4/0	22/0



SOURCE: GEMQ Inspections
OPR: GEMQ

Team Chief Initiated Deficiency Reports

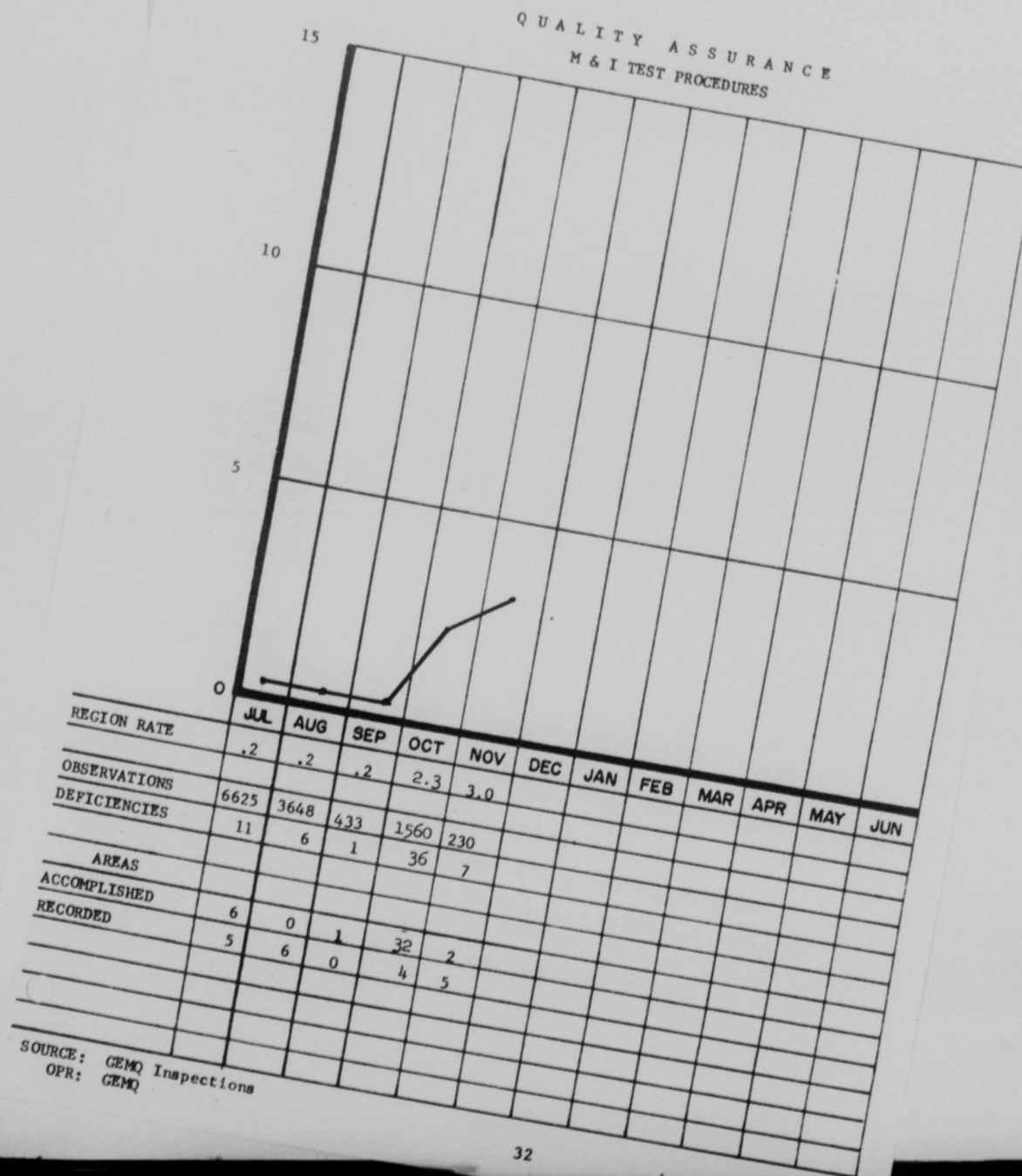
This chart indicates the required preparation of deficiency reports by the team chief and the number of times reports were not submitted.

Results of November 1969 checks are as follows:

	<u>Deficiency Reports</u>				<u>Totals</u>
	<u>2860</u>	<u>2861</u>	<u>2862</u>	<u>2874</u>	
Observations	8	0	0	0	8
Deficiencies	2	0	0	0	2
% Deficient	25.0	0	0.0	0.0	25.0

Deficient Areas

AFTO Form 22	0/0	0/0	0/0	0/0
AFTO Form 29	0/0	0/0	0/0	0/0
BURs	0/0	0/0	0/0	0/0
AFTO Form 109	2/1	3/0	0/0	0/0
DD Form 6	0/0	0/0	0/0	0/0
DD Form 1599	5/1	3/3	0/0	0/0
AF Form 1146	1/0	0/0	0/0	0/0



M/I Test Procedures

This chart reports quality checks whereby test results must be performed on work accomplished and copies of recorded tests furnished the customer (T.O. 31-1-8). Results of November 1969 checks are as follows:

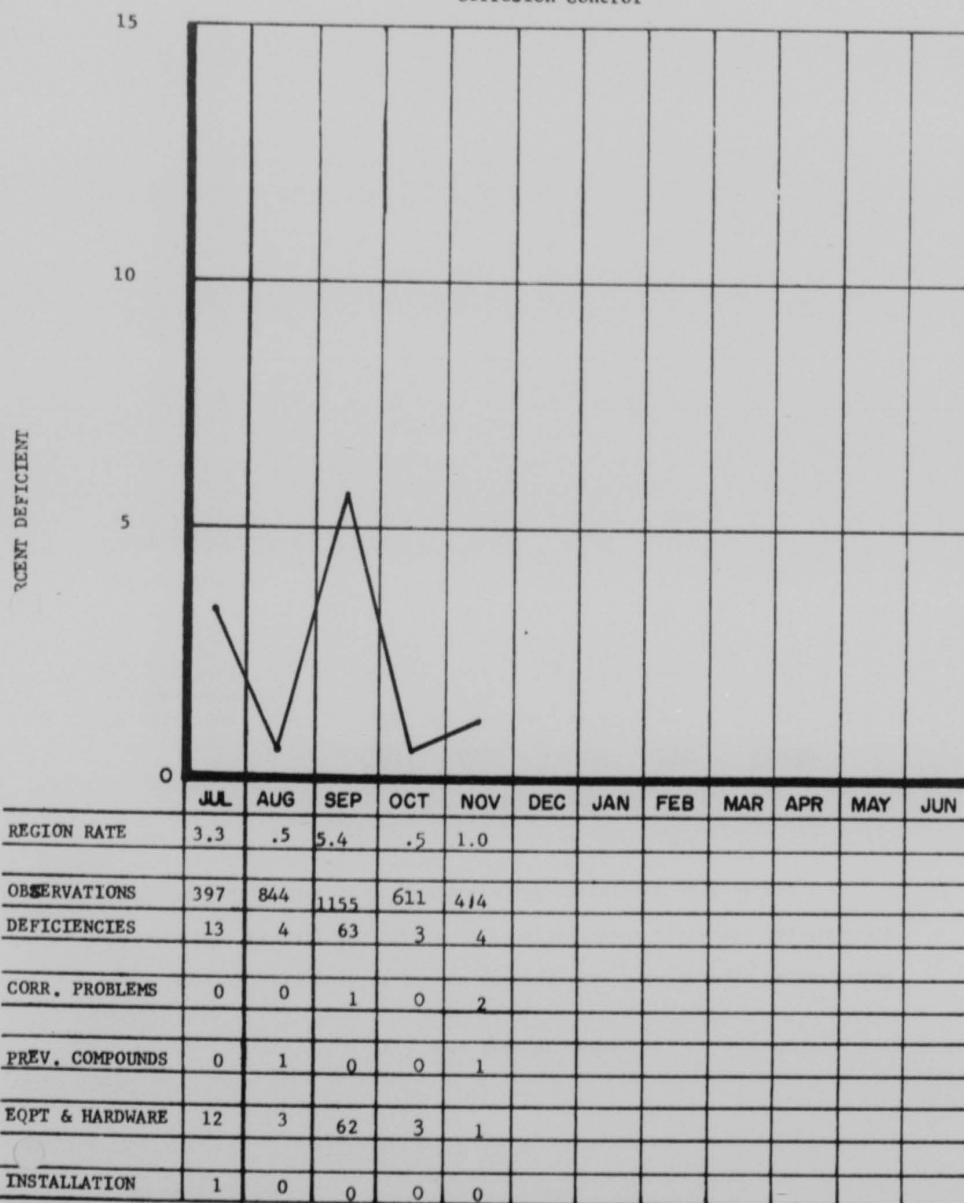
	<u>Test Procedures</u>				
	<u>2860</u>	<u>2861</u>	<u>2862</u>	<u>2874</u>	<u>Totals</u>
Observations	118	69	34	9	230
Deficiencies	5	2	0	0	7
% Deficient	4.2	2.2	0.0	0.0	3.0

Deficient Areas

Tests Accomplished	59/0	34/2	11/0	4/0
Tests Recorded	59/5	35/0	23/0	5/0

QUALITY ASSURANCE

Corrosion Control



SOURCE: GEMQ Inspections
OPR: GEMQ

M/I Corrosion Control

This chart depicts the corrosion problem encountered on the equipment at the M/I work site. Results of November 1969 checks are as follows:

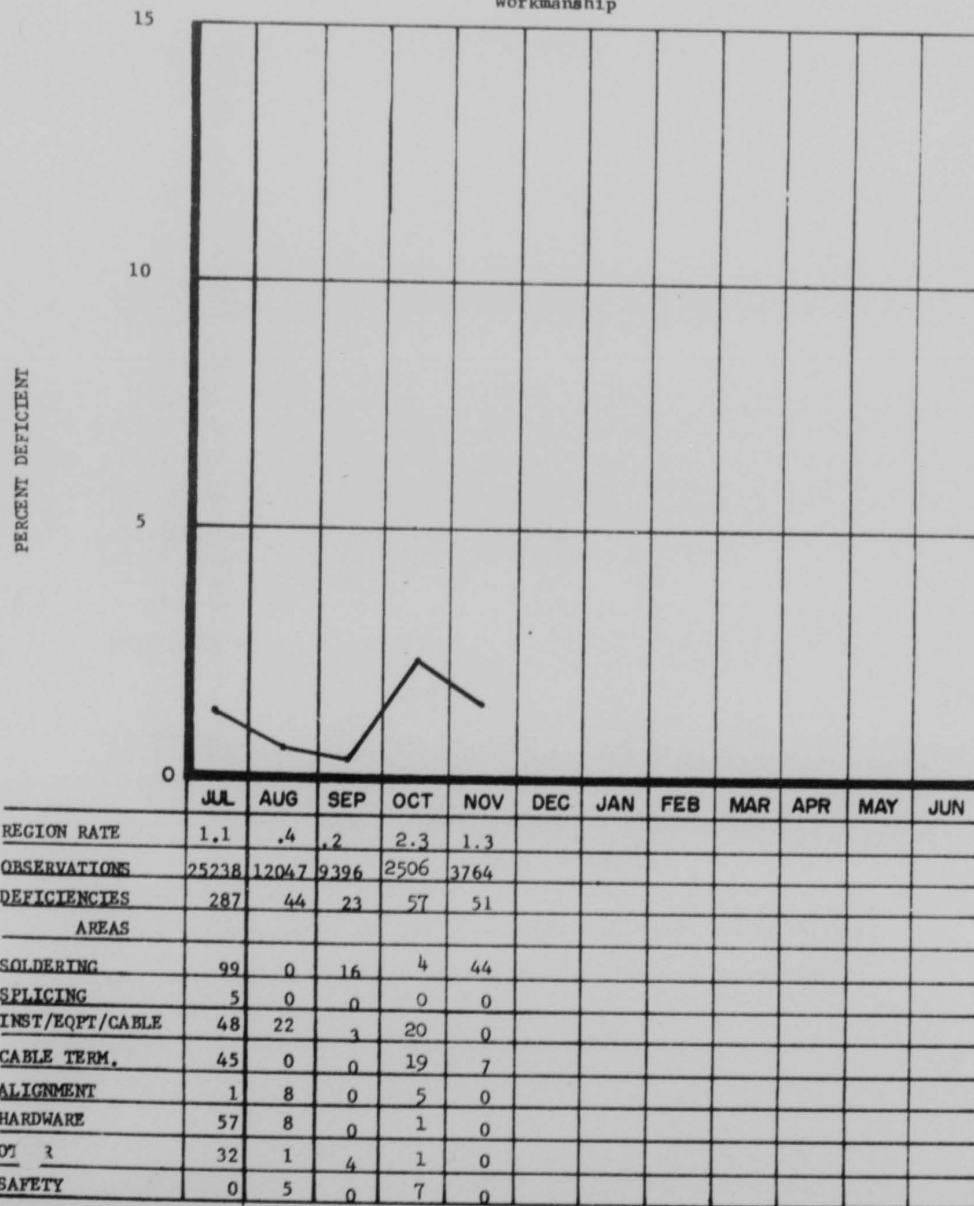
	<u>Corrosion Control</u>				
	<u>2860</u>	<u>2861</u>	<u>2862</u>	<u>2874</u>	<u>Totals</u>
Observations	184	220	0	10	414
Deficiencies	2	0	0	2	4
% Deficient	1.1	0.0	0.0	20.0	1.0

Difficult Areas

Corrosion Problems	13/1	0/0	0/0	1/1
Preventative Comps	14/0	0/0	0/0	2/1
Eqpt & Hardware	87/1	200/0	0/0	3/0
Installations	70/0	20/0	0/0	4/0

QUALITY ASSURANCE

Workmanship



SOURCE: GEMQ INSPECTIONS
OPR: GEMQ

Workmanship

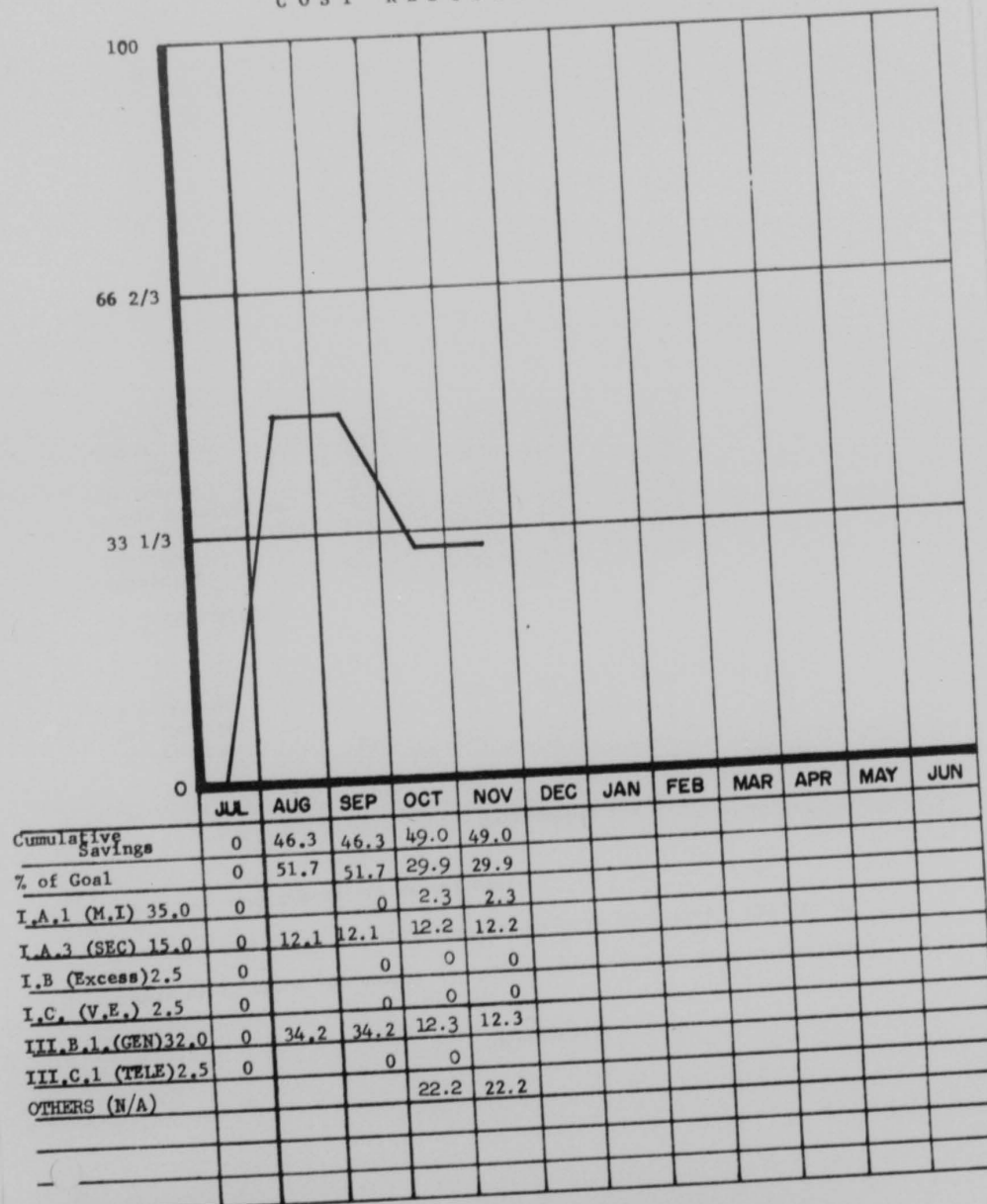
This chart shows the number of observations made in work accomplished on site opposed to the deficiencies noted in each area. Results of November 1969 checks are as follows:

	<u>Workmanship</u>				<u>Totals</u>
	<u>2860</u>	<u>2861</u>	<u>2862</u>	<u>2874</u>	
Observations	1062	2250	361	91	3764
Deficiencies	6	45	0	0	51
% Deficient	.6	2.0	0.0	0.0	1.3

Deficient Areas

Soldering	564/4	1456/40	36/0	20/0
Splicing	45/0	0/0	2/0	11/0
Inst/Eqpt/Cable/Etc	204/0	191/0	31/0	25/0
Cable Termination	82/2	555/5	7/0	17/0
Alignment	0/0	0/0	0/0	0/0
Hardware	53/0	30/0	276/0	12/0
Other	109/0	18/0	9/0	6/0
Safety	5/0	0/0	0/0	0/0

COST REDUCTION PROGRAM

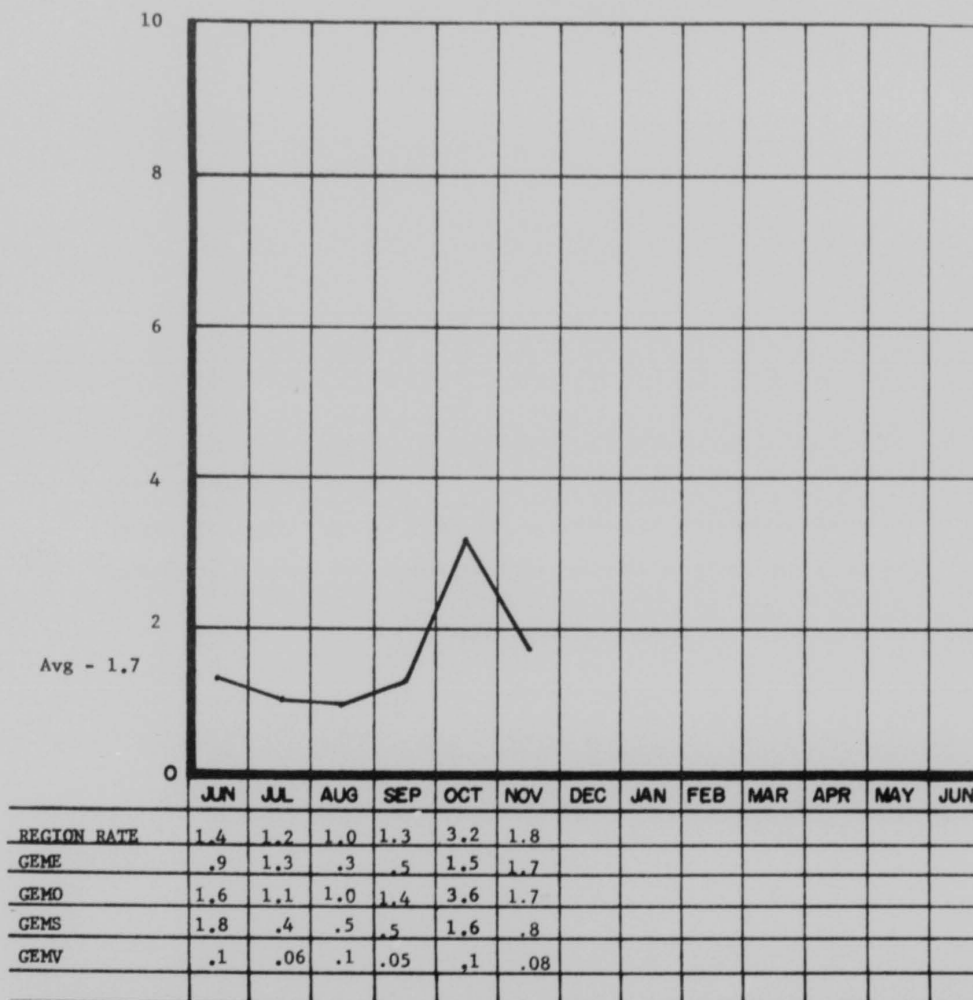


SOURCE: RCS: DD-I&L (Q) 895
 OPR: GEMV
 RATED: 20 Points

Cost Reduction Program

This chart reflects our cumulative dollar savings to date. Our FY 69 goal is \$89,500. This topic is rated in the Management Performance System and has a weight of 20 points.

GEEIA FORMS 56 & 56A
Errors (vs) Cards Submitted

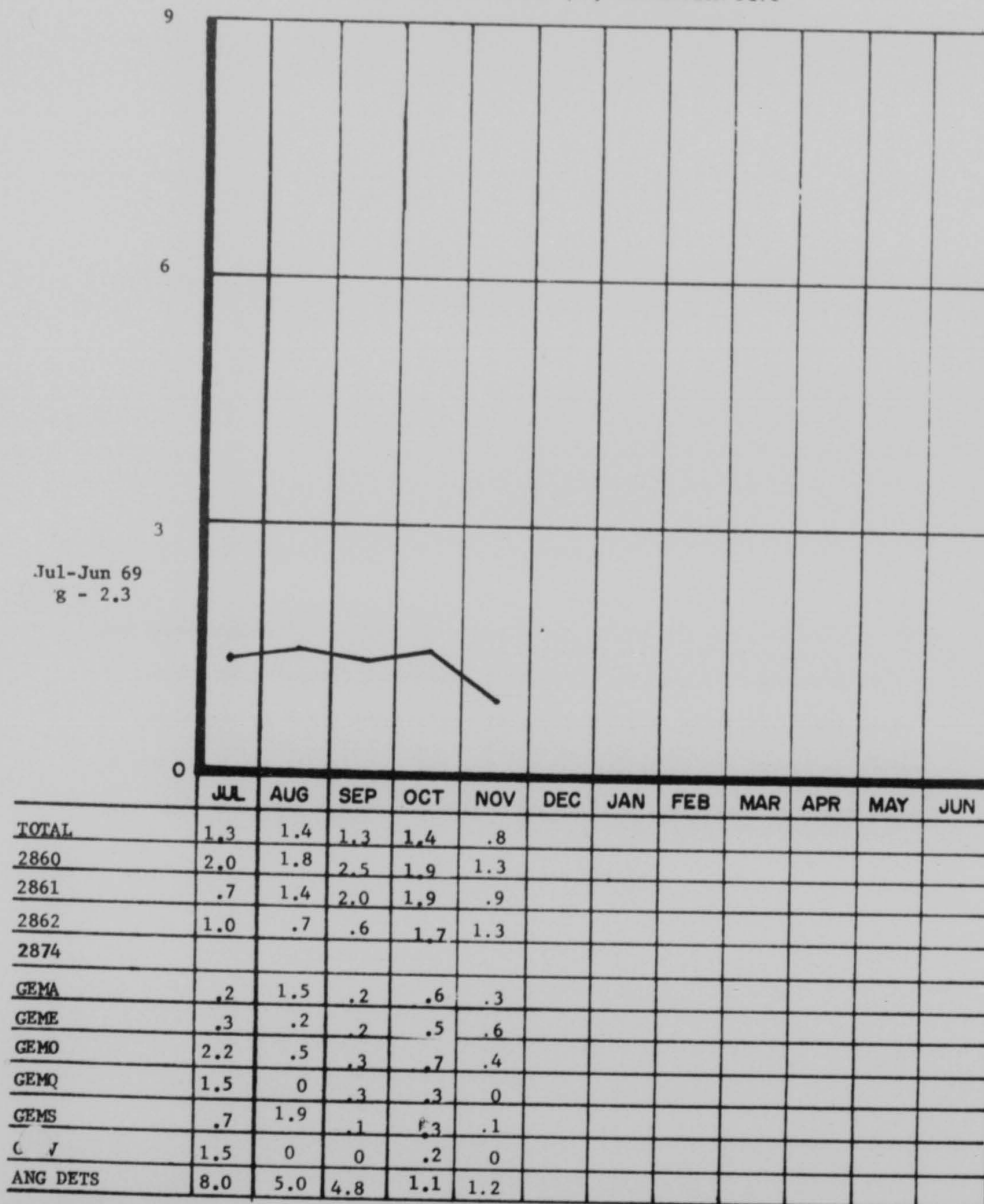


SOURCE: DAILY LOG
OPR: GEMV

GEMS Workload System

This chart portrays the percent error rate on the submission of GEEIA Forms 56 and 56A. The actual rate charted for the Region is the number of errors vs the number of cards submitted. Included are the individual error rates of the 4 organizational components involved. The GEMV rate pertains to key punch support.

MANHOUR ACCOUNTING
GEEIA FORM 77 ERROR (VS) SUBMISSION FY70

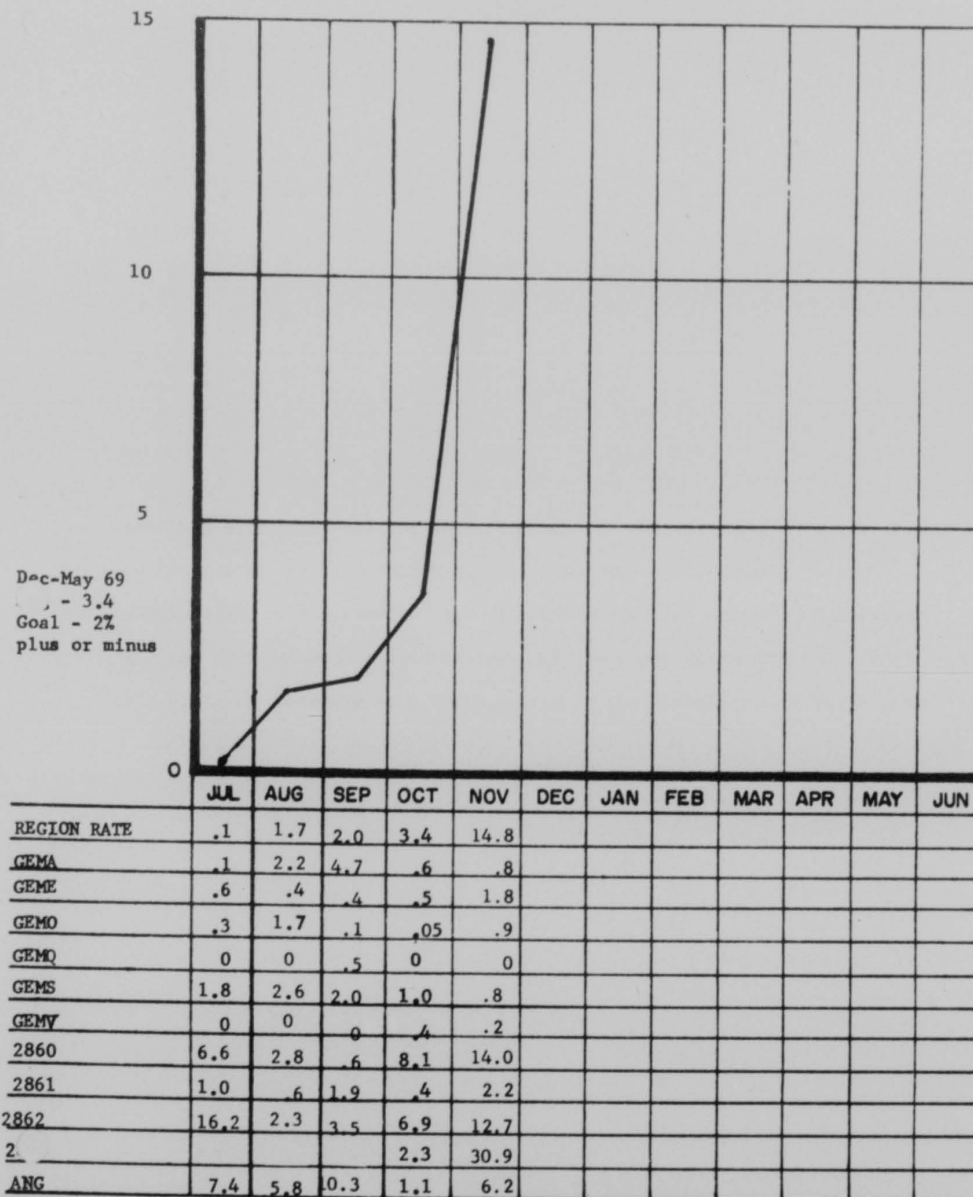


SOURCE: RCS-EGE-U1
OPR: GEMVM

Manhour Accounting

This chart is concerned with entry errors in the preparation of GEEIA Form 77. The chart reveals the error rate for the total Region and for the Squadrons and Hq components. The errors measured are errors in preparing the form, i.e., filling in the appropriate data. This measure is not concerned with manhours, but is concerned with correct entries on the form.

MANHOUR ACCOUNTING - ERROR RATE
GEMS ASSIGNED VS EXPENDED



SOURCE: CO03JLS1A, Part IV
OPR: GEMVM

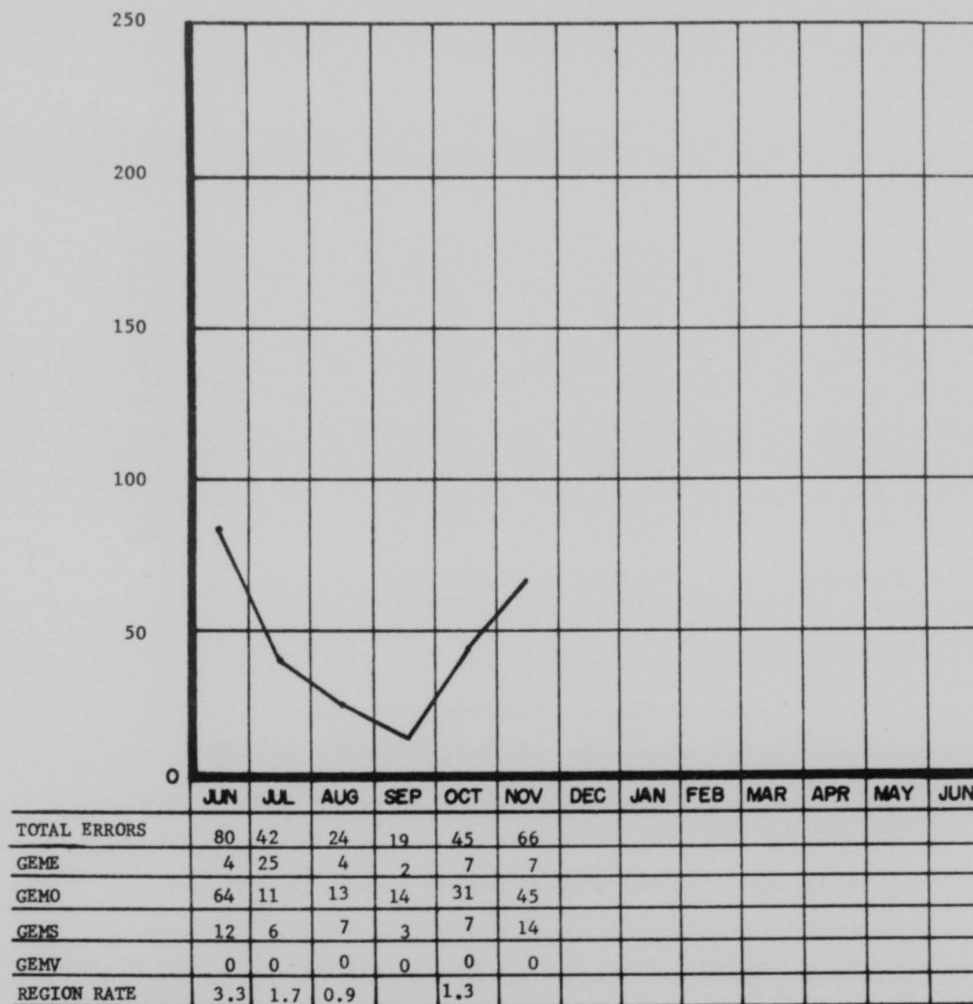
This chart reveals the error rate of total manhours into the GEMS versus the total manhours reported as expended. To insure that manhours expended are credited, an additional month is allowed for late reporting and correction of errors. The Work Center Supervisor is the key to this system by insuring timeliness and accuracy of reporting. The following breakout reveals error rate by reporting component.

MANHOUR ACCOUNTING, NOVEMBER 69 (OCT)

TOTAL HOURS

REGION	<u>MANHOURS ASSIGNED GEMS</u>	<u>MANHOURS EXPENDED</u>	<u>DEFICIENCY</u>
REGION	516,834	440,467	14.8
GEM	1,288	1,296	.6
GEMA	5,056	5,014	.8
GEME	67,885	66,650	1.8
GEMO	28,851	29,116	.9
GEMQ	2,848	2,848	0
GEMS	9,568	9,646	.8
GEMV	6,464	6,476	.2
2860	60,360	51,889	14.0
2861	61,204	59,823	2.2
2862	69,170	60,399	12.7
2874	171,260	118,240	30.9
Det 2	29,672	26,061	12.2
ANG	3,208	3,009	6.2

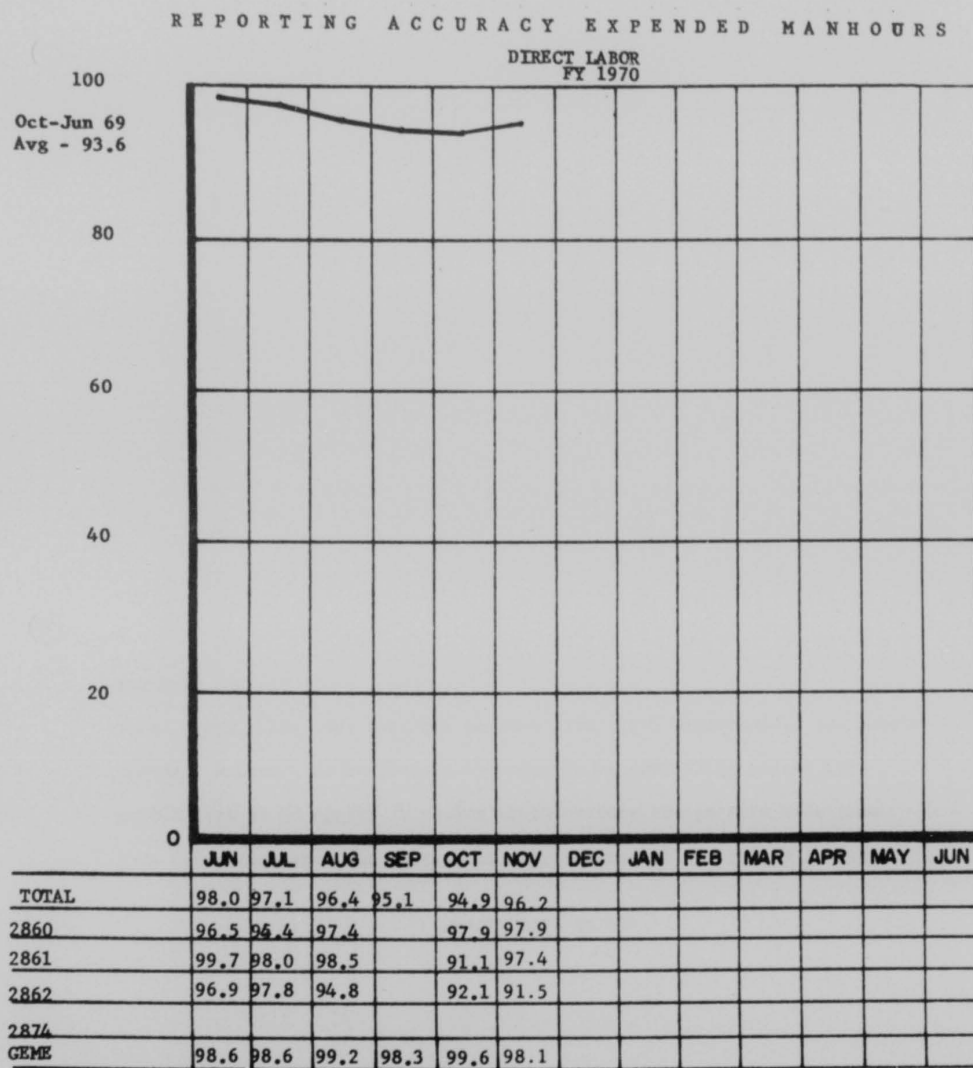
MASTER FILE ERRORS
Entered Into The Computer At GEEIA



SOURCE: Master File Region Report, C003K6F1A
OPR: GEMVM

Master File Errors

This chart indicates the quality of data inputted by the Region in the Master File at Hq GEEIA. A series of 18 various checks were made from computer products to evaluate the condition or quality of Master File data. This error rate includes schemes (including amendments), job orders and work orders.



SOURCE: Monthly Workload Summary, C003JMR1A
Work/Work Unit Error List, C003JJD1A

OPR: GEMV

RATED: 50 Points

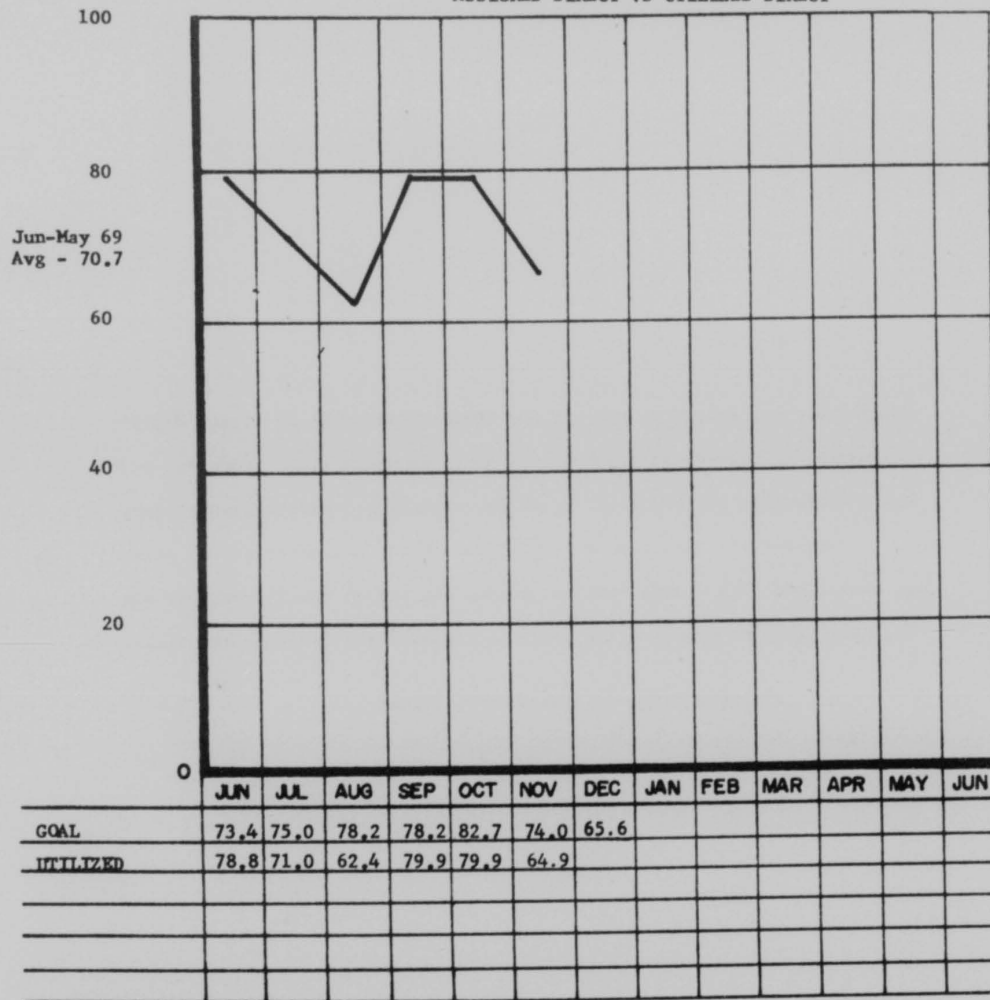
Reporting Accuracy Expending Manhours

This chart measures the accuracy of reporting manhours on GEEIA Form 77. The charted figures reveal the Region accuracy rate. The type errors that cause inaccuracies are erroneous/incomplete work unit and workload identification data. Individual Squadron rates and our Engineering rate are included. This topic is rated in the GEEIA Management Performance Rating System as 25 points maximum for M/I and 25 points for Engineering.

MANHOUR ACCOUNTING DIRECT LABOR

GEME

ASSIGNED DIRECT VS UTILIZED DIRECT

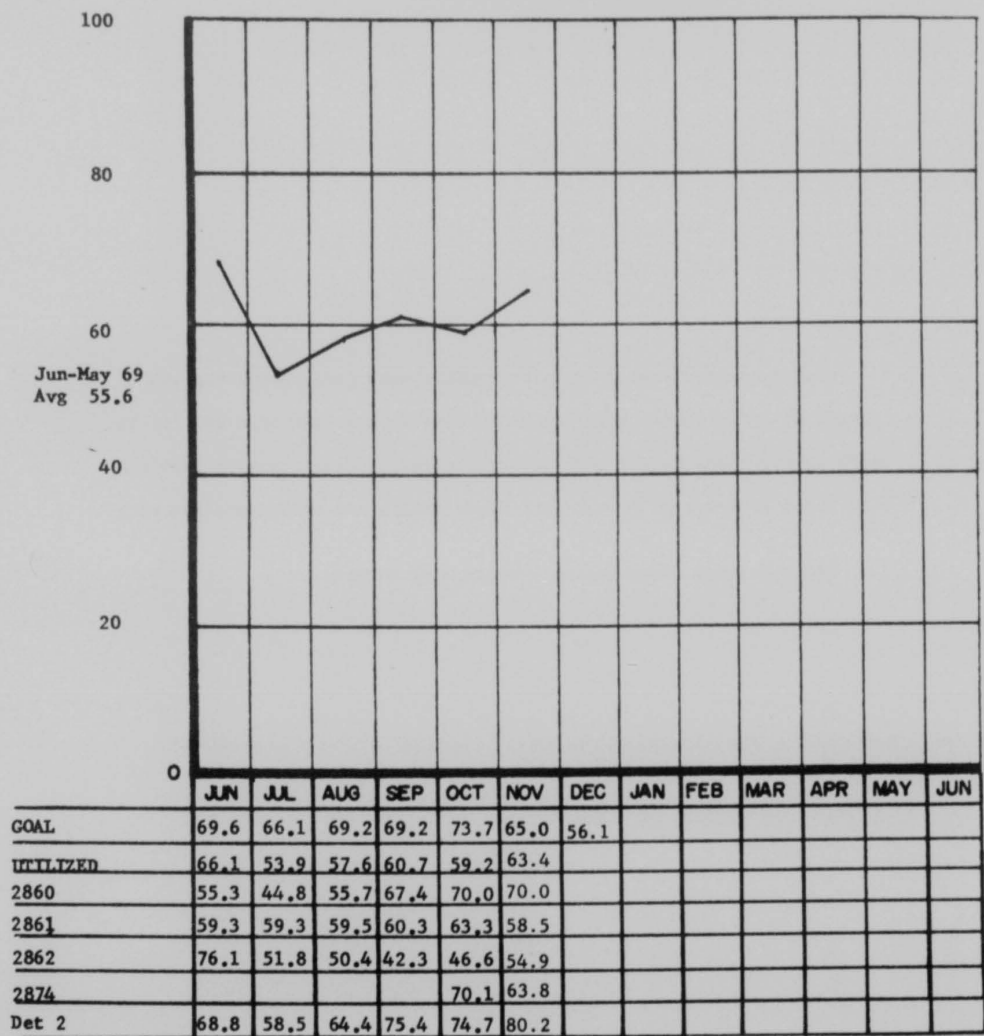


SOURCE: Monthly Actual Labor Utilization Report, C003JR1C
 OPR: GEMV
 RATED: 50 Points

Manhour Accounting - Direct Labor (Engineering)

This chart measures our direct labor (100 hours) utilized as percent of assigned direct labor. To attain the maximum points available for this topic, our utilization rate must equal the goal. This topic is rated in the Management Performance System and has a weight of 50 points.

MANHOUR ACCOUNTING DIRECT LABOR
 MAINTENANCE/INSTALLATION
 ASSIGNED DIRECT VS UTILIZED DIRECT



SOURCE: Monthly Actual Labor Utilization Report, C003JRJ1C
 OPR: GEMV
 RATED: 50 Points

Manhour Accounting Direct Labor

This chart depicts our direct labor utilization rate versus our direct labor assigned for the maintenance and installation phase (200 hours). This topic is rated in the Management Performance System and has a weight of 50 points.

Monthly Utilization Analysis - November 1969
Direct Manhours Expended

	<u>GOAL</u>	<u>2860</u>	<u>2861</u>	<u>2862</u>	<u>2874</u>	<u>Det 2</u>	<u>GEME</u>
Direct Labor	65.0	70.0	58.5	54.9	63.8	80.2	74.0/64.9
Lagtime	5.6	5.5	11.8	14.8	4.1	2.2	0/.07
Support	5.0	7.9	4.2	2.3	3.7	.7	2.7/6.0
Supervision	2.1	1.5	.7	2.5	.3	1.8	1.3/2.3
Training	6.4	2.6	5.7	5.3	3.9	1.2	3.2/2.6
Duty Absence	5.3	1.1	2.7	8.1	12.8	0	1.4/6.7
Non-Duty Absence	17.4	11.4	16.0	12.2	11.4	13.9	17.4/17.3
Incentive Factor	6.8	11.8	0.3	0	5.6	22.0	

Source: C003JRJ1C
OPR: GEMV

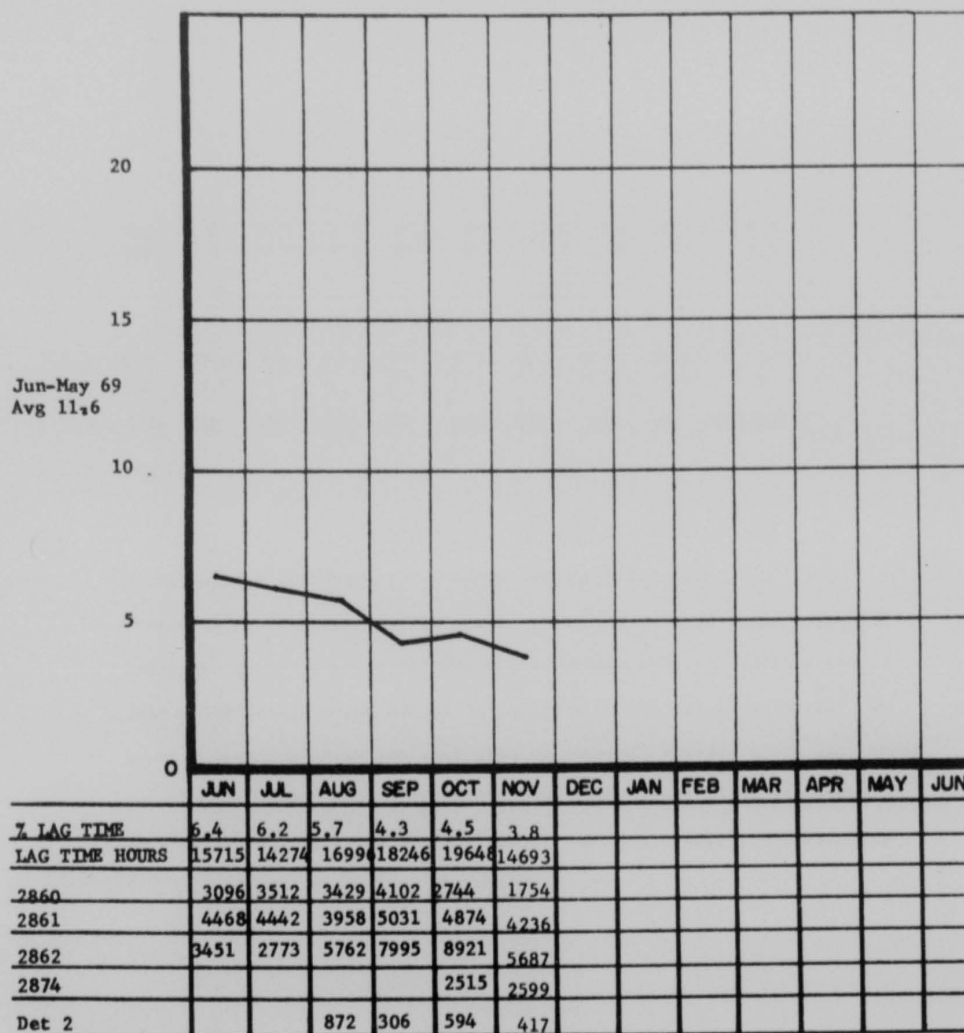
This chart indicates the utilization of expended direct labor manhours. Factors for other duty codes used by assigned direct labor are based on past averages, with the exception of non-duty absence (Code 800) which varies dependent on the number of holidays within the rated month. An incentive factor for M/I is obtained by exceeding other factors and is necessary to meet the goal in Direct Labor Utilization. The following chart reveals the goals for November and December 1969.

Utilization Factors/Goals (Nov-Dec 69)

	<u>ENC</u>								
<u>Code</u>	<u>100</u>	<u>200</u>	<u>300</u>	<u>400</u>	<u>500</u>	<u>600</u>	<u>700</u>	<u>800</u>	<u>Incentive</u>
NOV	74.0	0	0	2.7	1.3	3.2	1.4	17.4	0
DEC	65.6	0	0	2.7	1.3	3.2	1.4	25.8	0

	<u>M/I</u>								
NOV	0	65.0	5.6	5.0	2.1	6.4	5.3	17.4	6.8
DEC	0	56.1	5.6	5.0	2.1	6.4	5.3	25.8	6.3

LAG TIME
LAG TIME AS % OF ASSIGNED DIRECT HOURS



SOURCE: C003JLS1A, Monthly Actual Labor Utilization, Part IV or C003JME1A
OPR: GEMVM

Lag Time

The charted data reflects the percent of lag time hours as a part of total assigned direct hours. The total lag time actual hours are reflected on the chart in addition to the lag time hours for each Squadron.

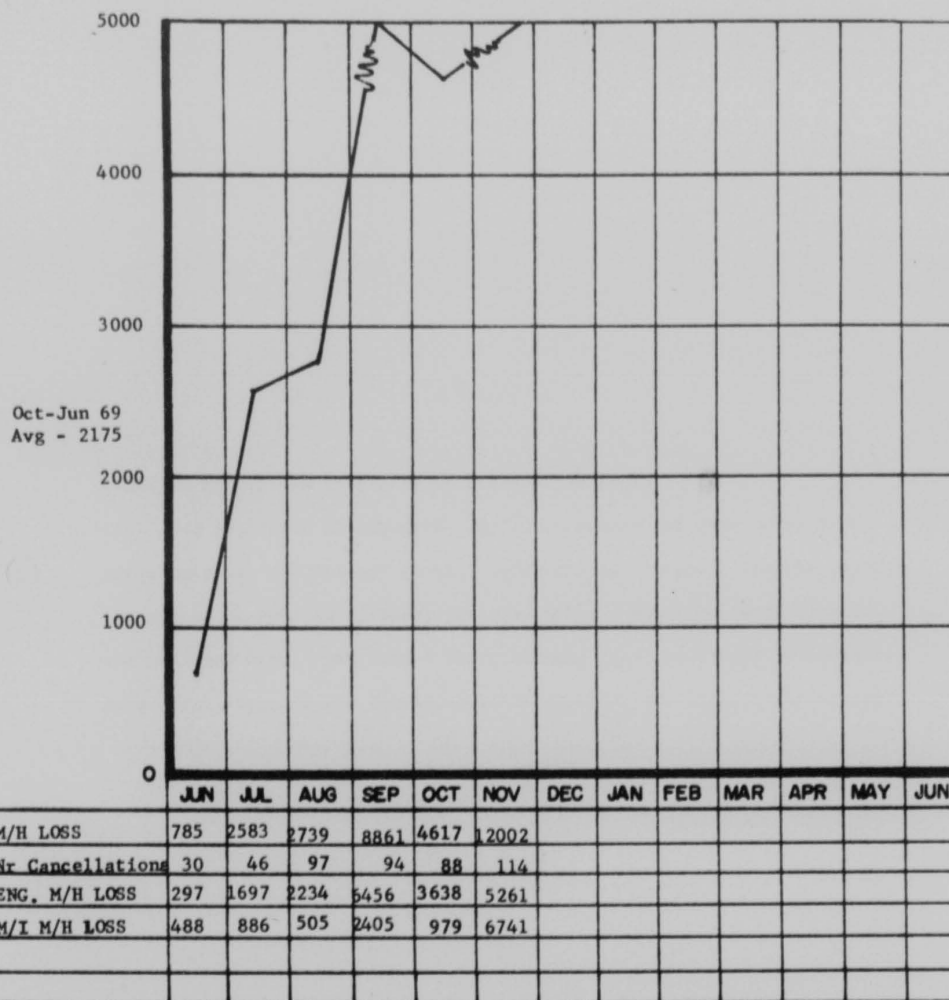
LAG TIME CHARGES
November 1969
(Manhours)

	<u>2860</u>	<u>2861</u>	<u>2862</u>	<u>2874</u>	<u>Det 2</u>
Awaiting Work Total - 6499	210	2822	2667	788	12
Engineering	16	0	0	20	0
Supplies	0	154	204	504	312
Construction	18	33	211	9	0
Weather Flt	709	289	906	350	93
Misc	52	16	20	120	0
Awaiting Transportation	131	243	74	608	0
Awaiting Departure Date	246	558	1097	32	0
Awaiting Transfer/Discharge	<u>372</u>	<u>121</u>	<u>508</u>	<u>168</u>	<u>0</u>
Total	1544	1414	3020	1811	405
Sub Total	8194				
Grand Total	14693				

Lag Time Charges

This chart reflects the general categories of action taken codes within the lag time area. Lag time - awaiting work (301) continues to account for the major portion of total lag time hours. Lag time categories of awaiting work, engineering delays, construction, weather, transportation, etc., are indicated by Squadron. These excessive lag time hours detrimentally affect our direct labor utilization rates.

WORKLOAD CANCELLATIONS



SOURCE: Completion/Cancellation Report, C003K3T1A (Excludes Codes 195/199)
OPR: GEMV

Workload Cancellations

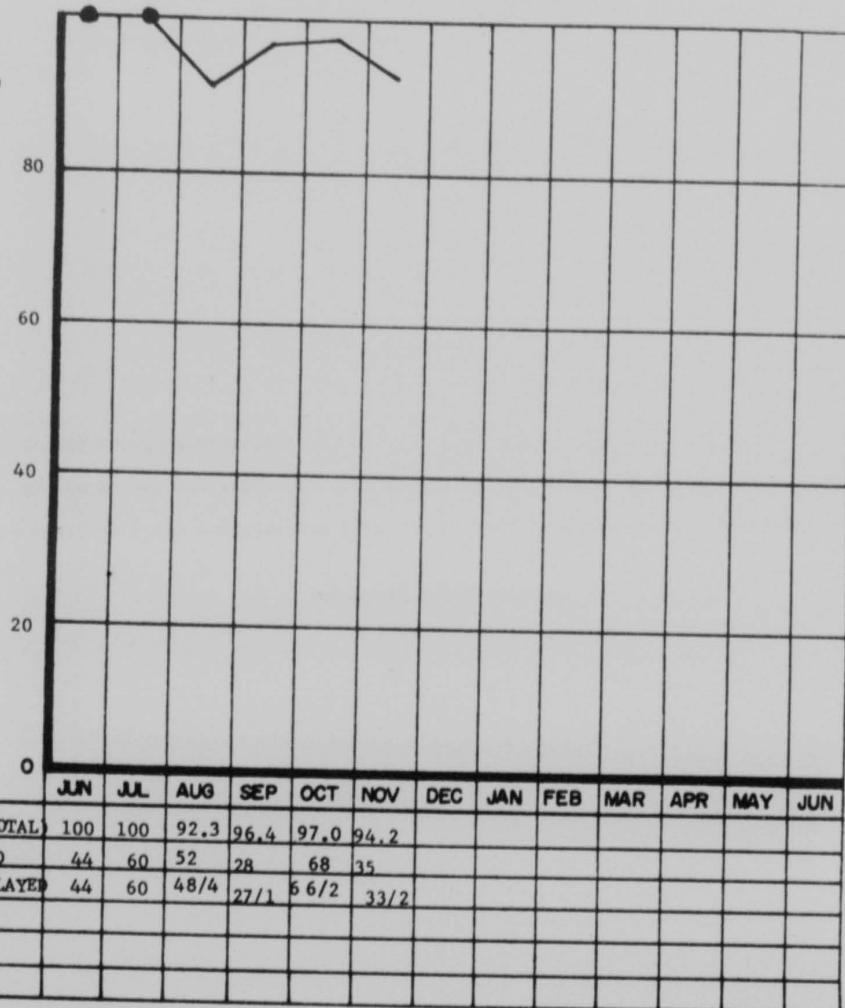
This chart portrays our manhours lost due to cancelled and deleted workloads. The manhours lost are separated into two major categories, that of engineering and maintenance/installation.

Workload Cancellations

This chart portrays our manhours lost due to cancelled and deleted workloads. The manhours lost are separated into two major categories, that of engineering and maintenance/installation.

ENGINEERING
% COMPLETE ON TIME FISCAL YEAR 1970

Jul-Jun 69
Avg - 90%



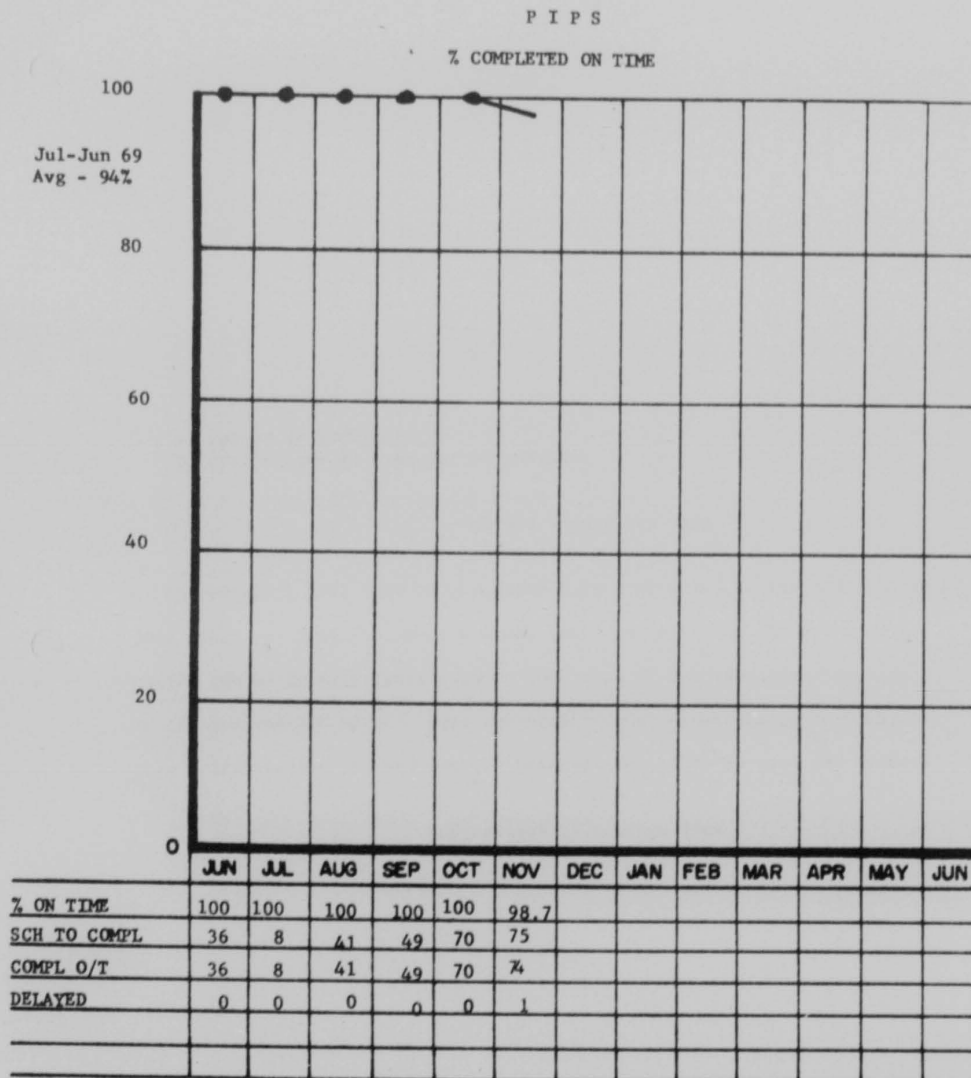
SOURCE: C003K4J1A
OPR: GEME
RATED: 100 Points

Engineering Percent On Time

This chart reveals the Engineering percent completion on time for schemes in the Engineering phase. Data includes schemes scheduled to be completed during the month with those schemes completed on time and those delayed. This topic is rated in the Management Performance System and has a weight of 100 points. This data is concerned with completion by the required date.

Delays - November 1969

o Delayed due to transfer of Engineer	- 1
o Change in Requirements	- 1
	<hr/>
Total	2



SOURCE: C003K4J1A
 OPR: GEME
 RATED: 25 Points

64

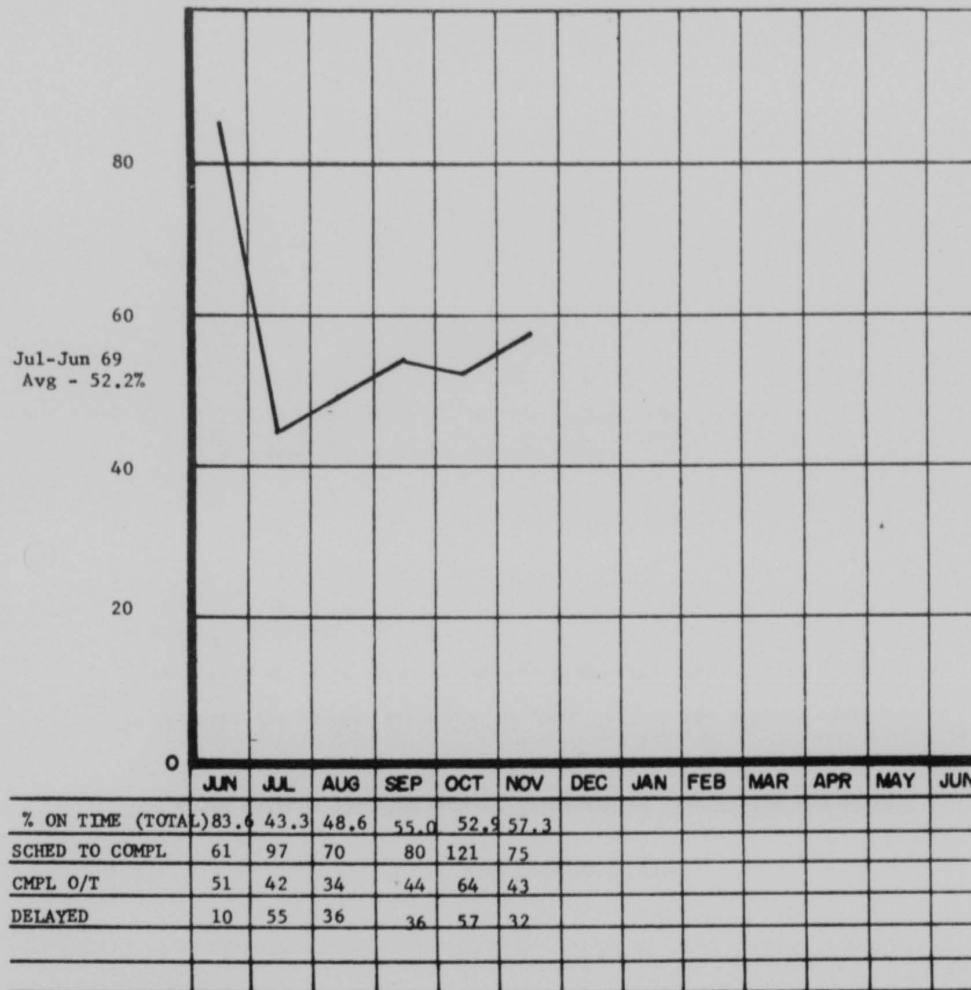
PIPs Percent On Time

This chart depicts the PIPS percent completed on time during the month. It is based upon the required data for completion. The data is determined by dividing the schemes scheduled to complete into the schemes completed on time. This topic is rated in the Management Performance System and has a weight of 25 points.

Delays - November 1969

o Basic PIP drawings not available	$\frac{1}{1}$
Total	$\frac{1}{1}$

MATERIAL
% COMPLETED ON TIME FY 70



SOURCE: C003K4J1A
OPR: GEMS

Material Percent On Time

This information is taken from a HQ GEEIA Report titled "Phase Completion Analysis." This chart reflects the number of schemes scheduled to be completed within the month by required date versus those completed on time. The schemes delayed for the current month are as follows.

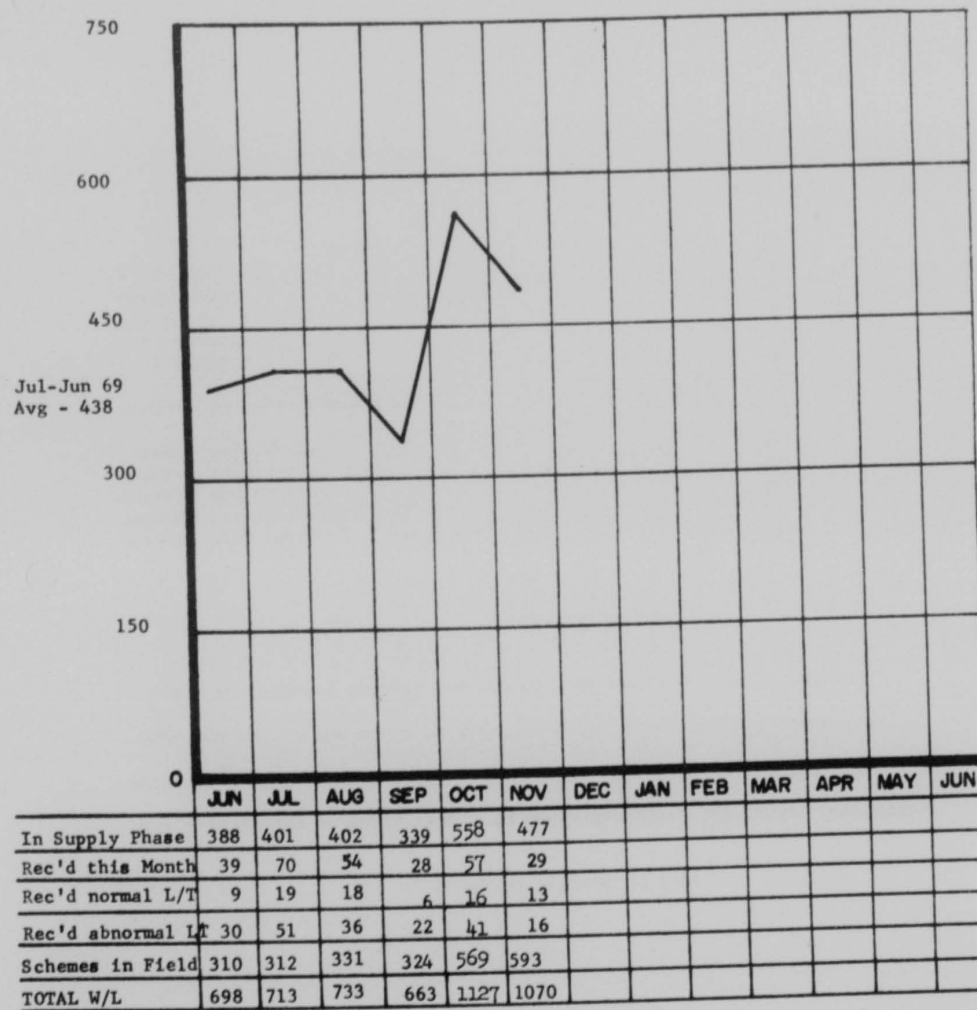
Material Delays
November 1969

Schemes Programmed for Nov DMR	98
Schemes Deferred/Cancelled	22
Schemes Due on Site	76
Schemes Received on Time	45
Schemes Delinquent	31

Reasons for Delinquencies

IM Support	7
Misc Support	5
COMSEC Crypto Gear	8
GEEIA Support	10
Allied Support	<u>1</u>
Total	31

MATERIAL W/L STATUS
FY 70



SOURCE: C003K271A and GEMSS Register
OPR: GEMS

Material Workload Status

This chart depicts current scheme workload on hand awaiting supplies. A breakout is also shown indicating the number of schemes received for supply action during the month and categorized by normal or short leadtime. The number of schemes in the field indicates those which have been "Supply Completed" and are awaiting AFTO 88's.

Material - Over Age Schemes
By MRD
November 1969

1 - 30 days	31
31 - 60 days	31
61 - 90 days	5
91 - 120	9
121 (+) days	13
Deferred	14
Total	89
Last Month	119

MAINTENANCE

% COMPLETED ON TIME FISCAL YEAR 1970

Jul-Jun 69
Avg - 95.8



	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
% ON TIME	100	100	100	98.8	100.0	97.8							
SCHED TO COMPL	71	0	52	85	73	46							
COMPL O/T	71	0	52	84	73	45							
DELAYED	0	0	0	1	0	1							

SOURCE: C003K4J1A
OPR: GEMO
RATED: 100 Points

70

Maintenance Percent On Time

This chart depicts our maintenance percent on time during the month. This data is based on the required date and is computed by dividing the maintenance work orders scheduled to be completed into those completed on time. This topic is rated in the Management Performance System and has a weight of 100 points.

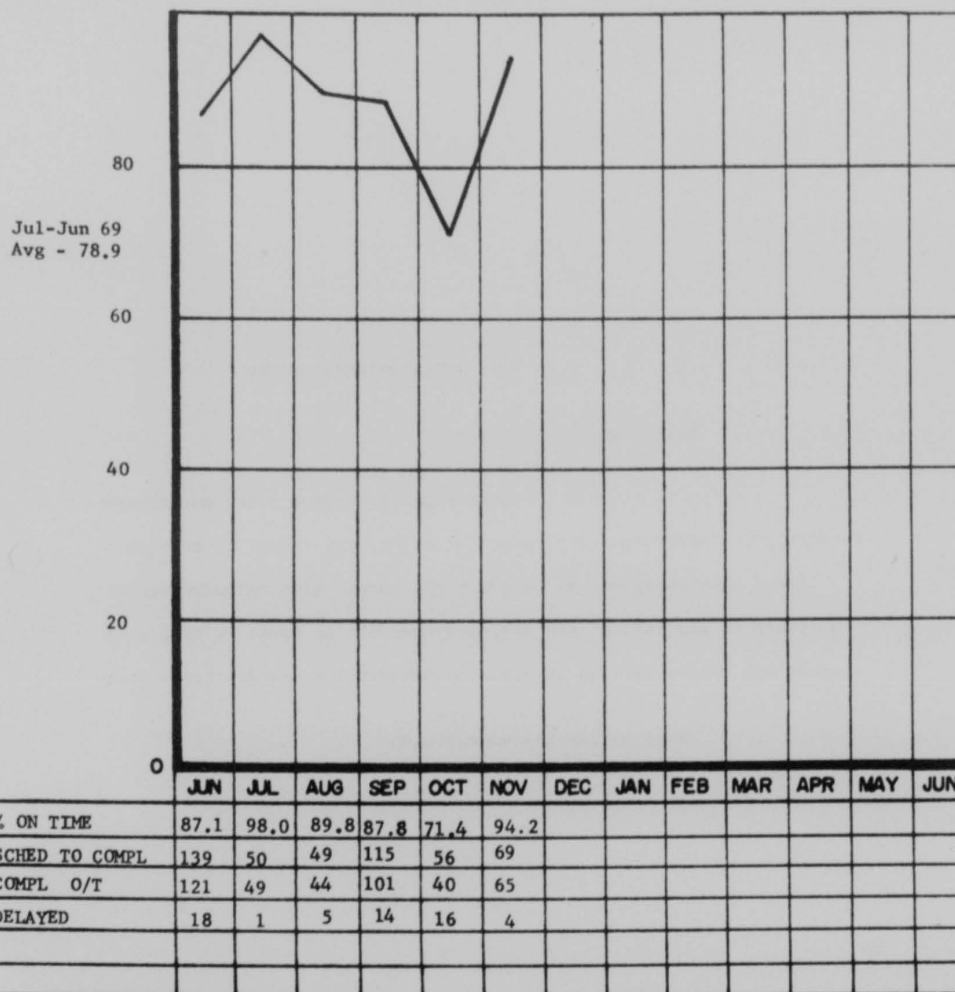
Delays - November 1969

Administrative Error

1

INSTALLATION SCHEMES

% COMPLETED ON TIME FISCAL YEAR 70



SOURCE: C003K4J1A
 OPR: GEMO
 RATED: 100 Points

Installation Schemes

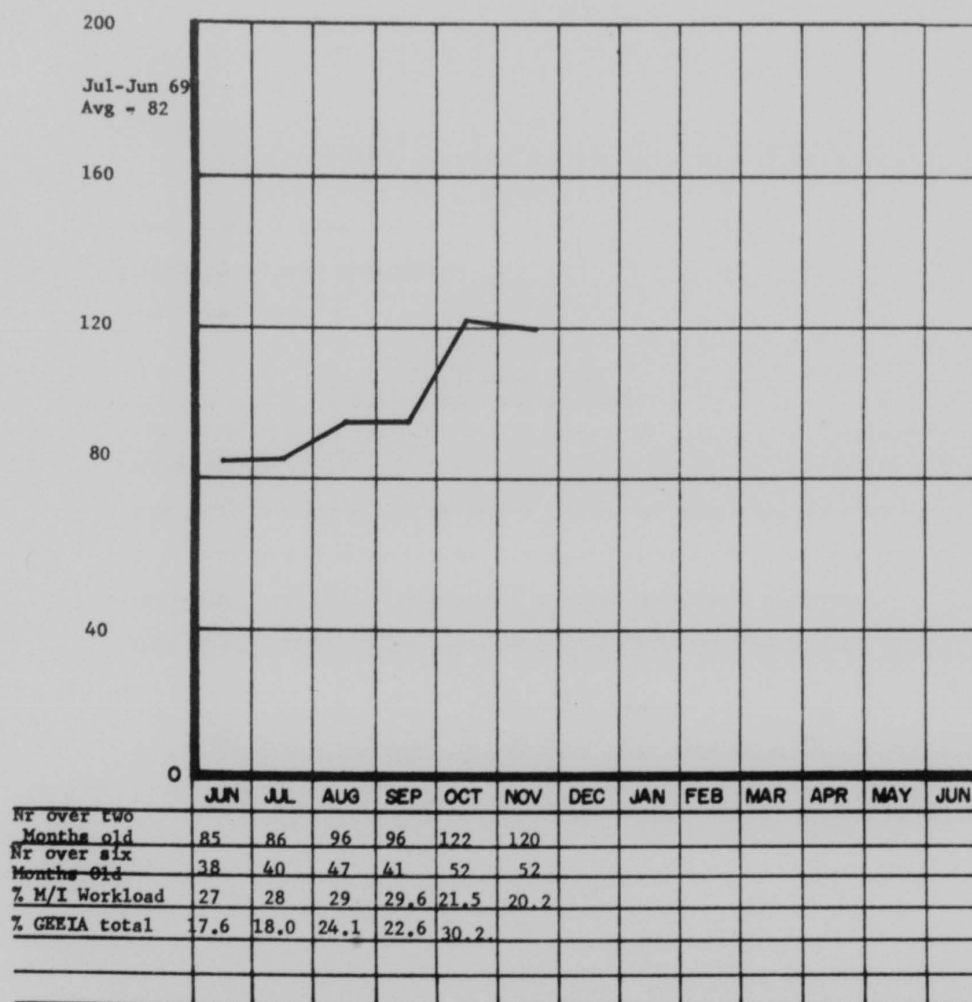
This chart portrays our installation percent completions on time for the month. This data is required by dividing the schemes scheduled to be completed by required date into those actually completed on time. This topic is rated in the Management Performance System and has a weight of 100 points.

Installation Delays
November 1969

Contractor Delay	1
Change in Customer Requirement	1
Administrative Error	<u>2</u>
Total	4

S C H E M E S I N T H E F I E L D

FY 69



SOURCE: C003K4P1A
 OPR: GEMO

Schemes in the Field

The charted data reflects those schemes in the field that are fully supplied and not yet in work. Additionally the statistical data includes those schemes in the system over six months old, fully supplied and not yet in work, coupled with the percent of M/I workload and the percent of Eastern's data to the GEEIA total.

SCHEMES IN THE FIELD BY AGE

FY 70

2 - 6 mos	47	46	49	55	71	68						
6 - 9	13	14	20	18	27	19						
9 - 12	12	11	13	8	10	18						
12 - 18	6	8	10	10	7	9						
18 - 24	4	4	2	4	3	3						
24 - older	<u>3</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>3</u>						
TOTAL	85	86	96	96	122	120						
Delinquent ICDs	7	0	7	3	7	5						
Oldest Scheme	5/67	5/67	5/67	2/67	11/66	5/67						
Oldest W/Del ICD	12/67	0	1/69	11/67	1/69	1/69						
Month	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY

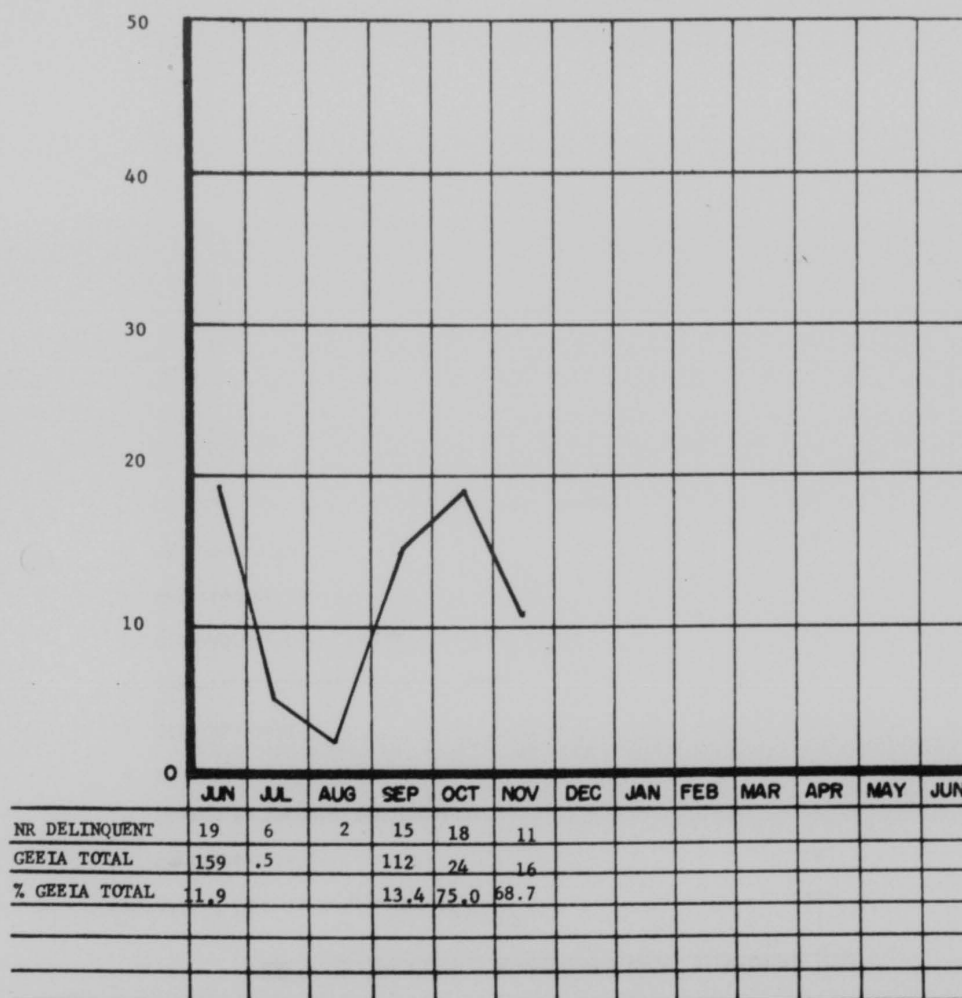
SOURCE: C003K&P1A
 OPR: GEMO

SCHEMES IN THE FIELD - REASONS FOR DELAY - NOVEMBER 1969

o Allied Support Completion Delay	24
o Contractor Delay	16
o Change in Command Requirements	7
o Shortage of Installation Skills	15
o CEIP Approval	1
o Supporting/Companion Scheme Relay	9
o Command/Customer Caused/Requested Delay	15
o Material Delay	2
o No Current Problem	<u>31</u>
Total	120

DELINQUENT SCHEMES

FY 70

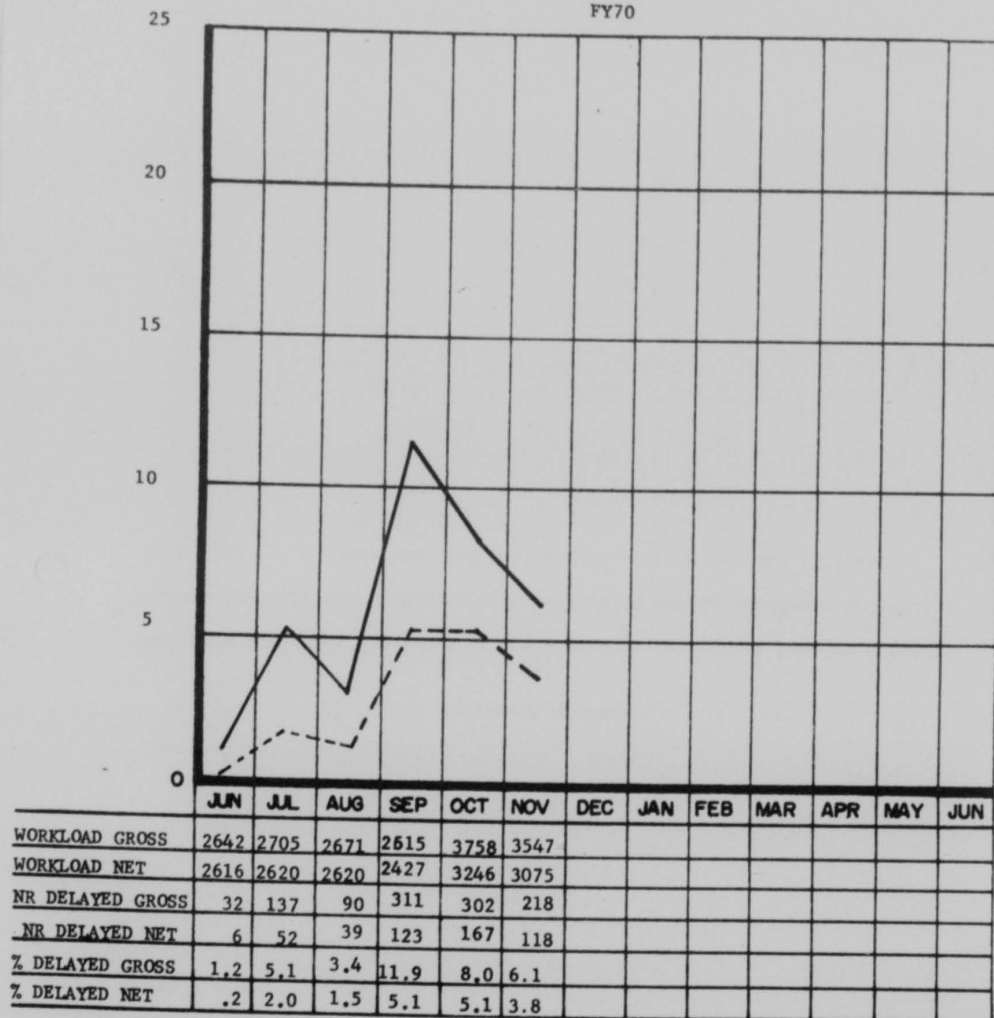


SOURCE: Workload by FSD
OPR: GEMV

Delinquent Schemes

This item indicates the trend in the number of delinquent Eastern schemes.
Schemes in the Plant-In-Place Phase, schemes awaiting clearance of APTO 88's
Exceptions and schemes awaiting USAF-MAJCOM of approval are excluded.

WORKLOAD DELAYED BEYOND FSD
TOTAL ON HAND
FY70



SOURCE: FSD Region Remarks Summary, C003K2V1A
OPR: GEMV

NOTE: Net Figures exclude Codes 76, 77 & all 80 and 90 series

Workload Delayed Beyond FSD

This chart portrays that portion of our total workload which has been delayed beyond ICD/FSD. The workload (gross) and other gross statistics include schemes, work orders, job orders, HIA, unapproved, and all other workloads. Workload (net) statistics and other related net statistics exclude all remarks codes 80, 90 series, also codes 76 and 77. However, net figures include held in abeyance and unapproved workloads.

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AGENDA FOR
EASTERN GEEIA REGION COMMANDERS' CONFERENCE

12 Jan 1970

Travel Time

13 Jan 1970

0830 Visit with Headquarters Staff for Problem Solving Session
0930 2874th Squadron Operations Briefing - GEMO
1100 Coffee Break
1115 Lunch
1200 Operations, Supply and First Sergeant's Workshop
1545 Adjourn for Day

14 Jan 1970

0830 Welcome and Opening Remarks by Colonel Bradley
0845 "How Goes It" Briefing - GEMV
1030 Coffee Break
1045 Weighted Airmen Promotion System (WAPS) - GEMA
1130 Materiel Self-Sufficiency - GEMS
1200 Lunch
1300 Safety - GEMQ
1315 First Term Reenlistments - GEMA
1330 ANG Program and Augmentation - GEMO
1345 Coffee Break
1400 "Red Flag" Operations Briefing - GEMO
1500 "HQ GEEIA Briefing - GEMO
1545 Adjourn for Day

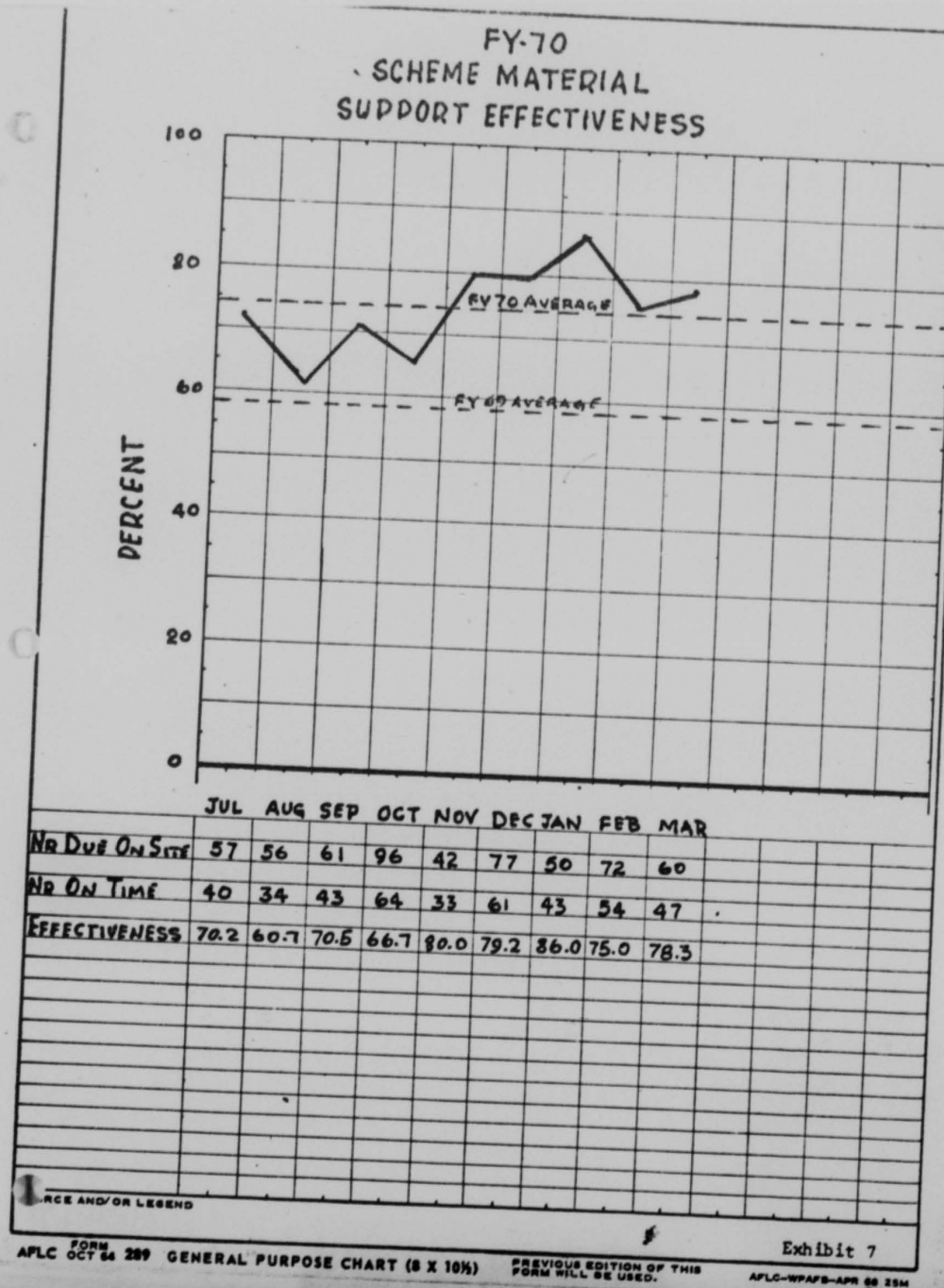
Exhibit 5

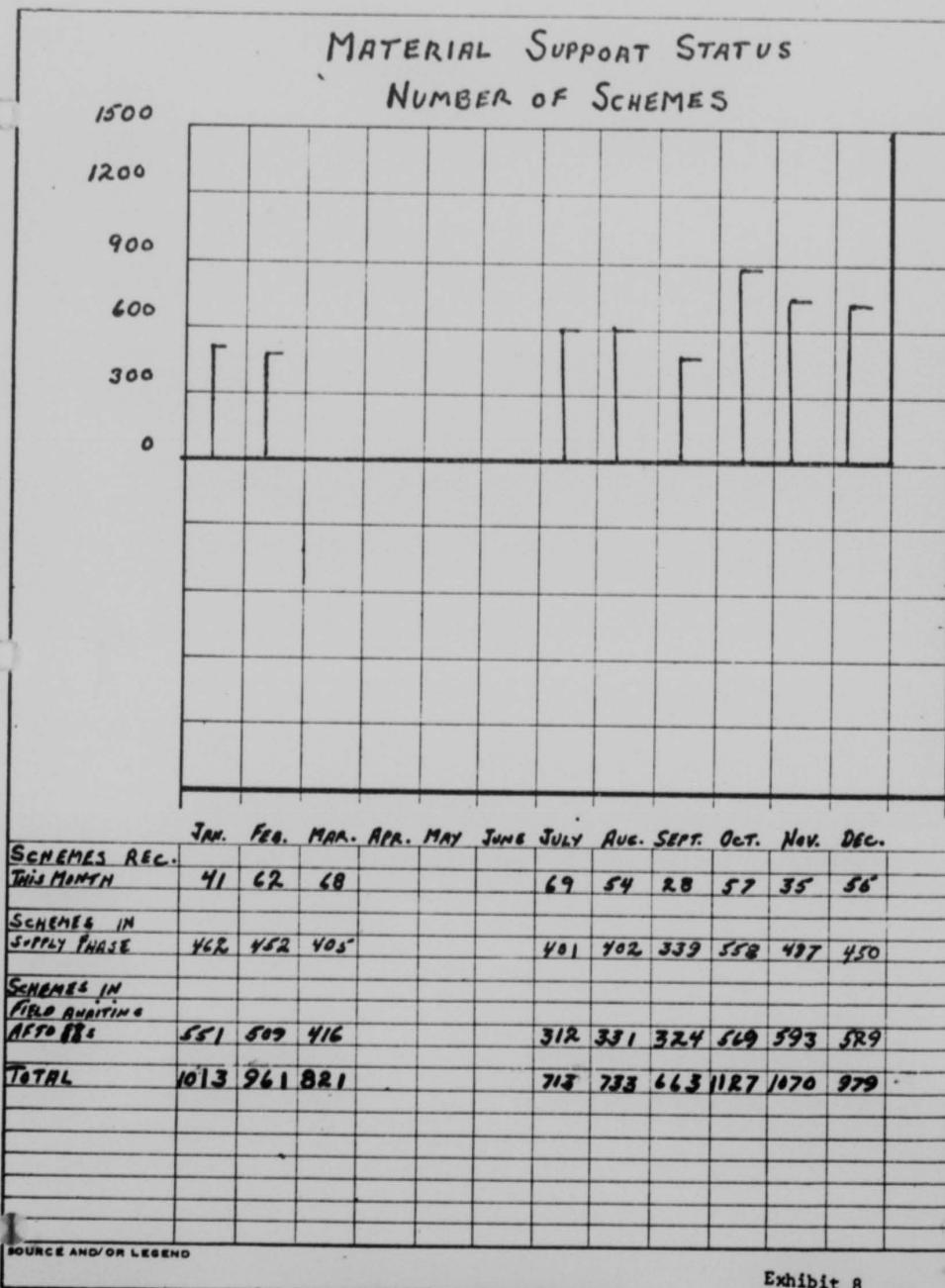
15 Jan 1970

0830 OERs and APRs - GEMA
0845 Supply Discussion - GEMS
0930 2862d Squadron Operations Briefing
1030 Coffee Break
1045 Quality Control on Schemes - GEMQ
1100 IG Inspections - GEMV
1115 OJT - GEMA
1130 Funds Management - GEMV
1200 Lunch
1300 Plant-in-Place Records - GEME
1315 Telephone Traffic Studies - GEME
1330 Handbook for Team Chiefs - GEMO
1345 GEEIA Contract Schemes - GEMO
1400 M/I Direct Labor Utilization - GEMO
1415 Coffee Break
1430 Utilization of NCO's - GEM
1445 Colonel Bradley's Closing Remarks
Formal conference closes - remainder of afternoon may be spent
as required (i.e., travel arrangements, visiting with Divisions)
1830 - 2030 Cocktail Party - Keesler AFB Officers' Open Mess

16 Jan 1970

Travel time or concluding any business at the HQ as desired



AFLC FORM 289
MAY 57

PERIOD DATA CHART (8 X 10%)

PREVIOUS EDITION OF THIS
FORM IS OBSOLETE.



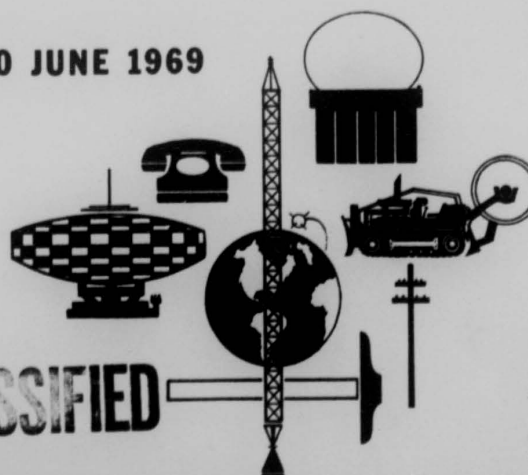
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UNCLASSIFIED
**MAJOR
HISTORY**

**WESTERN
GEEIA
REGION
AFLC**

1 JULY 1968 • 30 JUNE 1969

UNCLASSIFIED



Director
Airmail Encls Int
ATTN: Archives Branch
Maxwell AFB, Alabama 36112
15 JUN 1987

PROJECT CORONA HARVEST
DO NOT **CATALOGED** BY
No. _____

R 215.53-5
Jul. 1968 - Jun. 1969

7-35-66-7
00917072

IRIS WORKSHEET		006 OLD REEL NUMBER
016 CALL NUMBER (10AN) <u>K215.53-5</u>	005 IRIS NUMBER (10AN) <u>00917072</u>	
026 OLD ACCESSION NUMBER (12AN)	014 MII ROFILM REEL/FILM NUMBER <u>00000-2923 000924</u>	
SECURITY WARNING/ADMIN MARKINGS		
RD FR CN SA WI NF PV FO PS	ORAL HISTORY CAVEAT 01 02 03 04	
NO CONTRACT	PROPRIETARY INFO	THIS DOCUMENT CONTAINS NATO _____ INFO
501 DOCUMENT SECURITY		
501 <u>U</u>	DOWNGRADING INSTRUCTIONS	
	DECLASSIFY ON	REVIEW ON
CLASSIFICATION AND DOWNGRADING INSTRUCTIONS FOR		
502 TITLE _____ / ABSTRACT _____ / LISTINGS _____		
028 REF _____ INSERT TO _____	DEST DUP OF _____ DUP OF _____	027 NUMBER IN AUDIO REEL SERIES
CATALOGING RECORD		
MAIN ENTRY (Use one) (180AN)		
100 - PERSONAL NAME	109 - ISSUING AGENCY	120 - TITLE AS MAIN ENTRY
<u>Ground Electronics Engineering Installation Agency</u>		
TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (180AN)		
220 <u>Major History of Western GEEIA Region</u>		
OR CHECK:		
<input type="checkbox"/> 2210 ORAL HISTORY	<input type="checkbox"/> 222E END OF TOUR REPORT	<input type="checkbox"/> 223H HISTORY (AND SUPPORTING DOCUMENTS)
<input type="checkbox"/> 224C CHECO MICROFILM	<input type="checkbox"/> 226Q CORRESPONDENCE	<input type="checkbox"/> 226Z PAPERS
<input type="checkbox"/> 227P CALENDAR		
250 TITLE EXTENSION: ENTER VOLUME NUMBER, PARTS, ETC. (20AN)		
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MAJOR HISTORY
OF
HEADQUARTERS

WESTERN GEEIA REGION (AFLC)
McCLELLAN AIR FORCE BASE, CALIFORNIA 95652

PART I

1 JULY 1968 TO 31 DECEMBER 1968

62 PAGES

PART II - 1 JANUARY 1969 TO 30 JUNE 1969

68 PAGES

GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)
GRIFFISS AIR FORCE BASE, N.Y., 13440

APPROVED BY:

Gilbert H. Bertie
GILBERT H. BERTIE, COLONEL, USAF
COMMANDER

COMPILED BY:

Marcellus Jeffries, Jr.
MARCELLUS JEFFRIES, JR., TSgt, USAF
REGION HISTORIAN

UNCLASSIFIED

Director
Assistant Chief of Staff
ATTN: Andrew Branch
Maxwell AFB, Alabama 36112

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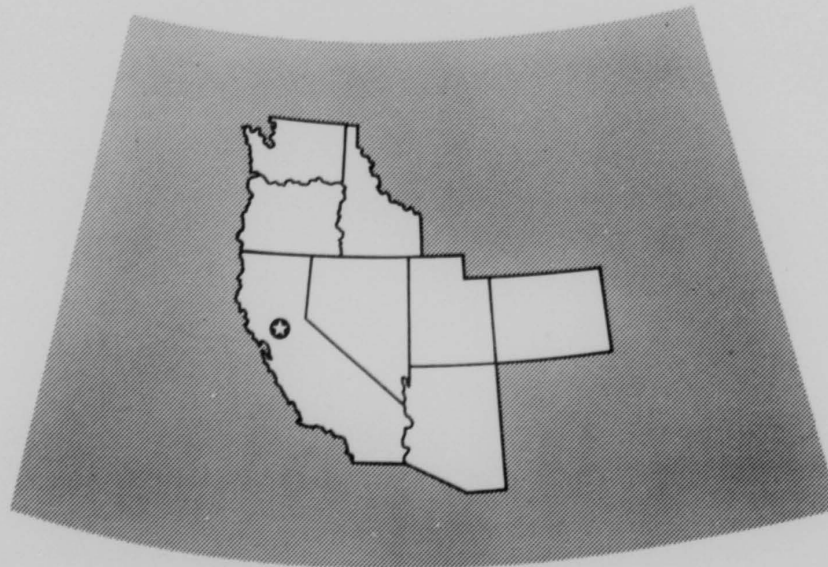
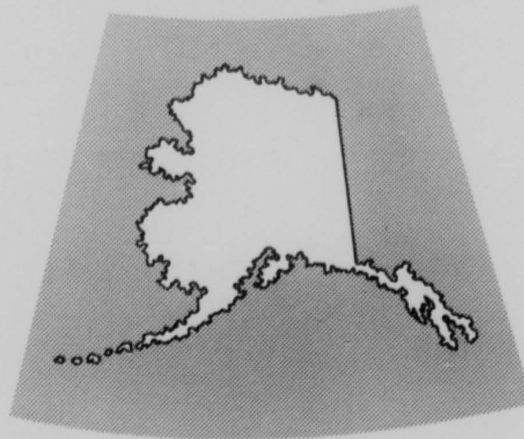
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MISSION



MISSION

In accordance with AFR 23-2, AFLCR 23-17 and GEEIAM 23-1, Western GEEIA Region, accomplishes within its designated geographical area of responsibility, the engineering, installation and mobile depot level of maintenance of all Ground Communications-Electronics-Meteorological (C-E-M) equipment, for which GEEIA has engineering, maintenance-installation responsibility within the following geographical areas: The states of Washington, Oregon, California, Colorado, Idaho, Montana, Nevada, Utah, Arizona and Alaska; the Aleutian Chain; Canada (west of the 95th meridian); Baja California; and Pacific sites associated with the Air Force Western Test Range.

COMMAND

Colonel Robert D. Gibson continued as commander throughout this historical period. Colonel Gibson spent his time working with, advising and guiding elements of his organization dispersed throughout the western parts of the United States, Canada, and a variety of locations throughout the free world.

It is pointed out that Western GEEIA Region, through this world-wide spread of workload, had teams working at such distant points as Vietnam, Greece, Alaska, and Thailand.

During this reporting period, Colonel Gibson made staff visits to most of the units of Western GEEIA Region to analyze and evaluate Western GEEIA Region problems, general conditions and progress associated with established operational requirements.

Colonel Gibson's key staff members, including Squadron Commanders and Detachment Chiefs, are listed as of 1 July 1968:

Vice Commander Colonel Gilbert H. Bertie
(Colonel Bertie assumed command of Western GEEIA Region on 31 December 1968. Colonel Gibson retired from active service on that date.)

Vice Commander Colonel Phil H. Meyer
(Colonel Meyer assumed Vice Command of Western GEEIA Region on 8 November 1968.)

Chief, Administration and HQ Sq Section Lt Colonel John R. Rogers
Until 12 Nov 1968 when the position title was changed to Commander, HQ Sq Section

Chief, Administrative Services CWO (W4) Bruce W. Scott
Until 12 Nov 1968 when the title of this position was changed to Chief, Administration

COMMAND



COLONEL GILBERT H. BERTIE
COMMANDER

COLONEL PHIL H. MEYER
VICE COMMANDER



Chief, Engineering Division

Lt Colonel John D. Webb, Jr.
Until 1 July 1968 when Colonel
Seth A. Armstead, Jr. became
the Chief

Deputy Chief, Engineering Division

Mr. Merle E. Smart

Acting Chief, Materiel Division

Mr. William E. Simmons
Until 1 August 1968 when Captain
James M. Archer became the Chief

Chief, Operations Division

Lt Colonel James O. Kjelland
Until 31 July 1968 when Lt Colonel
Sherman W. Ford became the Chief

Deputy Chief, Operations Division

Major Allen J. Smith
Until 2 July 1968 when Captain
Waddie L. Belton became the Deputy

Chief, Plans and Management Office

Lt Colonel John R. Rogers
Until 16 Sep 1968 when Lt Colonel
Lloyd W. Sittler became the Chief

Deputy Chief, Plans and Management Office

Major Allen J. Smith

Chief, Quality Assurance Office

CWO W4 James L. Worsham, Jr.

Safety Officer

CWO W4 James L. Worsham, Jr.

SQUADRONS

Commander, HQ Sq Section

Lt Colonel John R. Rogers
Until 12 November 1968 when
Major William P. Craig became
the Commander

Commander, 2867 GEEIA Sq

Lt Colonel Thurman R. Matthews, Jr.

Commander, 2868 GEEIA Sq

Lt Colonel Seth A. Armstead, Jr.
Until 1 July 1968 when Lt Colonel
Paul J. Johnston became the
Commander

Commander, 2869 GEEIA Sq

Lt Colonel Walter T. Prebis

Commander, 2870 GEEIA Sq

Lt Colonel Clyde M. Hutchens

DETACHMENTS

Commander, Det 31, Western GEEIA Region Major Henry J. Yeackle, Jr.
(Det 31 was redesignated 10th Western GEEIA Region Operating Location effective
15 Sep 1968 per Department of the Air Force Special Order GA-22 dated 27
August 1968).

Air Force Advisor, 215 Air National Captain E. E. Heard
Guard Sq, Det 34, Western GEEIA Region

Air Force Advisor, 216 Air National Captain Kirke G. Schnoor
Guard Sq, Det 35, Western GEEIA Region

Chief, Det 36, Western GEEIA Region Mr. Max W. Wright

Chief, Det 37, Western GEEIA Region Mr. Mitchell D. McNeal
Until 15 Sep 1968 when
Captain James B. Gargano
became the Chief

Engineering Liaison Officer Major William P. Suiter
Det 38, Western GEEIA Region

Air Force Advisor, 138 Air National Captain Frances J. Hainley
Guard Sq, Det 39, Western GEEIA Region (Projected: March 1969)
(Western GEEIA Region gained this unit effective 1 Dec 1968, per AFLC Special
Order GA-34, 29 Nov 1968.)

Air Force Advisor, 130 Air National Captain Ronald L. Carberry
Guard Sq, Det 40, Western GEEIA Region (Projected: February 1969)
(Western GEEIA Region gained this unit effective 1 Dec 1968, per AFLC Special
Order GA-34, 29 Nov 1968.)

ORGANIZATION

Western GEEIA Region continued as one of five GEEIA regions with the responsibility of engineering, installation and mobile depot level of maintenance of all Ground Communications-Electronics-Meteorological (C-E-M) equipment, for which GEEIA has engineering, maintenance-installation responsibility.

Western Region's geographical area of responsibility was as follows:
The states of Washington, Oregon, California, Colorado, Idaho, Montana,

Nevada, Utah, Arizona and Alaska; the Aleutian Chain; Canada (west of the 95th meridian); Baja California; and Pacific sites associated with the Air Force Western Test Range.

Effective 1 December 1968, Western GEEIA Region gained two additional units, Det 39 (138 ANG Sq) and Det 40 (130 ANG Sq), per Department of the Air Force Special Order GA-34, 29 November 1968. Detachment 39 is located at Greeley, Colorado and Detachment 40 at Salt Lake City, Utah.

These two GEEIA Air National Guard squadrons have the same mission as that of all other GEEIA Air National Guard squadrons to attain and maintain a capability to install and accomplish depot level maintenance on communications-electronics facilities according to plans for utilization in national emergencies. Western GEEIA Region provides two Air Force Advisors for each of the two units.

The specific designations and locations of Western GEEIA Region Squadrons and Detachments were as follows:

<u>ORGANIZATION</u>	<u>LOCATION</u>
<u>HQ Western GEEIA Region</u>	McClellan AFB, California 95652
<u>2867 GEEIA Squadron</u>	McClellan AFB, California 95652
<u>2868 GEEIA Squadron</u>	APO Seattle 98742
<u>2869 GEEIA Squadron</u>	Norton AFB, California 92409
<u>2870 GEEIA Squadron</u>	Hill AFB, Utah 84401
<u>Det 31</u>	Vandenberg AFB, California 93437
(Det 31 was redesignated HQ Western GEEIA Region Operating Location effective 15 Sep 1968 per DAF Special Order GA-22, 27 Aug 1968.)	

<u>Det 34</u>	Seattle, Washington 98108
<u>Det 35</u>	Hayward ANG Base, California 94545
<u>Det 36</u>	Fairchild AFB, Washington 99011
<u>Det 37</u>	Edwards AFB, California 93523
<u>Det 38</u>	APO Seattle 98742
<u>Det 39</u>	Greeley, Colorado 80631
<u>Det 40</u>	Salt Lake City, Utah 84116

MISSION

Colonel Gibson directed no major changes in the basic structure of the organization during the period, however, on 1 October 1968, the basic functional staff elements in HQ Western GEEIA Region were changed in name from Directorates to Divisions, per Attachment 2, AFLCR 23-17, 26 June 1968.

Minor changes were instituted as the various divisions deemed necessary to accomplish the job in a manner best suited to the available resources. Colonel Phil H. Meyer, Vice Commander, Western GEEIA Region, Effective 8 November 1968, was awarded the Legion of Merit for meritorious service as Commander, 483 GEEIA Squadron (AFLC), Korat RTAB, Thailand (PACAF), from 15 October 1967 to 30 September 1968, in accordance with Special Order GB-612, dated 26 November 1968.

Announcement was made of the retirement of Colonel Gibson 31 December 1968, after more than 29 years of active federal service. Colonel Gibson was born on 19 October 1915 in Neenah, Wis.

He began his military career in the Army Air Corps as a Second Lieutenant in June 1939 and flew 89 missions in World War II as a radio-operator gunner.

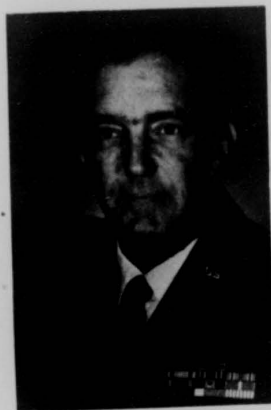
Colonel Gibson was assigned to GEEIA for a period of 52 months during the span of his military career. He was Director of Installations and Materiel from 24 August 1964 to 21 October 1964 and from 21 October 1964 to 30 July 1965 he served as Director of Operations at Headquarters GEEIA, Griffiss AFB, N. Y., which was immediately prior to his assignment as Commander, Western GEEIA Region.

During his career, Colonel Gibson received the Legion of Merit, Bronze Star Medal, and Distinguished Flying Cross in addition to other awards and decorations. Colonel Gibson was awarded the Legion of Merit for meritorious service as Commander, Western GEEIA Region, from 30 July 1965 to 31 December 1968, in accordance with DAF Special Order GB-616, 26 November 1968.

In September 1968, an Engineering Control Room was established in the Engineering Division to monitor the engineering schemes and job orders of Western GEEIA Region.

During this reporting period, Western GEEIA Region topped all others in competition to win the GEEIA Management Performance System Trophy during both the first and second quarter rating periods of Fiscal Year 1969. This achievement marked the fourth time in the last six quarters that Western GEEIA Region has won this award. Four main categories were considered in the Management Performance System during the quarterly ratings. They were: Safety, Training, Direct Mission Support, and Other, which included the Worldwide Information Program, Cost Reduction, First Term Airman Retention, and one surprise topic. For the first quarter of Fiscal Year 1969, Western Region snared a total of 534.4 points out of a possible 610 maximum points,

for a percentage mark of 87.6. During the second quarter of Fiscal Year 1969, Western Region snared a total of 469.1 out of a possible 540 maximum points for a percentage mark of 86.9.



CWO B. W. SCOTT

**ADMINISTRATION
AND
HEADQUARTERS
SQUADRON
SECTION**



CHAPTER III

ADMINISTRATION AND HEADQUARTERS SQUADRON SECTION

ORGANIZATION

Lt Colonel John R. Rogers continued as Commander, HQ Squadron Section and as Chief of the Administration and Headquarters Squadron Section in an additional duty capacity during this reporting period, as his primary duty was that of Chief of the Plans and Management Office.

In September of 1968 he returned to the Administration and Headquarters Squadron Section and shortly thereafter was reassigned to HQ SMMA.

He was replaced by Major William P. Craig as Commander, HQ Squadron Section and as Chief of the Administration and Headquarters Squadron Section. CWO W-4 Bruce W. Scott continued as Chief, Administrative Services; however, on 12 November 1968, the title of this position was changed to Chief, Administration.

MSgt Ramon B. St. John continued as Assistant Chief of Administrative Services, First Sergeant, and as Western GEEIA Region Sergeant Major. He was replaced on 12 November 1968 by MSgt Elmer P. Phillips, and was reassigned to HQ AFLC. The title of Assistant Chief of Administrative Services was changed at this time to Chief of Administrative Services.

No major changes were experienced in organization during this period and the major responsibilities were Mail and Message Distribution, Travel (TCA), Special Actions, Training, Civilian Personnel, Information, and Forms and Publications. On 12 November 1968, the Administration and Headquarters Squadron Section accomplished a move from Building 2042 to Building 2026.

MANPOWER

During this reporting period the Administration and Headquarters Squadron Section lost and gained the following personnel:

GAINS: OMSgt Elmer P. Phillips, SSgt Stanley R. McClellan, SSgt Jimmy M. May, and AIC Lance T. McNeil.

LOSSES: Lt Colonel John R. Rogers, reassigned to HQ SMWA; OMSgt Ramon B. St. John, reassigned to HQ AFLC; and TSgt Theodore McDonald, reassigned to Thailand.

SUPPORT-MISSION

The Region maintained an over-all SKT passing rate of 69.7 percent for this reporting period with a total of 97 airmen tested in 25 different career fields. The Region's OJT Trophy during the first quarter of Fiscal Year 1968 was awarded to the 2868 GEEIA Squadron and to the 2869 GEEIA Squadron for the second quarter of Fiscal Year 1968.

AWARDS AND DECORATIONS

Awards and Decorations were received by the following personnel of HQ Western GEEIA Region during this reporting period:

LEGION OF MERIT

Colonel Robert D. Gibson

Colonel Phil H. Meyer

AIR FORCE COMMENDATION MEDAL

Lt Colonel James O. Kjelland

Captain Timothy K. Skaarer

Captain Leon G. Oldham

AIR FORCE COMMENDATION MEDAL (Cont):

Captain Charles W. Crawford

Captain Stuart S. Pattison

Lt Robert C. Kwit

Lt Thomas M. Boutsen

Lt Thomas J. Squarzini

GMSgt Ramon B. St. John

TSgt Theodore K. McDonald

TSgt Clarence M. Frazier

SSgt Raymond L. Kimmel

Sgt Francisco Bertot

CIVILIAN PERSONNEL

A freeze on the hiring of civilian personnel continued to be imposed upon Western GEEIA Region during this reporting period. HQ GEEIA controlled and monitored the hiring of all civilian personnel throughout GEEIA.

As of 1 July 1968, Western GEEIA Region had nine commitments for hiring civilian personnel and during the next six month period, 15 additional requests for authorization to hire were submitted to HQ GEEIA.

Seven were approved and eight disapproved. From 1 July 1968 through 31 December 1968, Western GEEIA Region lost a total of 35 civilian personnel and gained a total of 13.

On 12 December 1968, HQ GEEIA established a civilian strength ceiling for each region and gave authorization to hire up to the ceiling without recourse to that headquarters.

The civilian strength ceilings for this Region as of 31 December was 575. As of 31 December 1968 the assigned civilian on-board strength for this Region was 567.

AFETS PROGRAM

The Air Force Engineering Technical Service Program (AFETS) was under severe scrutiny for this period due to the re-enactment of the Henderson Sub-Committee Hearings regarding Contract Technical Services (CTS) representatives versus Civil Service employees.

A great deal of "training" was emphasized with submission of several reports which entailed that AFETS line items be utilized as "trainer slots". Western GEEIA Region's OPR for this program requested each section, squadron and detachment to submit an updated trainer worker report, which in turn was compiled and forwarded to GEEIA (GEOA) at their request.

The Trainer Worker Report outlined all the schools attended for training purposes whether ATC sponsored or other and was established as an RCS (OT) Report. Subsequently another Trainer Worker Report was furnished GEEIA (GEO) as requested by a priority message with coordination of the manpower team at this Region, and as a result, this Region received a verbal commendation for a job "well-done". In Fiscal Year 1968, only six spaces were deleted by a DOD reduction in spaces. A recap of the AFETS Program is as follows:

<u>MILITARY</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>VACANCIES</u>
HQ Western GEEIA Region	16	15	1
2868 GEEIA Sq	1	1	
<u>CIVILIAN</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>VACANCIES</u>
HQ Western GEEIA Region	90	81	9

<u>CIVILIAN (Cont)</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>VACANCIES</u>
2867 GEEIA Squadron	31	25	6
2868 GEEIA Squadron	9	6	3
2869 GEEIA Squadron	1	1	0
2870 GEEIA Squadron	1	1	0
HQ WGR Operating Location	2	2	0
Det37, Western GEEIA Region	1	1	0
TOTALS	152	133	19

During this reporting period, there were 19 vacancies*. The region still has assigned one Field Service Representative from RCA and two Contract Field Service Representatives from the Burroughs Corporation, including one from the Westinghouse Defense and Space Center.

The Region had been scheduled to have one Contract Field Service Representative report from the AVCO Corporation, but this line item was cancelled due to slippage of equipment.

*The AFETS has a requirement of submitting to HQ GEEIA, twice yearly, RCS HAF-D20 Summer Cycle and Winter Cycle Reports. These line items are under constant review by DOD; therefore, this Region is required to maintain careful records constantly.

TCA

The following number of orders was issued in series indicated:

A series - 3
 G series - 2
 M series - 4
 T series - 763

ADMINISTRATIVE SERVICES

The workload data for Administrative Services was as follows:

Distribution Center (Average Monthly Volume):

	<u>IN</u>	<u>OUT</u>
Unclassified Messages	1427	242
Classified Messages	12	5
Correspondence	1706	1131
Registered Mail	39	12
Certified and Insured Items	11	8

Publications:

Regulations Published	7
Supplements Issued	15
FOI's Published	11
Publications Rescinded	14



COL S. A. ARMSTEAD, JR.

ENGINEERING DIVISION



CHAPTER IV

ENGINEERING DIVISION

During this reporting period there were no changes in the Engineering Division organizational structure.

The Engineering Control Branch (GEWEC) contains three sections: Production and Workload (GEWECPC), Standards and Review (GEWECRS), and Documents and Files (GEWECDF). These sections provide centralized administrative, classified and cryptographic material services; a technical library which is a central point for assimilation, evaluation, planning and phasing of workload; and statistical accounting and evaluation of the Engineering Division's workload. These sections also evaluate and assure utilization of standards, recommending changes to HQ GEEIA. They also assure all engineering elements are alerted to new publications as they are received.

The Electronics Branch (GEWEE) with its four sections, Radar (GEWEER), Computer (GEWEEC), Meteorological (GEWEEIM), and Flight Facilities (GEWEEFF) accomplishes and is responsible for engineering and engineering assistance for ground C-E-M systems and subsystems which provide meteorological, navigational and control guidance to airborne objects or weapons capable of searching, detecting and acquiring unknown objects in air or space. The Branch processes, produces and computes specific control and guidance requirements for aerospace vehicles utilized in actual or simulated defensive or reprisal maneuvers; and engineers VHF/UHF radio ground-air facilities for air traffic control and AC&W systems.

Detachment 38 (GEWEL) Elmendorf AFB, Alaska continued with its mission of providing engineering liaison activities, to include advice and technical

assistance to all major commands in the Alaska area. The Detachment serves as the Alaskan point of contact for all GEWE visiting engineers, provides TDY office space and coordinates all travel requests within the Alaskan area for the Division.

The Radio Communications Branch (GEWER) is tasked with the engineering of radio, television, and communications center/cryptographic facilities. This work is accomplished in the HF Systems Section, the Comm Center/Crypto Section and the Microwave/Tropo TV Section.

The Engineering Support Division (GEWES) is comprised of three sections: General Engineering (GEWESG) which provides engineering services in the field of architectural, structural, mechanical and civil engineering; EMC/Measurements (GEWESM) which is capable of performing surveys, tests and measurements; and the Drafting Services Section (GEWESS) which is responsible for the establishment, management and maintenance of GEETA drawing records by providing drafting and related reproduction service to support the Division.

The Wire Communications Branch (GEWEW) with its four sections, Government Outside Plant (GEWEWO), Government Inside Plant (GEWEWI), Commercial Leased Systems (GEWEWS) and Base Wire (GEWEWB), effected engineering for government owned and commercial leased inside and outside telephone plant facilities and prepared and distributed the Base Wire Communications Program.

MANPOWER

The authorized strength of the Division as of 31 December 1968 was:
232 Civilians, 30 Officers, 31 Airmen - 293 Total.

GEWEC: 12 Civilians, 8 military personnel and 2 student aides. The

student aides work part time during the school year.

GEMEE: 38 Civilians, 4 military personnel and 3 student aides.

GEMER: 46 Civilians, 1 Field Service Representative, 9 military personnel and 1 student aide.

GEMES: 46 Civilians, 27 military personnel and 2 student aides.

GEMEW: 74 Civilians, 7 military personnel and 1 student aide.

SUPPORT

GEMEC: The Manhour Accounting and the GEEIA Workload Subsystems of the GEEIA Management Ssystem (GEMS) were extensively revised during July 1968. The revisions provide a more stringent control over the monitoring of the Engineering Division workload. Personnel within GEWECP made two major improvements to management systems which were adopted throughout GEEIA. One of these improvements was the Milestone Due Report which was incorporated into the automated GEEIA Management System. The other was monitoring system for Test Range schemes which was adopted as GEEIA Form 182.

An Engineering Control Board has been constructed and is being used as a part of the management system. Using metallic panels and magnetic numbers and letters, this board displays the status of the Engineering Division workload for a six months period. Approximately 1,100 engineering tasks are monitored and displayed on this board.

The Standards and Review Section has continued to implement the Division policy of total conformity in scheme writing as required by the provisions of GEEIAM 100-4, GEEIAM 70-2, and other pertinent standards.

GEWECS has been instrumental in integrating the changes contained in the revised GEEIAM 100-4 dated 3 September 1968.

GEWEE: A CEIPA for Mt Harrison ground/air radio, wide band recorder and teletype which will be associated with 469L was referred to this office (GEWEEC) for pre-engineering by HQ GEEIA. The requirements for this facility were discussed with AFFTC, Edwards AFB on 22 July 1968. Assistance was also given to AFFTC in preparing 524s for relocation of telemetry receivers, reconfiguring and modernizing the CENTCON DATS terminal, and removal of various equipment from Beatty Range Site, which is being deactivated.

In September 1968, a visit was made to Elmendorf AFB to observe the installation of the QRC-307 video tape recorder and to coordinate on any problems that might have arisen for the remaining four installations.

Western GEEIA Region also participated in the ESD/GEEIA meeting at L. G. Hanscom Field, Massachusetts to revise the ESD/GEEIA Statement of Agreement for the CORTS Program.

Also many other problem areas in the CORTS Program were discussed. Another meeting was attended by Western GEEIA Region at the Contractor Facility in Dallas, Texas early in October 1968 to discuss the results of the sitings and other known problem areas.

GEWEEF provided CEIP assistance to major commands as follows: 4AF for RAPCON at Oxnard AFB and Kingsley Field. Luke AFB for RAPCON and ILS. Edwards AFB for VORTAC feasibility and CEIP assist. Vandenberg AFB for delta platform to replace the TACAN antenna tower and TAC for IIF-SSB ground/air radios.

Emergency engineering assistance to GEWO was provided on the following facilities: Beale AFB, TVOR flight check problems. March AFB, (Vail Lake)

TVOR flight check problems and Eielson AFB, TVOR flight check problems.

Engineering assistance to Commands: Assistance to Alaskan Air Command (AAC) for relocation of operating position in the Elmendorf AFB Control Tower. Site test of ILS localizer at Luke AFB. Feasibility study made for replacing the TVOR at March AFB with a VORTAC in existing building. Feasibility of relocating G/A radios at Siskiyou County Airport for 4 AF. Investigation of localizer antenna phenomena at Fairchild AFB, Offutt AFB and Little Rock AFB. Feasibility of relocating the glide slope at Oxnard AFB to correct a local aircraft parking problem and one engineer TDY to GEP for engineering augmentation, 3 months.

GEWEM: On-site engineering was accomplished on three occasions to resolve difficulties encountered during the installation of meteorological facilities.

GEWER Job Orders:

Survey of Missile Complexes 571-7 and 590-3, Davis-Monthan AFB, Arizona.

These surveys were accomplished 12 August through 14 August 1968, to assist 15 AF, 12 SAD, and 803 Communications Squadron in evaluating effects of a proposed railroad run adjacent to site 571-7 on the AN/TPS-39 surveillance radar and the effects of a proposed power line extension to radio equipment at site 590-3. The above organizations were informed that no adverse effect was indicated.

Bomb Alarm System. Assistance was provided the Air Defense Command (ADC) and the Western Union Company in accomplishing numerous sitings in support of this system.

Disablement of Radar Data Terminal Equipment at Edwards AFB:

Personnel at AFFTC, Edwards AFB, requested Western GEEIA Region assistance in determining the cause of recurring destruction of solid state input amplifiers at several sites at Edwards AFB. Several trips to Edwards AFB were accomplished and a study of the causes of the failures was submitted with conclusions and a proposed solution of the problem in a report submitted to AFFTC on a subsequent trip to Edwards AFB, 25 November 1968. This report indicated corrective action to be installation of signal protectors and gas tube surge arrestors. AFFTC personnel have requested Western GEEIA Region to install this equipment. A scheme number has been assigned to implement their request.

Radar Synchronization at Edwards AFB: Western GEEIA Region is providing CEIP assistance to AFFTC to synchronize their radars to one another and also to other radar test ranges. Technical proposals have been obtained for installation of a similar system at Vandenberg AFB and technical reports on time synchronization systems. A preliminary system concept report is being prepared.

Determination of requirement to allow installation of an AN/FPS-26 radar tower in an AB-259/FPS-6 radar tower. In conjunction with representatives of HQ GEEIA at Ft. Rucker AFS, Alabama, an equipment layout for an AN/FPS-26 in an AB-259/FPS-6 tower was accomplished and necessary tower modifications were determined during the period 22 through 26 July 1968.

A pre-engineering survey was conducted at the request of HQ GEEIA at San Pedro AFS to study Army requirements for co-use of GPA-124 and FYQ-47.

GEMES: During the period of this report, GEMESG has been tasked with a diversified workload. Some projects which have contributed to this workload are: BUIC 111 Program; AN/FPS-77 Storm Detection Radar Program; surveys; construction inspections and surveillance; engineering conferences and SCL review.

In the EMC/Measurements Section (GEMESM) the tenth annual IEEE EMC Symposium was attended by personnel of this section.

Two old equipment hauling vans were replaced by two new crewcabs.

Following is a listing of new test equipment received:

H. P. Model 5245 M Electronic Counter.

H. P. Model 211B Square Wave Generator, 2 each.

Advanced Automation Model 2000 Pulse Generator.

H. P. Model 141A Variable Persistence and Storage Oscilloscope, 2 each.

Tektronix Model 454 Oscilloscope.

H. P. 3555A Telephone Test Set, 2 each.

Acton 490B Delay Measuring Set, 3 each.

Lenkurt MOD 601A FIA Weighting Network, 4 each.

Lenkurt MOD 6006A Flat Weighting Network, 4 each.

Tektronic 422 Oscilloscope, 2 each.

Two conferences at Griffiss AFB on circuit conditioning were attended by personnel from this section. In August attendance was recorded at a seminar on wideband circuit conditioning and in November attendance was recorded at a conference on the circuit conditioning program and its manpower requirements.

An Operating Instruction for implementing the circuit conditioning program in the Engineering Division was prepared.

The Drafting Services Section (GEWESS) is having increasing difficulty in completing direct mission workloads in a timely manner due to the continuous manpower drain. Current drafting quality standards are continually being compromised to meet the required workload completion schedules.

A staff study was prepared and submitted to HQ GEEIA concerning the inadequate mission accomplishment by the Drafting Services Section. This report showed that there is a need for additional manpower or an outside contract to update the GEEIA Drawing Record System. As a result of this report, HQ GEEIA has held all conversion of existing drawings to the GEEIA Drawing Record System in abeyance.

During this period approximately 2,252 record updating and engineering scheme (drafting) projects were completed.

MISSION

GEWEE: A removal scheme for the BUIC II equipment at Blaine AFS, Washington and Fallon AFS, Nevada was completed by GEWEEC in September 1968.

During 15 July through 23 July 1968 an engineer witnessed in plant testing, acceptance and packing of the BUIC III equipment at Burroughs Corporation. The BUIC III installation at Keno AFS, Oregon commenced on 1 August 1968. A GEEIA site engineer provided technical assistance during the installation. The AFTO 88 was signed on 14 October 1968.

In early September an engineer observed the final factory checkout of the BUIC III system for Othello AFS, Washington. Installation commenced on 1 October and AFTO 88 was signed 27 October 1968.

Alaska: The Site Concurrence Letter for Cape Lisburne AFS, Alaska schemes 0575T8GO and 0582T8GO were distributed on 18 July 1968 and these schemes were completed and distributed in December 1968. The antenna scheme for Air Force Security Service at Shemya AFS, Alaska was published and mailed during September 1968.

Edwards AFB: An engineer visited Edwards AFB 26 August through 28 August 1968 to obtain technical data and requirements for the MODAF (Mobile Data Acquisition Facility) CEIP. The MODAF CEIP Work Order Number 3243B8GO-FSPM-L000 was completed and distributed 6 September 1968. During July an engineer reviewed as-installed drawings for scheme 0417T7GO-FSPM-L-468, and during August an engineer submitted Telemetry CEIP Annexes 6QNE02 and 6QNE07 to AFFTC, Edwards AFB. In August 1968 work was started on DATS recabling and telemetry equipment relocation as a result of 524's received from AFFTC, Edwards AFB.

AN/FYQ-47 and GPA-124 (499L): An engineer during the month of August attended a Common Digitizer AN/FYQ-47 Conference at the Federal Aviation Agency (FAA), Los Angeles Headquarters. This was a briefing by FAA on the management and implementation of the common digitizer at sites involving FAA, joint FAA-USAF and USAF only. During the month of September an engineer attended a preliminary siting for the common digitizer (AN/FYQ-47) and (GPA-124) at Mica Peak AFS, Washington. A site survey was accomplished on 6 November 1968 for the installation of the AN/FYQ-47 and AN/GPA-124 equipment at Mount Laguna AFS, California.

CORTS (469L Program): The CORTS contractor was selected and the contract was signed on 15 August 1968 with Service Technology Corporation, a Division of Ling Temco Vought Corporation. Two Western GEEIA Region personnel attended a Planning Conference for the CORTS (469L) Program at the Contractor (Ling Temco Vought) Facility in Dallas, Texas on 22 August 1968. Also in attendance were representatives from ESD, HQ GEEIA, and Service Technology Corporation (LTV) siting, installation, and training dates were established. Sittings were held during the period of 5 September through 20 September 1968 for nine CORTS locations from Mount Harrison, Idaho in the north to El Centro (Parachute Test Range), California in the south, ESD, Service Technology Corporation (Equipment Contractors), AFTC (PTSA), Army Corps of Engineers, as well as, the RFI and Civil Engineering Sections of GEEIA were in attendance. GEMEEC is office of prime responsibility for Western GEEIA Region. All CORTS (469L) SCLs were completed and distributed during October and November 1968. During November the Preliminary Installation Plans for the nine Western CORTS sites prepared by Service Technology Corporation (CORTS Contractor) were reviewed. A letter with our comments was prepared and forwarded to GEEST, for submission to ESD. In November 1968, this office reviewed the Specification Proposal prepared by Service Technology Corporation (STC) for Data Distribution System which is associated with CORTS. Advanced Bill of Materials (BOM) for the CORTS installation is currently being prepared. BOM preparation is based on information now available from the CORTS contractors.

GEMEF: 19 Site Concurrence Letters and 23 schemes were forwarded during this period. General: The VHF modernization program is proceeding on schedule.

The Brite I Program has been subject to further delay, due, in part, to delayed procurement of line driver equipment.

The program for modernized RAPCON consoles and associated control equipment has been started with preliminary scheme engineering beginning in December on the Castle AFB facility. This will be followed with schemes for Mountain Home, Hamilton and Travis AF Bases.

Control Tower modernization to replace the control console will not continue until equipment is procured and revised standards are published by GEEIA. This should occur about March or April 1969.

GEMEM: Twenty-one C-E schemes, eleven site concurrence letters, and three on-base engineering assists were accomplished during this reporting period.

Four sites in Alaska were surveyed and engineering accomplished to install wind direction and speed facilities.

A satellite tracking facility to provide weather information was installed at Eniwetok.

An ionospheric sounder was installed at Vandenberg.

Other special projects included the rehabilitation of an ionospheric sounder antenna (log periodic) at Vandenberg AFB and removal of all meteorological facilities at Paine Field, Washington.

GEWER Schemes:

Installation of an AN/FPS-27 in a modified AN/FPS-24 tower at Mt Hebo AFS, Oregon. This project involves removal of an AN/FPS-24 radar set at Mt Hebo AFS, complete removal of an AN/FPS-27 radar set at Miles City AFS, Montana, shipment of the removed AN/FPS-27 to Mt Hebo, modification of the empty AN/FPS-24 tower by Corps of Engineers to accommodate the AN/FPS-27 in the tower and provision of a radome to house the AN/FPS-27 antenna structure. Note that this installation is unique in that this is the first time that the Air Force has installed a radar set of this size using only Air Force resources. GEWER has continuously furnished on-site engineering and consultation services throughout this project.

The following major events have occurred: Completion of modifications to AN/FPS-24 tower roof by Corps of Engineers, partial installation of the AN/FPS-27 antenna structure by GEEIA, and installation of a rigid radome by ESSCO Corporation. Completion of these tasks were accomplished on 15 July 1968. Completion of the removal of the AN/FPS-27 at Miles City AFS and shipment of the material to Mt Hebo AFS. Installation by Western GEEIA Region of the AN/FPS-27 cooling tower, partial installation of internal cooling equipment and receiver cabinets by 25 November 1968. Achievement of a Beneficial Occupancy Date by Corps of Engineers by 26 November 1968.

Installation of the remaining portions of the AN/FPS-27 is proceeding on schedule.

Scheme packages for installation of TR-1510 voice recorder/Reproducers at 16 Alaskan sites were completed and distributed prior to 4 December 1968.

Five scheme packages for installation of OA-2325/FPS-6 radar sets at 4 AF sites were accomplished by GEMER personnel. The schemes were distributed prior to 29 November 1968.

Two OA-2325A/FPS-6 radar sets at Mica Peak AFS, Washington. Site Concurrence Meeting was convened for this installation. Scheme packages are presently being accomplished. Concurrent with the OA-2325A/FPS-6 meeting, an AN/FYQ-45 and Operations Relocation siting took place. Coordination on the latter two items is still in progress.

GEMER: The weathervision facilities being installed under contract with Canoga Electronics Corporation at ten bases are complete with the exception of testing of the microwave and system test at McClellan AFB.

Engineering was started for a new weathervision facility at McChord AFB in support of ADC and MAC.

The CLIP in support of a studio and classroom distribution subsystem for the McClellan Educational CCTV was cancelled and all engineering cancelled.

The RCA contract for the Hill AFB educational CCTV has been installed and tested.

The Hill AFB Bomb Range CCTV, under contract with Litcom, has been completed and tested.

Engineering in support of the AAVS color TV center at Norton AFB has been started. Preliminary siting and engineering has been completed for the preparation of the SOW for procurement of equipment.

The HF Systems Section completed engineering on a total of 40 schemes for AEWTP during this period covering communications centers, radio, microwave, nav aids, flight facilities, crypto and CCTV commodities.

Site surveys were performed for Scope Control II at McClellan AFB and Elmendorf AFB. These installations were EFGI efforts by Collins Radio. No major problems arose at McClellan but at Elmendorf there were major problems. The Base Civil Engineer had not met his responsibilities as outlined in the site concurrence letter. As a result, five of the programmed seven antennas had not been installed. The five remaining antennas are to be installed in the late summer of 1969. Even though we encountered this difficulty the contractor was able to proceed with their installation. Completion of installation and testing is scheduled for January 1969.

Alaskan Communications Region (ACR):

Engineering assistance was provided Alaskan Communication Region in preparing CLIPs for the following:

Interim Primary Tech Control at Wildwood.

Terminal Level Conditioning.

Subscriber Line Conditioning.

Alaskan Microwave sites (3).

HF Improvement plan for Transmitter and Wildwood Receiver Sites.

2049 Comm Group:

Assistance was provided the 2049 Communications Group in preparing a CLIP to upgrade the Lincoln, Davis, and McClellan facilities.

Scheme Completions:

487L facility in the Alaskan area.
An HF SSB Radio facility at Edwards.
UHF facility for SAC Force dispersal.
Outside Plant support to Scope Control (two schemes).
HF Transmitter installation at Davis.
HF Receiver installation at Lincoln.
Removal of excess Quick Fix equipment.

Microwave:

Neklason Lake - Wildwood and Neklason Lake - Tok Junction Microwave

System:

Comprehensive active microwave path studies, remote site selection and surveys were performed in support of subject systems.

Nikolski - Adak - Shemya CEIP Assist:

A study is being made of the present tropospheric scatter system and possible new repeater site locations for upgrading the present system.

Microwave Systems in support of Loran "C" Sites:

Engineering has begun on schemes in support of subject systems.

Crypto/Comm Center:

AUTODIN:

All site surveys and site concurrence letters for the Alaskan AUTODIN program were successfully accomplished. Schemes are currently being engineered for installation of the new DSTE AUTODIN terminals in Alaska. About 40 sites were involved.

The CONUS AUTODIN (DSTE) program has been initiated and the following actions accomplished:

Pre-engineering site surveys and letters of coordination have been accomplished for MAC, TAC, and OSI AUTODIN terminals in the Western GLEIA Region area of responsibility. Twenty sites were involved. Purpose of these pre-engineering surveys was to enable the major commands involved to plan and budget for military construction funds and base support.

Similar pre-engineering site surveys and letters of coordination are now being prepared for SAC AUTODIN DSTE installations.

AUTOSEVOCOM:

Engineering for the Alaskan AUTOSEVOCOM Program is now underway. Sitings and site concurrence letters have been accomplished and six schemes are now being on-site engineered. Completion of these is expected by the end of this year. Engineering is expected to begin shortly on the CONUS AUTOSEVOCOM Program.

Straw Hat:

Engineering of schemes for Project "Straw Hat" in Alaska are nearing completion.

Seek Silence:

Engineering for Project "Seek Silence" for Alaska are completed. This involved installation of secure voice for air/ground communications.

6981 Security Group:

Completed rehabilitation of the technical control facilities for the 6981 Security Group. At the same time installation of Navy Bullseye

Phase III was completed which required relocating and modification of equipment for compliance with MIL Standard 188-B.

698AJ:

Three crash projects in support of Project 698AJ were completed at STC Sunnyvale, Vandenberg AFB and Los Angeles AFS.

GEWS: General engineering (GEWESG) performed 581 mandays of TDY during this period.

A pre-construction survey of 71,000 feet of cable route prior to construction of supporting structure and installation of cables were completed at the receiver site, Vandenberg AFB. A survey was accomplished to provide coordinates and real estate description for off base RAPCON and ILS facilities at Luke AFB. A site survey and assist was conducted in selecting 12 microwave repeater sites at various locations and microwave path data was provided to confirm site locations in Alaska. GEWS also resurveyed, restaked, and marked 90,000 feet of cable route for the Manned Orbital Laboratory support facilities. This is an example of the many projects worked on during this period.

Took part in the preliminary inspection of BUIC III at Mt Laguna AFS, California and also participated in the post-preliminary inspection conference at AFRCE-WR office. Inspected BUIC III in preparation for the arrival of equipment; Othello AFS, Washington. Assisted in final inspection and acceptance of BUIC III, Keno AFS, Oregon and BUIC III Telco room, Mt Laguna AFS, California. Inspected Delta Platforms at Walla Walla City-County Airport, Walla Walla, Washington, Oxnard AFS and Vandenberg AFB, California.

Inspected and assisted in the erection of FPS-77 Weather Radar Tower, Fairchild AFB, Washington. Inspected FPS-77 Weather Radar Tower and Shelter foundations, Vandenberg AFB, California. Inspected control tower, Travis AFB, California. Inspected rotary log periodic antenna, Davis, California.

Attended scheduling conference on Williams AFB, Arizona NE Parallel Runway. Attended McChord AFB, Washington Apron Operational scheduling conference. Attended conference on the Common Digitizer AN/FYQ-47 proposed for Mica Peak AFS, Washington and attended conference in Los Angeles on the Transmitter Facility NTR, Vandenberg AFB, California.

Assisted Headquarters GEEIA in determining the feasibility of converting either the MPS 14 or FPS 90 AB259 tower to accommodate the FPS 26A on Mica Peak, Washington. This also required a trip to the present location of the FPS 26A at Eufaula, Alabama.

Prepared an analysis for the conversion of the FPS 24 to the FPS 27 at Mt Hebo AFS, Oregon. This included providing a structural framing layout of the FPS 24 tower and radome ring along with the detailed construction requirements and the antenna pedestal framing and mounting details necessary to mate the FPS 27 to the FPS 24 structure. Also included was a design analysis of shielded room construction and support requirements necessary to maintain structural integrity in converting to the FPS 24 tower. Along with the conversion project, GEWESG designed the wind velocity meter mast so that it would withstand Mt Hebo wind and icing conditions.

Reviewed AFM 100-17 and AFM 100-18.

Computed space requirements and revised the MCP programming documents for the proposed HQ Western GEEIA Region building.

EMC/Measurements Section (GEWESM):

Monitored BUIC III shielding tests at Mt Laguna AFS, California.

Performed EMC surveys at nine locations in support of the 469L CORTS Program.

Performed EMI tests in accordance with Mil Std 461, 462 and 463 on several pieces of airborne equipment designed and built at McClellan AFB, California.

Assisted on one INTORAD II request.

Monitored a BUIC III subsystem test, Port Austin AFS, Michigan. Conducted BUIC III subsystem test, Keno AFS, Oregon and Othello AFS, Washington. The Keno AFS tests have been completed while the Othello AFS tests are still in progress.

Completed transmission data acquisition test (TDATS) at classified site BB/C.

Made AUTODIN circuit measurements, Elmendorf AFB, Alaska and conducted AUTOSEVOCOM circuit measurements at five Alaska sites and two sites in CONUS.

Scope control cable measurements were made at Elmendorf AFB, Alaska.

AN/FTC-31 transmission tests were made at Elmendorf AFB and Fort Richardson, Alaska.

Microwave field strength measurements were made on the proposed data transmission link between Tok Junction, Aurora and Wildwood AFS, Alaska.

CCTV weather vision interference study was completed at Luke and Davis-Monthan AFB, Arizona.

In compliance with a directive from HQ GEEIA, the Drafting Services Section has discontinued all efforts in the conversion of existing drawing records to the GEEIA Drawing Record System. However, all new drawings prepared for reasons other than just GDRS conversion are in the format outlined in GEEIAM 100-2.

GEMM: The Inside Plant Section completed the procurement SOW for Alaska AUTOVON project at Elmendorf and Neklason Lake and completed Tab A and Bills of Material on a short lead time schedule for the CONUS AUTOVON Phase III requirements. Seven schemes, four Job Orders, nine Tabs A, and five Tabs B were also completed in Inside Plant.

In the Leased Systems Branch, 37 inventories were completed on commercially leased bases and four inventories were completed on government owned bases having commercial service. During this period, 73 schemes were completed and 17 BNCB packages were distributed.

The Outside Plant Section completed 70 schemes and Engineering Change Orders. Overflow workload from the Operating Location at Vandenberg AFB was absorbed. One of these schemes was engineered for the TITAN III - M Intra-Site. This scheme provides the intra-site telephone cable, high level PA system, fixed camera and data circuits for the TITAN III Space Launch Complex #6 by placing approximately 39,000 feet of cable to 25 locations.

The Base Wire Section prepared and distributed eight BWCP packages and performed five traffic studies. One engineer was dispatched to provide assistance for four months to Pacific GEEIA.

OTHER

During this period the Engineering Support Branch utilized a total of 1,246 overtime manhours to meet their workload. Overtime hours were used as follows: 294 by General Engineering, 750 by EMC/Measurements, and 202 by Drafting Services.



CAPT J. M. ARCHER

MATERIEL DIVISION



CHAPTER V

MATERIEL DIVISION

ORGANIZATION

Captain James M. Archer, assumed the position of Chief, Materiel Division in August 1968. The Scheme Management Branch (GEWSS) continued under the supervision of Mr. William E. Simmons and the Logistic Support Branch (GEWSL) under the supervision of Second Lieutenant Donald S. Coleman.

Support to Divisions and Branches in Western GEEIA Region and Squadrons and Detachments was relatively stable and no major supply problems encountered. The policies and procedures of the Scheme Management Branch remained constant during this reporting period.

MANPOWER

The authorized strength of the Division remains at: Officers: 2; Enlisted: 5; Civil Service: 14; Total 21.

SUPPORT

Logistic Support: Approximately \$450,000.00 in mission funds were expended by Headquarters Western GEEIA Region Squadrons and Detachments during this reporting period. Of this figure all but \$100.00 was spent on Element of Expense Code (EEC) 120 (Supplies).

Mission Support: Purchase Requests processed totaled \$3,570.75. Of this amount \$1,684.47 was spent to procure supplies in support of establishing the Engineering Division Control Room.

Equipment Support: Western GEEIA Region Equipment Support Section monitors EAD equipment for subordinate organizations totaling \$4,602.737.

Mobile Depot Maintenance Support: During the period 1 July 1968 thru 30 December 1968 a total of 79 IRANS and 39 emergency jobs were completed without an exception charged to GEEIA.

Of particular note was Job 6119J9 at Elmendorf. The FPN 16, SN: 57, required canalization of five (5) deactivated FPN-16's, plus over 50 TWX's and many calls to acquire parts to place this equipment in commission.

MISSION

Scheme Support: Inside telephone plant material was found to be in unserviceable condition at March and Norton AFB and could not be installed prior to being repaired. Action was taken by GEWS to let a contract to the Communications Manufacturing Co. of Long Beach for the repair of four (4) items. Repair action has been completed and the items returned to the bases for installation.

No special projects are supported by Outside Plant; however, Western was able to render service to PAC GEEIA by procuring 3M Resin required by teams on site within the Republic of South Vietnam. Since teams were equipped with tools applicable only to 3M products, a letter of Sole Source Justification was furnished, 18 September 1968 with a request for emergency procurement of 890 each, No. 11 and No. 12 Resin totaling \$3,482.50. All sources on West Coast were contracted for available material. On 1 October 1968 quantity of 510 each was shipped and acknowledged 8 October 1968. The remainder was shipped 9 October 1968 and acknowledged 11 October 1968.

Installation of 11 each "K" schemes was delayed for five (5) months for receipt of filters and Diodes required for modifications of KG3/13 switch boxes.

Schemes for seven (7) each NBSI installations for Alaskan Theatre were initiated in November 1968 with December IMR. Material for these schemes was provided from Philco Ford contract thru the Army.

QRC-307A Video Tape Recorder. Six (6) sites in Alaska are to receive this installation. This is a tape recorder/reproducer system developed and procured by RAIC. The QRC-307A is designed to record and play back data from radar. The first system was scheduled to arrive in March 1968, after several schedule changes System #1 was received on 17 June 1968. AFTO 88 signed 25 June 1968. These sets were to come off of the line at General Dynamics, Fort Worth, Texas, one per month thereafter. System #2 arrived 31 July 1968 for Elmendorf AFB, Alaska, AFTO 88 signed 28 August 1968. System #3 arrived 20 September 1968. The 2868 GEEIA Squadron inventoried this system and extensive damage was discovered. DD Form 6 was prepared and sent to HQ GEEIA for distribution. At this time it had not been determined how the damaged items are to be repaired or replaced. System #4 has been diverted as replacement for the damaged system. It was shipped 7 November 1968, and finally arrived 25 November 1968. System #5 was scheduled to be shipped 17 December 1968 but has slipped and is scheduled to be shipped on or about 23 December 1968. System #6 is scheduled to be shipped sometime in January 1969.



LT COL S. W. FORD

OPERATIONS DIVISION



CHAPTER VI

OPERATIONS DIVISION

ORGANIZATION

The Operations Division consists of three Branches and the Division's Administrative Staff. The Installations Control Branch, Maintenance Control Branch and Operations Support Branch complement each other in function through the close coordination of their several sections. Under the provisions of GEEIAM 23-1, the Installations Control Branch consists of the Wire, Radio and Electronics Sections. The Operations Support Branch consists of Resources and Technical Training, Field Support and Contract Services Sections.

The basic Division mission of providing control and coordination of Region installations and maintenance efforts is accomplished by staff input to the Chief from the Wire, Radio and Electronics Sections of the Installations Control Division. These specialized sections establish and maintain direct contact with Major Air Commands requiring GEEIA services to arrange future and present installation and maintenance schedules compatible with the user's mission and GEEIA's capability. Using up-to-date estimates of material availability dates, supporting structures completion dates and skills available, the Operations controllers constantly monitor job progress. Frequently, significant changes in any of these job preparation factors demand great flexibility in identifying potential delays and referring those situations not resolvable by redistribution or rescheduling workload to the appropriate technical agency for solution.

In January 1968 the Programming Branch of the Plans and Management Office (GEMPO) was detailed to the Operations Division. On 21 June 1968 this was made to be a permanent transfer of personnel and functions. The consolidation of Programming under the Installation Control Branch provides closer coordination regarding future as well as present programs, thereby providing a balanced operation within the Installations Control Branch.

The Resources & Technical Training Section provides the Region with maintenance and installation manpower availability and requirements data and statistical analysis in support of all Division activities. In addition, resources under OS now prepares numerous periodic reports and special studies to assist decision making in all echelons of GEEIA. Resources also acts as Office of Primary Responsibility for response to emergency installations and maintenance requests from within GEEIA and approximately 12 Major Air Commands and provides a Region focal point for changes to and interpretation of standard workload duplications plus serving as focal point for inter-Region augmentation.

The Operations Support Branch, through its Technical Training combined with Resources Section and Contract Services Section, provides long range identification of technical training requirements through analysis of projected workload by the Technical Training Section. The Section maintains continuous follow-up on requirements in coordination with all levels of GEEIA and Air Training Command to assure that mission obligations are met with personnel who are fully trained in required technical skills.

Occasionally, short lead time operational requirements necessitate formulation of special technical training programs within the Region. The Technical Training Section also acts as the Region focal point for coordination of the training programs of the four GEEIA/Air National Guard Squadrons assigned to the Region. All ANG squadrons continued to maintain their high degree of readiness and participated in active GEEIA schemes as a part of their training.

The Field Support Section has the primary responsibility of assigning electronics technicians to review engineered scheme packages for technical installability. Training and practical experience of these selected technicians enable them to assure that engineering instructions, materials, tools, test equipment, vehicles and site preparations provided will result in orderly job progress and timely completion. Occasionally problems on jobs in progress result in the call-out of Field Support technicians to render on-site technical advice and/or assistance. Field Support technicians also provide GEEIA Field Inspection services for staff visits. At the request of the Contract Services Section, the Field Support Section monitors contractor activities who are engaged in Government Procurement obtained through Defense Contract Administration Offices.

The special nature of contractual activities dictates that procurement analysis and administrative coordination of contract efforts between GEEIA and Government Administrative Contracting Officers be centralized within the Region Headquarters in the Contract Services Section.

In summary: The Operations Division manages the Region CIM maintenance and installation program and conducts operational planning, statistical and technical analysis, and contract procurement activities. Aligned in a

highly responsible configuration, the Division assures GEEIA plans and engineering efforts are, in fact, translated into coordinated, efficient, quality installations and maintenance of CEM facilities.

MANPOWER

As of 30 June 1968, the Operations Division manning was as follows:

	<u>Authorized</u>	<u>Assigned</u>
Officers	11	12
Airmen	9	8
Civil Service	64	64
Total	84	84

The Division experienced major manpower changes in FY 68. Of the key positions from Division through Section level, only four remained unchanged during the past year.

Lt Colonel Sherman W. Ford replaced Lt Colonel James O. Kjelland as Chief of Operations, Captain Waddie L. Belton Jr., replaced Major Allen J. Smith as Deputy Chief; Captain Kenneth E. Neywick replaced Captain Leon G. Oldham as Chief, Installation Control Branch; CWO (W4) Charles W. Burts replaced Captain Waddie L. Belton Jr. as Chief, Operations Support Branch; Mr. Robert L. Chase replaced Mr. Ernest Parkhurst as Chief, Radio Branch; Captain Fred H. Sanford later replaced CWO (W4) Charles W. Burts as Chief, Technical Training Branch.

On 30 June 1968, key positions within the Division were staffed as listed below:

Chief	Lt Colonel Sherman W. Ford
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Special Assistant to the Director	Captain Waddie L. Belton
Deputy Chief	Mr. Robert L. Chase
Chief, Installations Control Branch	Captain Kenneth E. Neywick
Chief, Wire Section, Installations Control Branch	Mrs. Marion D. Daniels
Chief, Radio Section, Installations Control Branch	Mr. Harold Dean (Actg)
Chief, Electronics Section, Installations Control Branch	Mr. Allon F. Carter
Chief, Operations Support Branch	CWO (W4) Charles W. Burts
Chief, Resources & Technical Training Section, Operations Support Branch	Mr. William Reardon
Chief, Field Support Section Operations Support Branch	Mr. Charles Zakskorn
Chief, Contract Services Section Operations Support Branch	Mr. Harvey J. Edens
Chief, Maintenance Control Branch	CWO (W4) James A. Smith
Chief, Electronics Section Maintenance Control Branch	Mr. Ernest N. Parkhurst

In January 1968, the Programming Branch (GEVP), Plans and Management Office, was directed to merge with the Operations Division. On 15 January 1968, the Installations Control Branch was formally merged with the Programming Branch. This transfer of the programming function to the Operations Branch was divided into two separate divisions, Maintenance and Installations. Maintenance occupies the eastern portion of Building 2046 and Installations occupies Building 2021.

The physical transfer to the Programming Branch also required revision of many Office Instructions and Operating Instructions.

In July 1967, the Operations Division participated in a mass changeover to the new GEMS. This had a major impact on the Operations Division because this involved usage of new source documents and output products, which are to be further revised in FY 69.

SUPPORT - MISSION

Resources of Technical Training Section:

In 1968 Western GEEIA Region provided personnel augmentation to other Regions in the 303XX, 304XX, 305XX, 306XX, 361XX, 362XX, 363XX and 467XX skill areas. The majority of the personnel were deployed to Pacific GEEIA Region followed by European GEEIA Region.

Personnel Augmentation - Provide July/Dec 68:

<u>July</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>
120	91	60	67	57	68

It became increasingly difficult to fill requirements for augmentation in Southeast Asia due to the following factors: (1) Our personnel particularly in the 361XX field have had 365 days of duty in SEA and cannot be returned involuntarily, (2) PCS or separation dates of personnel precluded personnel being placed on TDY for the required period (normally 179 days in SEA).

Air National Guard Activity: Western GEEIA Region recently acquired two new ANG Squadrons, the 130th at Salt Lake City, Utah and the 138th at Greeley, Colorado. The Squadrons are former AC&W Squadrons and GEEIA is now

in the process of cross training the personnel to perform the GEEIA mission. Both received Federal recognition on 15 October 1968. The addition of the 130th and 138th gives GEEIA a total of four O/T 4097 "C" type squadrons.

The 215th GEEIA Squadron (ANG), Seattle, Washington and the 216th GEEIA Squadron (ANG), Hayward, California continued to support the GEEIA mission in an outstanding manner.

These two squadrons maintained a high degree of readiness and completed several active schemes for the Region. Several letters of appreciation were received by these units thus reflecting their ability, effectiveness and pride in workmanship. These squadrons have achieved an overall 83% OJT passing rate this year.

Technical Training Activity: TSgt Clarence M. Frazier, NCOIC of Technical Training retired on 30 September 1968. Sgt Jerald L. Robertson came to the Training Section the 7 October 1968. Sergeant Frazier started our Annual Projected Training Requirements for FY 70 and FY 71 and the project was completed by Sergeant Robertson on 3 December 1968 when the AF Form 403 was submitted to HQ GEEIA (GEOAS). The AF Form 315 was submitted 21 October 1968 to HQ GEEIA (GEAMF).

INSTALLATIONS CONTROL BRANCH

Controllers and Program Analysts from GEWOI sections have attended Major Air Command Communication, Electronic and Meteorological (CIM) Board Conferences at HQ SAC, TAC and AIC. This is a new responsibility as the result of recent changes in AFM 100-18. Attendance gives our personnel a greater insight into program projects of our customers. We intend to continue

manning these conferences with personnel most knowledgeable in workload of a particular customer so that complete continuity to project completion will ensue.

FIELD SUPPORT SECTION

GFIR personnel provided inspection and acceptance of schemes accomplished by Commercial Contractors. Types of schemes were CCTV, Radar and Radio.

CONTRACT SERVICES SECTION

474 Sea Launched Ballistic Missile System: FPS-26 Radars are in process of modification conversion to AN/FSS-7 configuration at three Air Force Stations in Western GEEIA Region. Final testing for acceptance scheduled for completion during January and February 1969.

Closed Circuit Television (CCTV): Western GEEIA Region is involved with several CCTV contracts totaling in the millions of dollars. To date, types of CCTV installations involve Area Surveillance, weathervision and educational TV. Installations have been completed at Fairchild AFB, Washington; Nellis AFB, Nevada; Beale AFB, California; Mather AFB, California; Luke AFB, Arizona; Davis-Monthan AFB, Arizona; March AFB, California; George AFB, California and Castle AFB, California.

Scope Control II McClellan AFB: CIM Schemes 0026A8G0-PRJY-R, 0035A8G0-FBKR-R, 0036A8G0-NFYL-R and 0047A8G0-PRJY-K installation under Collins Radio Co. Contract F34601-68-C2474 was started 28 August 1968. Final tests were completed on 6 December 1968 and AFTO Forms 88 for the schemes were executed on 9 December 1968.

Scope Control II Elmendorf AFB: CEM Scheme 0005A8GO-FXSB-R and 0004A8GO-FXSB-K. This installation under Collins Radio Co. Contract F34601-68-C-2474 was started 15 October 1968 with an estimated completion date of 28 February 1968.

MAINTENANCE BRANCH

The beginning of FY 69 found Western GEEIA Region performing our second FPS-24 IRAN and seventh FPS-24 Bearing change. The site was Pt Arena AFS, California. Both the IRAN and Bearing change started on 20 May 1968. During the IRAN the team encountered the same problems that was experienced during the Almaden IRAN. They were water leaks in the P. A. tank, bad P. A. tubes, power failures and material problems but with the experience gained from the Almaden IRAN the Pt Arena IRAN was accomplished in a more timely manner than the IRAN at Almaden. Upon completion of the IRAN, Western GEEIA had expended a total of 7,978 man-hours. Our next FPS-24 IRAN is scheduled for January 1969.

During the Bearing change the only problem encountered was that the new Bearing was out of tolerance and we had to wait for approval to use the new Bearing. Upon completion of the Bearing change Western GEEIA Region had expended a total of 2,459 man-hours. The FPS-24 at Pt Arena was the first Bearing change to be performed by an all GEEIA team. The team was from Western GEEIA Region and 2,606 man-hours were expended.

Although our radar IRAN schedule was light this year the Bearing change

team has been kept quite busy. After completion the FPS-24 at Pt Arena, the Bearing change team was sent to Blaine AFS, Washington to replace the FPS-24 Bearing. 1,880 man-hours were expended. From Blaine they were sent to Boron AFS, California to replace the FPS-35 Bearing. 3,306 man-hours were expended. Western GEEIA Region is presently at Almaden AFS, California replacing the Bearing on the FPS-24. We expect to complete the Bearing change by 20 December 1968. The second half of FY 69 looks to be as busy as the first half for we have a two man team at Boron AFS inspecting the Bearing on the FPS-35 for a possible change-out. It may be possible to "hone" the pinion gears and avoid a Bearing change at this time.

The 2868 GEEIA Squadron accomplished the first Depot type overhaul of FPS-16 (CCA) Equipment within this Region at their shops at Elmendorf AFB. This included not only the electronic equipment but the complete reconditioning of the shelter, air conditioner and heater. This system will be used as an exchange asset in support of the FPN-16 on-site DLM program. The 2867 GEEIA Squadron completed the first ILS swap-out in this Region at Vandenberg AFB. This Job involved removing the old replacing it with a system that had been overhauled at an SRA facility. Approximately 22 working days were required for the entire job.

Workload Accomplishment (Radio Comm)

The 2868 GEEIA Squadron has been assigned single point maintenance responsibility for refurbishment of AN/FRC-19B control tower consoles for the I.M. at OCAMA. The condition of this aging equipment dictates that a complete

tear down be accomplished. Fabrication of cabling with extensive overhaul and replacement of hard to get parts is required.

Two consoles have been completed and shipped to satisfy FY 69 1st & 2nd Quarter requirements. One is scheduled for completion March 1969 and 2 each in April 1969.

In addition 2 each each are projected for completion in January 1970.

WORKLOAD ACCOMPLISHMENT (NAV-AID IRAN'S)

The attached chart reflects our FY 69 Nav-Aid workload and summarizes by major equipments work accomplished during the first two quarters of FY 69, work remaining to be done 3/69 and 4/69 and work that was originally scheduled and then cancelled for various reasons.

FY 69 NAV-AID WORKLOAD AND SUMMARIES

EQUIPMENT	IRANED	P-IRANED NO IRAN REG	REMAINING	INSTL		CANCELLED	ON SITE DLM		MDS	
				DONE	TO DO		DONE	REMAINING	DONE	REMAINING
ILS	5	1	1	1	∅	1				
TACAN	2	1	2	∅	∅	4				
GCA	1	∅	∅	1	4	6				
TVOR	∅	1	1	∅	∅	1				
BEACON	∅	3	1	∅	∅	2				
D/F	∅	∅	1	∅	∅	1				
TACAN Ant CHANGE	∅	∅	∅	∅	∅	15				
MDS FPS-77									1	7
FPN-16							∅	5		

WORKLOAD ACCOMPLISHMENT (IN-HOUSE NAV-AID)

All the Nav-Aid In-House workload was accomplished by the 2868 GEE1A Squadron. This consisted of one GCA system AN/FPN-16 with approximately 6,000 305X1 manhours expended, and three Tacan antennas requiring approx 300 305X1 total manhours.

2868 WORKLOAD ACCOMPLISHMENT IN-HOUSE (RADAR)

Equipment (Components)	M/H (Actual)	Projected
FYQ-9 "	5,560	6,486
OPA-55 "	604	704
OPX-14 "	112	152
FPS-6 "	370	440
FPS-20 "	<u>60</u>	<u>70</u>
TOTALS	6,706	7,832

Workload Accomplishments (Radar IRAN's)

<u>Equipment</u>	<u>Scheduled</u>	<u>Cancelled</u>	<u>Accomplished</u>	<u>Remaining</u>
FPS-24 (M)	2	Ø	Ø	2
FPS-24 (E & M)	2	1	Ø	1
FPS-26 (M)	5	Ø	1	4
FPS-26 (E & M)	6	Ø	3	3
FPS-27	2	Ø	1	1
FPS-35 (M)	2	1	1	Ø
FPS-35 (E & M)	1	1	Ø	Ø
GSA-51	2	Ø	1	1
MSQ-1A	3	Ø	Ø	3
MSQ-2	2	Ø	2	Ø
MSQ-39	2	1	Ø	1
MPQ-T2	1	1	Ø	Ø
FPS-7	3		3	
FPS-67	1		1	
GPX-14	4		4	
FPS-87	2		2	
FPS-6	<u>9</u>	<u> </u>	<u>9</u>	<u> </u>
TOTALS	49	5	28	16
<u>Bearing Change</u>				
FPS-24	Ø	Ø	2	Ø
FPS-35	Ø	Ø	1	Ø
<u>Mods.</u>	47	22	12	13

WORKLOAD ACCOMPLISHMENTS (IN-HOUSE)

In-House repair of minuteman peculiars at Vandenberg AFB, California are done on quarterly assigned work orders. Approximately 100 manhours are expended monthly by AFSC 307X0 instrumentation personnel.

In-house repair of AN/FRC-19B consoles are done on a turn-around basis utilizing 2 each consoles as replacement units. They are overhauled In-House and reserved for world-wide GEEIA requirements. During the first two quarters of FY 69 the 2868 GEEIA Squadron has overhauled one console for replacement of the McChord AFB Control Tower Console. A second set is nearly completed for the next requirement at George AFB scheduled for IRAN in January. The console removed from McChord is also being overhauled for the next requirement.

The 2868 GEEIA Squadron is also being tasked by the I. M. at OCAMA for In-House preparation of Intro-Cable harness drawings and fabrication of 6 sets of harnesses to be made available to the I.M. of GEEIA as required. The drawings and the first set of cables are nearly completed.

PROBLEMS

During the pre-IRAN of facility 3419 at Davis transmitter site, the team chief and 2049 Communications Group agreed the IRAN was required for the intermediate power amplifier portion of the 9 AF MW-1 transmitters. The modulator and power supply portion would not require IRAN and the AFIO form 216 was so annotated.

At the start of the IRAN, the 2049 Communications Group decided it wanted the entire system IRANED. We could not comply with this request as the pre-IRAN of the modulators and power supplies had been intentionally skipped. The 2049 Communicaitons Group decided to work along with our squadron to do a complete overhaul of the entire MW-1. On 28 October 1968 when our team returned after the week end, it was discovered that the using activity had burned out 2 each transformers, and a relay. This caused a complete work stoppage. Our team was delayed for 4 weeks until the using activity could replace the damaged parts.

HQ SAC requested an emergency IRAN of 26 FA GRA-53 Radio sets. Emergency IRAN of this large quantity of Equipment did not seem reasonable. It indicated that SAC had not been requesting scheduled periodic IRANs IAW T.O. 00-25-108 (last IRAN was in 1965). This office suggested HQ SAC request a scheduled IRAN to supplement their emergency request. They did so and a scheduled IRAN was approved by the PM. As a result instead of having to perform an emergency IRAN of 26 FA GRA-53 sets only 7 were required. The remainder will be done on a scheduled basis. A pre-IRAN will determine parts required and they will be ordered and when received the IRAN can be started.

The 2867 GEEIA Squadron encountered difficulty in the on-site DIM of the McClellan AFB FPN-16 GCA System. The Host Base was unable to provide the Squadron with any assistance in the overhaul of the shelter, turntable, air conditioner or heater. Since this type of work was beyond the Squadron's capability, WGR contracted for this work to be done. The Contractor estimated that it would take 60 days to do his part and started to work on 8 July with the understanding that the completed shelter, turntable, etc., would be completed on or before 8 September. The 2867 Squadron was to overhaul the electronic equipment during this time and be ready to re-install equipment when the contractor finished. However, due to numerous problems encountered by the contractor, it was 13 December before he completed. Even though joint occupancy was provided for the GEEIA team on 22 November, various contractor related problems such as the shelter leaking water under test, air conditioner control problems, rupture of a heater fuel line, etc., hampered progress. As a result of these delays the 2049 Communications Group had to request a MGCA System to provide McClellan AFB with radar service during this delay.



LT COL L. W. SITTLER

PLANS & MANAGEMENT OFFICE



CHAPTER VII

PLANS & MANAGEMENT OFFICE

On 16 September 1968, Lt Colonel Lloyd W. Sittler assumed the position of Chief, Plans and Management Office, vice Major John R. Rogers, who returned to his Primary Duty as Chief of Administration and HQ Squadron Section. Major Allen J. Smith was reassigned from the Operations Division and assumed the position of Deputy Chief, Plans and Management Office on 2 July 1968.

ORGANIZATION - MANPOWER

Effective with the publication of Western GEEIA Region Organization, Manning and Directory Chart, 1 October 1968, all organizational elements were revised at the direction of Headquarters GEEIA. Region Directorates became Divisions; Divisions became Branches and Branches became Sections. As a result, the Plans and Management Office now consists of the Financial Management Branch and the Management Services Branch.

On 26 December 1968 a Manpower Change Request, AFLC Form 989K, was submitted to realign all GEVW authorizations and eliminate the two-branch breakout. If approved, this will make the Plans and Management Office a single block organization. During this period there were two major relocations within the Region Headquarters. The Plans and Management Office (GEVW) moved from Building 2021 to Building 2027. The Administration and HQ Squadron Section (GEWA) moved from Building 2042 to Building 2026. Both moves were designed to consolidate the various functions of the Region Headquarters into adjacent areas.

In view of the AFIC imposed reduction of civilian spaces throughout GEEIA, this Headquarters has been faced with a severe shortage of Clerk/Typists/Stenos during this reporting period. Overhire authorization for Student Aids has temporarily alleviated the situation.

A Manpower Change Request (AFIC Form 989K) was submitted to reduce HQ WGR O/L, Vandenberg AFB, California, to a five (5) man Engineering Detachment. This action was taken in compliance with GEEIA Programming Plan 68-2 and reassigns seventeen (17) spaces to the 2869 GEEIA Squadron and thirteen (13) spaces to this Headquarters to augment existing manning requirements.

SUPPORT - MISSION

MANAGEMENT SERVICES

Lt Herbert F. Meyer Jr. assumed the position of Chief, Management Services, vice Captain Duane M. Sindt on 26 August 1968. Captain Sindt was reassigned to Communication-Electronics Staff Officers school.

Effective 1 September 1968, Manpower and Organization control and servicing responsibilities were assumed by the Griffiss MET at Griffiss AFB, New York. The Western GEEIA Region MET Field Office at McClellan AFB (SCGGW) was activated on 9 September 1968 and is the action agency for all manpower and organization actions within Western GEEIA Region. The Plans Section of the Plans and Management Office is assigned duties as the focal point for all M & O functions throughout the Region.

Western GEEIA Region was in first place during the July-September 1968 scoring period of the GEEIA Management Performance System. Five (5) new items were added to the system during this period. They consist of: Direct Labor Utilization, On-The-Job Training, Cost Reduction Program, Officer Effectiveness Reports and Information Program.

The Industrial Engineering Group structure remained unchanged during the period 1 July 1968 to 31 December 1968. The group was relocated from Building S-2021 to Building S-2027 on 12 November 1968.

FINANCIAL MANAGEMENT

Personnel authorizations of six (6) spaces remained the same. They were however, below strength for the period 1 July 1968 to 31 December 1968 due to inability to fill vacancies in the Budget Analyst GS-7 and Clerk Typist GS-3 positions because of hiring freeze.

Implementation of Prime 69 during this period impacted heavily on the supply and contract areas, creating additive workload in projecting changes in Undelivered Orders Outstanding to insure availability of sufficient expense authority to cover total programmed requirements.

Despite implementation of Prime 69, controls remained much the same as in the past at Region Headquarters level, with the exception of mission supplies and civilian payroll, for which expense authority was distributed to Squadron/Detachment level.

A major workload developed during the period 23 September 1968 through 31 December 1968 in support of the proposed mechanized GEEIA Financial

Subsystem under testing at HQ GEEIA during that time. This involved submission of GEEIA Forms 90A and 90B (input documents to the system) for each existing job in the GEEIA Workload Management Subsystem as of 23 September 1968 and all new entries thereafter through 31 December 1968.



CWO J. L. WORSHAM

**QUALITY
ASSURANCE
OFFICE**



CHAPTER VIII

QUALITY ASSURANCEORGANIZATION

The responsibilities of the Quality Assurance Office (GEWQ) are to: provide the Region Commander with a capability of measuring engineering, installations and maintenance activities to GEEIA standards, and maintain and promote the Ground Safety Program for the Region.

MANPOWER

The manpower authorization in this office presently consists of the following:

<u>GRADE</u>	<u>AFSC</u>	<u>AUTHORIZATION</u>	<u>ASSIGNED</u>
Major	3016	1	0
Captain	3034	1	0
W04	3034	0	1
TSgt	24170	1	0
GS-12	3034	1	1
GS-11	3034	2	2
GS-11	3044	1	1
GS-4	70250	1	1
GS-4	70450	1	1
	TOTAL	9	7

Key personnel within the office are listed below:

Chief	CWO, W4, James L. Worsham, Jr.
Deputy Chief	Mr. George L. O'Hair
Region Safety Officer	CWO, W4, James L. Worsham Jr.

Losses:

MSgt John E. McCoy

SUPPORT - MISSION

Two hundred and seventy-seven GEEIA Forms 76 were reviewed and processed IAW GEEIAM 74-2 to provide information of team chief experience and evaluate installation and maintenance actions. Management is apprised of "high-five" delinquency status compilations which result in a more effective management program.

Seventy-seven engineered scheme packages were reviewed to ensure conformance with published GEEIA documents. The error rate has been reduced through this action to a current level of 1.7 per 100 scheme units.

Twenty-five jobs were inspected at various sites within all squadron areas.

SAFETY

An effective "Region Accident Prevention Plan" was developed as a result of a Safety Symposium conducted in FY 68. The existing plan provides for a uniform program for each squadron. This is a major factor in improving the Western GEEIA Region Safety record.

At present time we are number one in the scoring of "Mission 70" Program which could entitle us to win the "Commander's Safety Trophy" for 1968. This would allow Western a record of four successive years of outstanding Ground Safety accident prevention achievement. The Region had eight reportable accidents for this period. Five were GMV accidents.

However, we should take into consideration the winter months of ice, snow and slippery roads and the fact that several of the vehicles involved were some distance from the home squadron. One was an overseas GMV accident which is still pending as to whether Western or European Region will be liable. At the moment it is accountable to Western Region.

A breakdown of these accidents by category is as follows:

USAF Vehicle Accidents	5
Civilian Disabling Injuries	1
Military Disabling Injuries	2
Private Owned Vehicles	0

MAJOR HISTORY
OF
HEADQUARTERS
WESTERN GLEIA REGION (AFLC)
McCLELLAN AIR FORCE BASE, CALIFORNIA 95652
1 JANUARY 1969 THRU 30 JUNE 1969
PART II
68 PAGES

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COMMAND

THIS PAGE IS DECLASSIFIED IAW EO 13526

MISSION

(See Page 1, Part I)

COMMAND

Colonel Gilbert H. Bertie continued as commander throughout this historical period. Colonel Bertie spent his time working with, advising and guiding elements of his organization dispersed throughout the Western parts of the United States, Canada, and a variety of locations throughout the free world.

It is pointed out that Western GEEIA Region, through this world-wide spread of workload, had teams working at such distant points as Vietnam, Greece, Alaska, and Thailand.

During this reporting period, Colonel Bertie made staff visits to most of the units of Western GEEIA Region to analyze and evaluate Western GEEIA Region problems, general conditions and progress associated with established operational requirements.

Colonel Bertie's key staff members, including Squadron Commanders, and Detachment Chiefs remained the same as reported during the last reporting period with the exception of the following changes:

Chief, Materiel Division

Captain James M. Archer
Until 30 April 1969 when
Mr. William E. Simmons
became the acting Chief.

Deputy Chief, Operations Division

Captain Waddie L. Belton
Until 15 March 1969 when
Major Ralph O. Wells became
the Deputy Chief.

(There was no Deputy Chief, Plans and Management, assigned during this reporting period. Major Smith assigned since 2 July 1968 was reassigned to HQ SMAMA on 15 January 1969).

Commander, HQ Sq Section

Major William P. Craig
Until 5 March 1969 when
Captain John J. Kershaw
became the Commander.

Commander, 2867 GEEIA Squadron

Lt. Colonel Thurman R. Matthews
Until 31 March 1968 when
Lt. Colonel Earl E. Olive
became the Commander.

Commander, 2869 GEEIA Squadron

Lt. Colonel Walter T. Prebis
Until 16 June 1969 when
Major Henry J. Yeackle, Jr.
became the Commander.

DETACHMENTS

Air Force Advisor, 216th Air National Guard Sq
Det 35, Western GEEIA Region

Captain Kirke G. Schnoor
Until 1 January 1969 when
TSgt Robert L. Kellar
became the Chief.

Chief, Det 37, Western GEEIA Region

Captain James B. Gargano
Until 4 March 1969 when
Captain R.A. Kaiser
became the Chief. On 12
June 1969, Captain Kaiser
was replaced by Lt. John
E. Sumpter III.

ORGANIZATION

Western GEEIA Region continued as one of five GEEIA Regions during this reporting period with no major changes made in it's organizational structure. Western Region's geographical area of responsibility remained the same and the specific designations and locations of Western GEEIA Region Squadrons and Detachments were the same as reported during the last reporting period.

MISSION

During this reporting period Western GEEIA Region topped all other competition to win the GEEIA Management Performance System trophy during both the third and fourth rating periods of Fiscal Year 1969.

This achievement marked the sixth time in the last eight quarters that Western GEEIA Region has won this award. This achievement also marked the first time that any Region has placed first in the Management ratings for four consecutive quarters during a fiscal year rating period.

As a result of this accomplishment, Western GEEIA Region was awarded permanent possession of the GEEIA Management Performance System Trophy, which it had previously retained on a quarterly basis.

The four main categories that were considered in the Management Performance System during the quarterly ratings for this reporting period included: Mission, Safety, Military Personnel, and Other, which includes the Worldwide Information Program, Cost Reduction, 1st Term Retention, and one surprise topic. For the third quarter of Fiscal Year 1969, Western Region snared a total of 537.4 points out of a possible 575 points for a percentage mark of 93.5. During the fourth quarter of Fiscal Year 1969, Western Region snared a total of 541.8 out of a possible 565 points for a percentage mark of 95.9.

ADMINISTRATION AND HEADQUARTERS SQUADRON SECTION

ADMINISTRATION AND HEADQUARTERS SQUADRON SECTION

ORGANIZATION

Major William P. Craig continued as Commander, HQ Sq Section until relieved by Captain John J. Kershaw effective 5 March 1969. CWO(W4) Bruce W. Scott continued as Chief of Administration, and CMSgt Elmer P. Phillips as the Chief of Administrative Services, First Sergeant, and Western GEEIA Region Sergeant Major.

No major changes were experienced in the organizational makeup of the Administration and Headquarters Section and the major responsibilities were Mail and Message Distribution, Travel (TCA), Special Actions, Training, Civilian Personnel, Information, and Forms and Publications.

The Administration and HQ Squadron Section accomplished a move from building 2026 to 2046 on 8 May 1969.

MANPOWER

During this reporting period the Administration and HQ Squadron Section lost and gained the following personnel:

GAINS: MSgt Walter MaGuire, TSgt Doyle H. Hamlett, SSgt Howard W. Anders, Sgt Leroy L. Yanke, Sgt Richard D. Floyd, Sgt Jerome Peterson, and AIC Charles S. Walker.

LOSSES: SSgt James P. Baker, Jr., reassigned to Vietnam; SSgt George K. Aki, reassigned to Bolling AFB, D.C.; Sgt Richard D. Floyd, reassigned to Vietnam; AIC Allen L. Boehmer, reassigned to Vietnam; MSgt William H. Crutchfield, reassigned to Civil Air Patrol, Memphis, Tennessee.

SUPPORT - MISSION

The Region maintained an over-all SKT passing rate of 76.9 for the first three months of this reporting period and on 1 April 1969 SKT skill upgrading was discontinued Air Force-wide.

During this reporting period a total of 140 airmen were upgraded and the Region's QJT Trophy for the third and fourth quarter of Fiscal Year 1969 was awarded to the 2868 GEEIA Squadron.

AWARDS AND DECORATIONS

Awards and Decorations were received by the following personnel of
HQ Western GHEIA Region during this reporting period:

DISTINGUISHED FLYING CROSS:

Major Ralph O. Wells

BRONZE STAR MEDAL:

MSgt Walter McGuire

TSgt Doyle H. Hamlett

AIR MEDAL:

Major Ralph O. Wells

JOINT SERVICE COMMENDATION MEDAL:

SSgt Jimmy M. May

AIR FORCE COMMENDATION MEDAL:

Captain Robert H. C. Even

Captain Fred H. Sanford

Captain James M. Archer

Captain Harry E. Moore, Jr.

SMSgt Horace K. Phillips (Second Oak Leaf Cluster)

SMSgt Delbert E. Mize

MSgt William H. Crutchfield

MSgt Robert J. Spignesi (First Oak Leaf Cluster)

TSgt Vincent D. Florian

TSgt Fernando Fuentes

AIR FORCE COMMENDATION MEDAL (Cont.):

SSgt Johnny B. Reaves

SSgt James P. Baker, Jr., (First Oak Leaf Cluster)

Sgt Timothy O. Brown

Sgt Marvin Robinson

AIC Lance T. McNeil

AIC Willie L. Gilbert

CIVILIAN PERSONNEL

A Control on the hiring of civilian personnel continued to be imposed upon Western GEEIA Region from January 1969 through June 1969 and in February 1969 all monthly strength ceilings were rescinded and all personnel actions frozen except those which were committed.

A rehire rate of 33 per cent was authorized GEEIA worldwide on 1 April 1969 which for example allowed one hire for every three separations. All separations are computed for GEEIA worldwide and determination made and authority granted weekly by HQ GEEIA (GEG) to fill vacancies.

From 1 April 1969 through 30 June 1969 GEG approved filling eight vacancies in Western GEEIA Region all of which have been filled. On 27 May 1969, HQ GEEIA authorized the hiring of three intermittent employees which were exempt from the 33 per cent hiring limitation at Western Region and these three positions were filled by clerical personnel. The assigned civilian on-board strength for Western GEEIA Region was 558 as of 30 June 1969.

AFETS PROGRAM

The AFETS Program was still under severe scrutiny for this period due to the reenactment of the Henderson Sub-Committee Hearings regarding Contract Technical Services representatives vs Civil Service employees, and in April 1969, 10 more spaces were deleted by a DOD reduction in spaces. A recap of the AFETS Program is as follows:

MILITARY

	<u>Authorized</u>	<u>Assigned</u>	<u>Vacancies</u>
HQ Western GEEIA Region	17	16	1

CIVILIAN

HQ Western GEEIA Region	82	79	3
2867 GEEIA Squadron	29	26	3
2868 GEEIA Squadron	6	5	1
2869 GEEIA Squadron	1	1	
2870 GEEIA Squadron	1	1	
OPERATING LOCATION	2	2	
DET 37	1	1	
TOTALS	<u>139</u>	<u>131</u>	<u>8</u>

The Region still has assigned one Field Service Representative from R.C.A. Two Contract Field Service Representatives are from ITT Gilfillan Company of Los Angeles. One is providing advice and training instructions at the 2867 GEEIA Squadron and one at the 2868 GEEIA Squadron. The AFETS Program has a requirement of submitting to HQ GEEIA twice yearly, RCS HAF-D20 Summer and Winter Cycle reports. These line items are under constant review by DOD, therefore this Region is required to maintain careful records constantly.

TCA

The following number of orders were issued in series indicated during this reporting period:

A Series - 5
 G Series - 4
 M Series - 8
 T Series - 900

ADMINISTRATIVE SERVICES

The workload data for Administrative Services was as follows:

Distribution Center (Average Monthly Volume):

	<u>IN</u>	<u>OUT</u>
Unclassified Messages	1514	261
Classified Messages	38	6
Correspondence	2112	2460
Registered Mail	21	11
Certified & Insured Items	17	5

Publications:

Regulations Published	- 2
Supplements Issued	-10
HOI's Published	-10
Publications Rescinded	- 6

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ENGINEERING DIVISION

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ENGINEERING DIVISION

ORGANIZATION

During this reporting period, there were no changes in the Engineering Division organizational structure.

The Engineering Control Branch (GEWEC) contains three sections: Production and Workload (GEWECF), Standards and Review (GEWECRS), and Documents and Files (GEWECDF). These sections provide centralized administrative, classified and cryptographic material services; a technical library which is a central point for assimilation, evaluation, planning and phasing of workload; and statistical accounting and evaluation of the Engineering Division's workload. These sections also evaluate and assure utilization of standards, recommending changes to HQ GEEIA. They also assure all engineering elements are alerted to new publications as they are received.

The Electronics Branch (GEWEE) with its four sections, Radar (GEWEER), Computer (GEWEEC), Meteorological (GEWEEM), and Flight Facilities (GEWEEF) accomplishes and is responsible for engineering and engineering assistance for ground C-E-M systems and subsystems which provide meteorological, navigational and control guidance to airborne objects or weapons capable of searching, detecting, and acquiring unknown objects in air or space. The Branch processes, produces and computes specific control and guidance requirements for aerospace vehicles utilized in actual or simulated defensive or reprisal maneuvers; and engineers VHF/UHF radio ground-air facilities for air traffic control and A C & W systems.

Detachment 38 (GEWEL), Elmendorf AFB, Alaska, continued with its mission of providing engineering liaison activities, to include advice and technical assistance to all major commands in the Alaska area. The Detachment serves as the Alaskan point of contact for all GEWE visiting engineers, provides TDY office space and coordinates all travel requests within the Alaskan area for the Division.

The Radio Communications Branch (GEWER) is tasked with the engineering of radio, television, and communications center/cryptographic facilities. This work is accomplished in the HF Systems Section (GEWERH), the Comm Center/Crypto Section (GEWERC) and the Microwave/Tropo TV Section (GEWERM).

The Engineering Support Division (GEWES) is comprised of three sections: General Engineering (GEWESG) which provides engineering services in the field of architectural, structural, mechanical and civil engineering; IMC/Measurements (GEWESM) which is capable of performing surveys, tests and measurements; and the Drafting Services Section (GEWESS) which is responsible for the establishment, management and maintenance of GEEIA drawing records by providing drafting and related reproduction service to support the Division.

The Wire Communications Branch (GEWEW) with its four sections, Government Outside Plant (GEWEO), Government Inside Plant (GEWEI), Commercial Leased Systems (GEWES), and Base Wire (GEWEB), effected engineering for government owned and commercial leased inside and outside telephone plant facilities and prepared and distributed the Base Wire Communications Program.

MANPOWER

The authorized strength of the Division as of 30 June 1969 was:
222 Civilians, 30 Officers, 31 Airmen - 283 Total.

GEWE: 3 Civilians, 1 officer.

GEWEC: 11 Civilians, 11 military personnel.

GEWEE: 41 Civilians, 4 military personnel.

GEWER: 45 Civilians, 1 Field Service Representative, 9 military personnel.

GEWES: 46 Civilians, 28 military personnel.

GEWEW: 76 Civilians, 8 military personnel.

SUPPORT

GEWEC: Changes in the management of Pre-CEIP engineering assistance have been implemented and monitored by GEWECP. The revised standards require more detailed pre-planning and is accomplished on job orders issued by HQ GEEIA.

The initiation of a new mail/message distribution system by GEWA has eliminated the performance of this function by GEWECD.

GEWEE: Due to deletion of the West DATS system (Vandenberg to Edwards TM) from the 469L (CORTS) program a meeting was held in June 1969 to determine a new approach to that system's problems. The program was divided into two parts consisting of a relocation of the Vandenberg terminal from Building 488 to the new Control Data Facility, Building 475, and improving the overall system to increase its reliability.

As a result of the AFSC request, a team was sent on 23 January 1969 from GEWEEC and GEWESM to arrange for a performance test. Because of heavy rains and flooding, the test was abandoned in February. The relocation scheme was assigned to the Microwave Section (GEWEMW). The path study is now awaiting data reduction resulting from a signal study by a team from GEWEEC and GEWESM.

Fourteen feasibility studies were completed at various bases during this period. These studies covered VHF/UHF equipment consolidations, site test and performance evaluation of GCA facilities, site studies for Category II ILS upgrading at five bases, relocation of ILS glide slope equipment at two bases, and VORTAC consolidations at three bases.

Five CEIP assistance assignments were completed during this period: Castle AFB, additional radar control position; Mather AFB, ATC recorders; Luke AFB, GCA facility (involving extensive site testing); Nellis AFB TACAN and ILS facilities; Siskiyou County Airport, new control tower.

Three on-site engineering jobs were completed at March AFB. TVOR, Nellis AFB; HF/SSB air-ground facility, King Salmon AFS; GCA with remoted ASR/PAR display remoted to FAA control tower.

Four emergency job order assignments, engineering assistance to GEWO were completed. These involved the ILS at Castle AFB; ILS at Fairchild AFB; RAPCON at Travis AFB; and GCA/302 key system at Mather AFB.

In compliance with HQ GEEIA directive, this section has undertaken a study of ILS clearance antenna problems which have resulted in unexplained outages at bases throughout GEEIA. The purpose of this study is to investigate

the cause of course drift and to determine a fix therefore. Arrangements were made with the IM for issue of an AN/MRN-7 ILS localizer for test purposes, the facility was installed on Western GEL. * Region property and exhaustive tests have been undertaken. A summary report of findings will be published in July 1969.

GEWESM augmented the Pacific GEEIA Region EMC/Measurements Section with one man for circuit conditioning. His orders were extended to accompany a Pacific GEEIA EMC Team to Guam for a high priority IMI problem at a tracking site. GEWESM also provided one man for this project.

MISSION

GEWESM: BUIC II Removal Schemes:

The removal of equipment began February 1968 for Keno AFS (Z180) was completed at Mount Laguna AFS (Z76) in June 1968, and in August 1968 at Fallon AFS, thus, paving the way for installation of the expanded BUIC III computer system.

BUIC III - Mount Laguna AFS, California:

On 7 January 1969, an engineer attended an Inspection and Acceptance Meeting on the Data Processing Room.

On-Site engineering for this installation was provided during the period 3-7 March 1969.

BUIC III - Fallon AFS, Nevada:

An engineer attended In-Plant Testing, acceptance, preparation for shipment at Burroughs Corporation in Pennsylvania 3-14 February 1969.

Two engineers attended a Support Construction Meeting at Fallon AFS on 13 and 14 February 1969.

On 5-6 March 1969, an engineer inspected the Data Display Room floor and helped in the evaluation of the proposals to correct possible safety hazards to an Installation Team.

Installation was started 10 March 1969 and power applied on 14 April 1969.

An engineer is siting the 11th Data Display Console at Keno and Othello AFS this month.

CORTS (Conversion of Range Telemetry System) 469L:

The Western portion of the CORTS Program was officially reduced by AFSC on 26 December 1968. The major deletions of our program were:

Mount Harrison, Idaho site.

El Centro Salton Sea site.

All training equipment for Lowry AFB.

Switching Matrix, FM demodulators, and predetection recording system for Building 3940 at Edwards AFB.

All 469L requirements at Vandenberg AFB.

All CORTS Phase II.

Two personnel attended a conference during the week of 25 February 1969 at Service Technology Corporation, Dallas (CORTS Contractor) for the purpose of formulating the AGE list for CORTS sites.

On 18-19 March 1969, one engineer attended an AGE Conference which

investigated spare parts provisioning for 469L (CORTS) equipment.

Building 3940 and 5780 at Edwards AFB were visited by three engineering people for schemes 0178A9GO-FSPM-9165-L and 0180A9GO-FSPM-9165-L. This resiting was necessary because of revisions in the 469L (CORTS) Program.

Two engineers attended a conference at STC, Dallas, Texas, to review the Contractor Prepared Installation Plan for AFFTC and El Centro Telemetry Sites on 9-13 June 1969.

All Site Concurrence Letters for the six CORTS schemes have been distributed and concurrence indorsements received by June 1969.

The following abbreviated schemes have been released to initiate Supply action for GEEIA supplied BOM items. The BOM for Shoshone AFS is being prepared and will be released before the end of June.

0172A9GO-FYMS-9165

0176A9GO-FUEC-L-9165

0179A9GO-FSPM-L-9165

0177A9GO-FUEC-L-9165

0180A9GO-FSPM-L-9165

Common Digitizer AN/FYQ-47.

On 22 January 1969, three engineers met with representatives from AIC FAA, 4 AF, 27 Air Div, and Norton Civil Engineers at Mount Laguna AFS, to conduct an AN/FYQ-47 Site Survey. Authority for this siting was given by HQ GEEIA (GEOS-3) Letter, dated 13 January 1969.

A GEEIA Programming Directive (GPD) was dispatched during February 1969. This GPD authorized siting of those locations, having been funded by USAF

for FY 69.

One engineer from GEWEEC attended a site survey on 1 and 2 April 1969 at Tonapah AFS, Nevada, to determine equipment location, cable mounting and supporting requirements for the AN/FYS-47 common digitizer or coordinate data transmitting set.

Two engineers attended a conference on 13-15 May at HQ GEEIA on AN/FYQ-47 common digitizer engineering.

A message was received from HQ GEEIA Programming Office (Message GEOS-3UC, 10 May 1969) authorizing the Region to perform site survey on the AN/FYQ-47 system. These sitings have been completed under a previous authorization (see above).

Alaskan Projects:

During January 1969 an investigation was begun to determine the adequacy of the system ground being constructed at Cape Lisburne. The ground is necessary for implementation of Scheme 0582T8GO-DBQT-1100-X.

Shemya AFS, Alaska:

(1) Preliminary engineering was completed in January for the relocation scheme 0446T9GO-VNMI-9658-S, the relocation of an SSLV-19 antenna system.

(2) The SRL for this scheme provides the relocation of an antenna system for USAF Security Service, was published 26 February 1969. The scheme was completed and mailed 28 April 1969.

During February, an engineer attended a Pre-CEIP Conference in Alaska concerning additional equipment to be installed at Cold Bay, AFS, Alaska (Pad 19).

Schemes for removal of ground to air radio from nine (eight phase-out and Cold Bay relocations), AAC sites were completed in June and distributed.

Three schemes to remove AN/FYQ-9 equipment at phased out site and one removal scheme for a video tape record/reproduce system were completed and mailed in early June (Pad 19).

Engineering is progressing on four short lead time installation schemes at Cold Bay AFS in support of Pad 19.

AN/TPQ-18 Program: An observer was sent to Grand Bahama Island 14 to 18 April 1969, to note details in the dismantling and packaging of an AN/TPQ-18 radar set.

AN/ESS-7 SIBM Program: HQ GEEIA message, dated 22 May 1969, directed GEMEC to attend 3-13 June 1969, Technical Order Verification Meeting at Mill Valley AFS. One engineer was in attendance.

Scheme workload has been moderate throughout this period. As of 30 June the Flight Facilities Section will have completed 27 schemes.

Twenty-four schemes, eleven CEIP assists, two on-base engineering assists, and fifteen representative weather observation sites have been surveyed during the past six months of the fiscal year. Three engineering visits were made to Alaska to assist in the planning and engineering of meteorological facilities.

An engineering visit was made to Eniwetok and other South Pacific locations relating to the Western Test Range.

Other meteorological projects include an emergency engineering assist for CEIP preparation and on-site engineering at Dugway Proving Grounds, Utah, where an FPS-77 area weather radar was installed to provide area weather information to the Army. This project was accomplished in record time.

Numerous new projects have come into the Meteorological Section during the past thirty days.

Pad 19 and Cold Bay Build-up:

In accordance with GEEIAM 100-10 emergency pre-CEIP engineering assistance was provided to AAC for build-up of Cold Bay AFS to full ACW capability. This build-up required the following:

Removal of most existing C-E equipment.

Determination of modifications to existing AN/FPS-19 tower necessary to accommodate an AN/FPS-87.

Siting of one height finder radar.

Determination of support-Base Civil Engineer support requirements to provide adequate H-F tower foundations and utilities.

Determination and siting of electronic support facilities, such as crypto, wire, and auxiliary radar equipments necessary to support new station mission.

Pad 19 included phase-out and removal of electronic equipment at five Dew Line West sites on Aleutian chain, which have been operated by 714 ACW

squadron Detachments, and phase out and removal of all USAF electronic facilities at three major ACW sites (Northeast Cape, Unalakleet, and Fire Island).

With CEIP approval 78 schemes were issued to accomplish build-up and phase-outs. To date 44 schemes have been completed in engineering. Scheme output by engineering has been proceeding on a crash basis to enable removals and installations to be accomplished during the short Alaskan work season.

Alaskan VHF-GA Radar Modernization Program:

Authority for determination of suitable equipments that will meet AAC peculiar operational and space requirements has been delegated to GEMER by HQ GEEIA.

Tests of various equipments, both those in USAF inventory and commercial off-the-shelf has been made and are continuing to determine most suitable equipments for the program with considerations being given to AAC operational requirements, procurement lead time, and initial purchase and maintenance economy.

After local testing and selection of possible adequate equipments is concluded, selected equipments will be installed and tested in AAC ACW station environment and final recommendations given to AAC to enable their revision of approved program CEIP.

Edwards AFB, California: On-site engineering was provided for installation of signal protectors and gas-tube surge arresters on video cables at this AFB.

This installation will minimize failures to solid state input amplifiers at several sites caused by high static electricity build-up and surges on incoming cables. Further sophistication of protection network will be provided this summer after procurement of additional protective devices.

Vandenberg AFB, California: Scheme engineering for installation of "S" band telemetry antenna was completed for this Base. Very close coordination in developing this scheme was required to enable smooth interface of GEEIA effort with efforts of various other organizations (Operating Agency, Base Civil Engineers, Space and Missile Systems Organization (SAMSO), etc.) involved in providing complete system facility.

AN/FPS-27 - Mount Hebo AFS:

Continuous on-site engineering assistance has been furnished at Mount Hebo AFS by one to three personnel from this section to provide technical guidance in installation of AN/FPS-27 radar in an AN/FPS-24 tower.

A tower was designed for a system of very different configuration, and no previous adaptation of this nature had been attempted which would have provided a guideline. Continuous "on the spot" engineering guidance has been required to provide proper tower modifications, realignment of AN/FPS-27 component placement, wave guide and duct runs and interface of various required auxiliary radar equipments to enable accomplishment of a satisfactory completed facility both from an operating and a maintenance aspect.

AN/FSS-7 - Mill Valley AFS: Engineering representation for HQ GEEIA is being given to ESD directed team at Mill Valley AFS, for both Technical Order Verification and Category II testing of AN/FSS-7, SLBM system. System is now under installation by AVCO Corporation at this site.

Nav-aids Facilities: Engineering assistance was provided Flight Facilities Section in siting and scheme preparation for several VHF radio A/G facilities.

Augmentation to Other Regions: Two engineers were loaned to HQ PGR (Pacific GEEIA Region) Engineering Division for 90 days to assist in completion of critical UHF and VHF radio air/ground schemes at several sites in their Region.

CEWER RADIO:

Pre-CEIP Engineering: Engineering assistance has been provided in preparing CEIPs for the following:

UHF radios at Vandenberg Tital II Site.

HF facility for Seaward Extension at Hamilton AFB.

Scope Pattern, a program to replace the USAF Aeronautical Station facilities which were installed under the Quick Fix Program and an expansion to the Scope Control program. The four sites involved were McClellan, Elmendorf, Kadena and Andersen.

Tech Assists: Technical assistance had also been provided for the following:

HF radio difficulties at Santa Monica (AFSC).

Relocation of 487L equipment at Vandenberg.

Installation of HF antennas at Chico Municipal Airport for the Air Force Cambridge Research Laboratory (AFCRL).

Relocation and rehabilitation of MARS antenna at Norton AFB.

Scheme Completions:

Mars antenna installation at Los Angeles AFS.

Removal of excess antennas at Travis AFB.

Removal of antenna cable and hardware at Davis Transmitter Site.

Outside plant support to Scope Control at Elmendorf AFB.

Chico Municipal Airport, Air Force Cambridge Research Laboratory (AFCRL) HF antenna installation (two schemes).

AF Western Test Range: During the first half of calendar year 1969 Western GEEIA Region completed the first of two phases in the conversion of the Air Force Western Test Range Comm System from a manual operation to a semi-automatic operation. This included the engineering and installation of a semi-automatic voice switch, teletype switch, radio remote control system, together with backup conditioning equipment, which provides the circuitry linking Vandenberg AFB, Wheeler AFB, Range Ships and Range Aircraft either individually or simultaneous conferencing. Engineering for expansion of these facilities (Phase 2) is presently in process and it is expected that the second phase will be completed some time in June 1970. During this period, Western GEEIA Region engineers also provided valuable assistance to the AF Western Test Range Command in planning the decommissioning of the entire Eniwetok AAFS CIM facilities. Also assistance was given in planning the CIM facilities to be used at a new site in support of the

MM III program. Assistance was also directed in planning additional augmentation of CIM facilities at Vandenberg AFB and Wheeler AFB.

The success of the Apollo 8-9-10 missions was, in part, due to Western GEEIA Region's direct involvement in the planning and installation of various ground CIM equipment into the AF Western Test Range complex.

Comm Center/Crypto:

Straw Hat: HQ GEEIA ordered the material for this project. The material was received short some major items. The shortage items are to be on site in July 1969. Installation start date is now programmed for September 1969.

Seek Silence: Due to engineering changes additional material will be required. These engineering changes were brought about by changes in tech data received from HQ GEEIA. Material is expected to be delivered in July 1969 with installation start date August 1969.

COMUS DSTE: All engineering surveys are completed for SAC, MAC and OSI.

AUTOSEVOCOM: As of June 1969, six schemes have been installed and accepted.

ALASKA AUTODIN: As of June 1969, 15 schemes have been installed and signed off; 13 schemes are to be engineered, and 20 schemes canceled.

EXCELIS PROGRAM (Sunnyvale, Vandenberg and Kodiak): GEEIA will engineer and install all interface IDF, patch panels, ducting and 45 units of COMSEC equipment.

Microwave:

Alaskan Communications System: As a result of the proposed sale

of the ACS, a number of microwave programs which would partially involve ACS were placed in IIIA until the sale is clarified. These included Neklasen Lake Wildwood, Neklasen Lake-Tok Junction, and the Nikolski-Adak-Shemya CEIP assist.

Microwave in Support of Loran "C" Sites: Site surveys were initiated at the close of this time period.

Edwards-Vandenberg Microwave System: Emergency CEIP assist action is being taken to provide for the relocation of the Vandenberg terminal of this system which transmits telemetry information to Edwards AFB.

Parachute Test Center, El Centro NAS: Technical assistance to this unit is being provided to guide them in applying existing microwave equipment to telemetry transmission.

Television

Weather Briefing TV: Engineering was completed for a weather-
vision facility at McChord AFB, Washington, in support of ADC and MAC.

AAVS Color Television Production Center, Norton AFB, Calif:
All procurement documents have been prepared and forwarded and are in the hands of the buyer. The Tab B for installation has been started and will be completed later this year.

AFAVC Sound Facility, Norton AFB, Calif: Technical assistance was given to AAVS to assist in planning and installation of the sound division equipment which was being relocated from Orlando AFB, and Lookout Mt AFS to the consolidated center at Norton.

Pre-CEIP Engineering: One pre-CEIP engineering job for weather briefing TV at Elmendorf was completed. One pre-CEIP job order for expansion of weather briefing TV at Nellis has been assigned, with engineering to start soon.

GEMES: During the last 6 months, GEWESG has been tasked with a heavy and diversified workload. Some projects which have contributed to this workload are: BUIC III Program; AN/FPS 77 Storm Detection Radar Program; surveys; construction inspections and surveillance; engineering conferences and assistance; SCL Review; and improvement of HQ Western GEEIA Region Engineering Division buildings.

This section continues to perform its mission as follows:

Consulting engineering services in the field of civil, structural, architectural, mechanical and construction engineering.

Preparation of maps, specifications, design drawings, statements of work, cost estimates and feasibility studies for various projects and support structures.

Surveillance, monitoring, and inspection of construction and installation contracts.

Coordination of engineering review of preliminary and final construction plans.

Planning and siting studies for geographical positioning and coverage of C-E Installations.

Coordination and finalization of all work requests for improvement to HQ Western GEEIA Region, Engineering Division buildings.

The General Engineering Section performed 384 man-days of TDY as follows: BUIC II, 22; AN/FPS 77 Weather Radar, 19; TACAN Surveys, 19; FPS 27 to FPS 24 Program, 5; engineering assists, 18; path studies, 20; cable route surveys, 276; misc. 4.

General Engineering Section:

Performed inspections on BUIC III at Mt Laguna AFS, California and Fallon AFS, Nevada and took part in the investigation of BUIC III raised floors at Charleston AFS, Maine.

Conducted a site survey and provided technical assistance during the erection of the AN/FPS 77 at Dugway Proving Grounds, Utah.

Established the geographic coordinates of a relocated TACAN Facility of Vandenberg AFB, California.

Performed cable route surveys at Hamilton AFB and Vandenberg AFB, California; and Elmendorf AFB, Eielson AFB and Fort Wainwright, Alaska.

Helped resolve the problem of moving the FPS-27 Hi-Voltage Transformers into the FPS-24 Tower.

Evaluations were performed on the following equipment:

PNA-7A Antenna.

Wilcox R-1250 Receiver.

Motorola R1532/VRR Receiver.

The following new pieces of test equipment were received:

Tecktronix Model 454 Scope.

Stoddard Model EMA-910 Receiver.

Telonic Models TSS-1 and TSS-2 In-Line Samplers.

ACTON Model 490B Transmission Measuring Set.

Stoddard Model Sniffer, Screen Room Leak Detector.

Goodall Rubber Model Wave Guard Radiation Hazard Suit.

Two new crew cabs were received to replace the old vans. Camper-type wheel covers were obtained locally to cover the truck beds to provide protection for both the test equipment and operating personnel.

A room was built around the RUSH Computer Terminal. The room, built and acoustically tiled by Section personnel under the "Self-Help" Program, reduces the noise level in the section office and affords privacy to the terminal users.

EMC/Measurements Group:

Performed data transmission system link measurements and path loss study from Edwards AFB to Vandenberg AFB, California.

Performed Power Line EMI Measurements at Fallon NAS, Nevada, Ajo AFS, Arizona, and Mt Laguna AFS, California.

Performed an EMC Study and Noise Study for AFFTC Edwards AFB, California and El Centro NAS, California.

Evaluated performance of HQ GEEIA supplied filter on AN/MPS-14 Radar at Fairchild AFB, Washington.

Attended RFI Meeting concerning 469L CORTS Program at Service Technology Corp, Dallas, Texas.

Participated in UHF/VHF Modernization Meeting at Central GEEIA.

Attended Circuit Conditioning Conference with Alaskan Agencies.

Provided emergency technical assistance on the AN/MRN-7 Localizer at Fairchild AFB, Washington.

Performed an EMI Survey at Shemya AFS, Alaska.

Investigated and solved EMI caused by the AN/FPS-24 at Almaden AFS and Point Arena AFS, California.

Performed field strength measurements for Non-Tactical Communications Network at Vandenberg AFB, California.

Investigated EMI to Vandenberg AFB Tracking Station.

Conducted an investigation on the VHF/UHF Communications (Air to Ground) coverage at Nellis AFB, Nevada.

Investigated EMI to AN/FSS-7 Radar at Mt Laguna AFS, California.

Investigated and solved EMI to the Selective Identification Feature (SIF) at Mill Valley AFS, California.

Performed measurements in support of the Minuteman/Safeguard Systems at Malmstrom AFB, Montana.

Performed an EMC Study on the AN/FPS-77 for Dugway Proving Grounds, Utah.

Performed an EMI and Power Filter Survey at Tonopah AFS, Nevada.

Investigated EMI to the Sono Sentry Alarm System at Fairchild AFB, Washington.

Performed a site test of a Wilcox 482 TVOR Facility at George AFB, California.

Numerous other routine surveys and studies were made.

Approximately 25 job orders were requested and obtained during this period.

Measurements Group:

Performed Cable Measurements at Norton AFB, California.

Performed Cable Measurements of the telephone and high level public address/data cable at the TITAN III Space Launch Complex 6 at Vandenberg AFB, California.

Performed a measurement of the battery capability of the telephone central office at Mather AFB, California.

Performed Sub-system Testing of the BUIC III at Mt Laguna AFS, California and Fallon AFS, Nevada.

Measured the parameters of two wideband circuits at Beale AFB, California.

Performed a D. C. Power Study at Mather AFB, California.

In Alaska, wideband autodin and auto sevocom circuits were measured and equalization was accomplished.

The general manual for circuit conditioning was completed.

Measurements on the Codex Circuits were completed at Clear, Alaska.

TVOR Site Tests were conducted at George AFB and Vandenberg AFB, California.

IIS Site Tests were made at Fairchild, Beale, and Norton AFB, California.

Antenna and line measurements were made at March AFB, Mira Loma AFS, Elmendorf AFB, and Vandenberg AFB.

Scope Control Measurements were made at McClellan AFB, California. Fourteen RSS Surveys were made. Twenty RSS Reports and nineteen Measurement Reports were completed during this period.

The Circuit Conditioning Program effort was mainly concentrated in Alaska. Temporary and final equalization was accomplished on Autodin and Autosevocom Circuits in that area, including narrowband equalization of Autosevocom Trunks. Wideband data transmission measurements and technical assistance were completed at March AFB and Vandenberg AFB.

Special Projects:

Elmendorf AFB Transmitter Site, Job 3160E9G0, was determined to have excessively high VSWR in its transmitting antenna systems.

Mather AFB was assisted in the determination of the life expectancy of its Telephone Central Office Battery System. A report was submitted.

Mt Laguna - BUIC III

Vandenberg - Non-tac Radio Net

March - Wideband Circuit Measurements

March - Antenna & Line Measurements

Mira Loma-March - Antenna & Line Measurements

McClellan - U. R. Report Evaluations

Elmendorf - Rhombic Antenna Sig Measurements

Neclason Lake - Narrowband Circuit Measurements

Vandenberg - Granger 747D Antenna Measurements

Mather - Telephone Central Officer

Davis - Lincoln - Scope Control - VSWR

Shemya - VHF Gunn Range

Williams - TVOR Site Tests

Othello - BUIC IV

Neclason Lake - Narrowband

Elmendorf - Antenna & Line Measurements

DRAFTING SERVICES SECTION (GEWESS):

During this reporting period, there were approximately 1,530 record updating and engineering scheme (drafting) projects completed.

The following TDY trips were accomplished:

Assisted engineering site survey at Elmendorf AFB, Alaska, for preparation of drawings for presentation to FUB Board for project "Scope Pattern." Time duration - 24 days.

Assisted engineering site survey at Chiniak AFS, Alaska, for preparation of drawings for "Excels Program". Time duration - 13 days.

Draft circuit layouts from technician's sketches for layout and installation of sound equipment of the Air Force Audio Visual (AAVS) Center at Norton AFB, California. Time duration - 60 days.

In compliance with a directive from Headquarters GEEIA, the Drafting Services Section has discontinued the conversion of existing drawing records to the GEEIA Drawing Record System. Conversion is being accomplished if extensive revision justifies a new drawing. These records are then prepared in the GEEIAM 100-2 format. Complet implementation of the records system

can only be accomplished in the foreseeable future through a drafting contract or a decisive increase of draftsmen. A precise account of our Drawing Record System implementation problem was forwarded to Headquarters GEEIA last reporting period through means of a Staff Study Report.

GEWEW: Inside Plant Section (GEWEW):

GEWEW started the fiscal year with 21 people authorized and 20 people assigned. One engineer was lost to promotion to GS-12 and one Captain was lost to Workload Control. No replacements have been furnished, as of this report. One temporary summer hire clerk-typist is presently assigned under the Training Program.

During this period, 25 Zero Defect (ZD) Care Forms were submitted with 11 adoptions. Three bronze and one gold ZD award, and one Outstanding Performance award including one Quality Step Increase (QSI) was obtained.

Major Accomplishments:

Much of the effort of the Alaskan Group has been directed to obtaining procurement action to support the Alaskan AUTOVON program. The results of this effort will emerge in FY 70. Schemes pertaining to the central office at Elmendorf AFB have been placed in HIA status, pending approval of the CEIP for a central office replacement. A massive program is under way for the removal and relocation of switching equipment due to base closure and ACW Radar realignment within the state of Alaska. An emergency project to replace batteries at Galena AFS was completed.

AUTOVON: During this period, Phase III of this program was completely engineered and installed at McChord, Hill, Vandenberg, Norton, Hamilton, March

and engineering completed for Edwards, George and Mather Air Force Bases.

Other Major Accomplishments:

400 line addition at March AFB.

In-Dial engineering and installation at March and Hamilton AFBs.

Pre-CEIP engineering assistance was provided for several locations for major additions, plus a number of minor technical assistance efforts for intercomm and PA systems.

Total Accomplishments:

Schemes completed and distributed - 45.

Job Orders completed - 15.

Augmentation to other Regions:

Two engineers to European GEEIA Region for 90 days - June through March.

One engineer to European GEEIA Region for 30 days - May and June.

One engineer to Pacific GEEIA Region for 90 days - May, June and July into next fiscal year.

Leased Systems Section (GEWEWS):

The Leased System Section consists of 12 persons at the beginning of the reporting period, with one GS-11 addition during this period. One GS-11 was loaned to Pacific GEEIA for a 6 month period.

Fourteen BWCP packages were distributed and 19 inventories were completed. A distribution of 65 schemes was made.

A refund of \$14,163.00 was received from Pacific Telephone and Telegraph Co., due to conversion from carrying charge to application of tariff rates at Siskiyou County Airport, California. A \$6,145.00 refund for Shafter AFS, California and \$3,198.00 for Edwards AFB, California was also received. USAF was refunded \$35.41 for discrepancies found in the annual inventory. As of this reporting period, Commercial Leased Section has 144 active schemes, 113 Job Orders and 986 active CSAs.

During this period, the following awards were made in this section: One bronze, two silver, and eight gold ZD awards; eight Outstanding Performance and three sustained Superior awards plus one QSI.

Base Wire Communications Program Section (GEMEWB):

This Section has 18 personnel authorized and 18 assigned plus one military position.

During this reporting period, 16 BWCP brochures were distributed. Meetings were held to determine requirements for eight additional bases, but due to negative requirements, a complete brochure was not prepared. AAC requested the BWCP for eight bases/sites be placed in HIA status. During this reporting period, traffic studies were completed for George, Norton and Hill AF bases. A special BWCP meeting was held for the Utah Air National Guard at Salt Lake City Airport and a scheme was assigned to accomplish the cutover of a new central office in Building #1.

This Section also established wire requirements to support PAD 19 in Alaska.

Outside Plant Section (GEMEW):

The Outside Plant Section is divided into 3 Units consisting of the North, South and Alaskan Unit.

The Section began the reporting period with 21 engineers, two typists and 4 supervisors. One engineer resigned and one engineer was transferred to GEMEWS. One engineer was promoted to GS-11 journeyman status. Two engineers were loaned to Pacific GEEIA Region for 90 days and one for 180 days.

During this reporting period, 92 schemes were engineered and 47 Engineering Change Notices (ECNs) were processed. During this period one suggestion was approved and two silver awards made. Also one QSI was approved.

GEMEL: The following number of HQ GEEIA and Western GEEIA Region engineers visited in connection with Alaskan Engineering projects.

HQ GEEIA - 2

Western GEEIA Region - 165

Major projects to which assigned engineers contributed their talents included Scope Control, OOUTSEVOCOM Alaska, and the phasing out of certain Alaskan radar sites.

MATERIEL DIVISION

MATERIEL DIVISION

ORGANIZATION

As of present we are operating without a Chief of Materiel. Mr. William E. Simmons is holding the positions of Acting Chief, Materiel Division and Chief, Scheme Management Branch (GEWSS). The Logistics Support Branch (GEWSL) continues under the supervision of Lt. Donald S. Coleman. The fiscal year 1969 has seen no material changes to the organizational approach of the Logistics Support Branch. The two personnel 645XX physically placed in the Maintenance division of Operations have returned to the Materiel Division building. The relocation of the Maintenance division of Operations to within a 100 foot proximity no longer calls for the physical location of these 645XX personnel in their office. Supply Support for maintenance for maintenance jobs has been very good with a minimum number of exceptions being declared by maintenance. Our support to division and staff offices in Western GEETIA Region was relatively stable. Common items were procured from Base Support except for a few mission peculiar items which were purchased through Base Procurement.

MANPOWER

Captain James M. Archer was released from duty 30 April 1969 after a very successful active duty tour as Chief, Materiel Division (GEWS), from the Air National Guard. Sgt David J. Jaime was discharged under the early release program in February 1969. MSgt Robert J. Spignesi was assigned to Germany 23 May 1969. Airmen Rudar and Welsh were assigned in February 1969.

Airman Mackay was assigned in June 1969. Three (3) civilian personnel changes occurred during this reporting period. Miss Sadie Gadling, GS-4 Clerk Typist resigned while Mrs. Ruth Hagner and Mrs. June Downey, GS-7 Monitors, retired from Federal Civil Service 18 June and 27 June respectively.

SUPPORT

Logistic Support: Approximately \$468,500 mission funds were expended by Headquarters Western GEEIA Region during this period (1 January - 30 June 1969). Of this figure, \$467,500 was spent for supplies and \$1,000 for equipment. This also consists of 360 line item requests (AFLC Form 244) processed to Base Support. Items requested were in support of Headquarters Western GEEIA Region, Scheme material and depot level maintenance jobs.

Mission Support: Purchase Requests processed during this reporting period totaled \$9,258.00. \$740.00 for vehicle canopies for the 2867 GEEIA Squadron, \$538.00 for cable for emergency at March AFB, \$1,200 for Granger Antenna Kit for the 2867 GEEIA Squadron. \$300.00 for special tools for Cold Bay Alaska, \$980.00 for amplifier for EMC/Measurement Section, Western Region, \$1,800 for purchases in support of establishing operational control rooms in 10 Western GEEIA Region, and \$3,700 for miscellaneous type items.

Mobile Depot Maintenance Support: The Materiel Division Chief supported and monitored material requirements for approximately 83 maintenance jobs and 30 emergency jobs. Of particular interest was the support furnished for emergency jobs during the heavy rains which caused flood conditions at Vandenberg, March, Castle, Travis and Mather AFBs. The support furnished

from GEEIA Materiel Division (FX2222) totaled 96 line items, nine separate shipments, for 200,000 pounds and 6,400 cubic feet at a cost of \$76,000.

Our primary interest, concerning MDM support during this period has been focused on the AN/FPN-16 Overhaul Program. GEEIA has assigned six (6) jobs to Western GEEIA Region for this period. Three (3) on site jobs located at March AFB (Serial #67), Fairchild AFB (Serial #40) and McChord AFB (Serial #12) were assigned to this Region. March AFB (Serial #67) has been completed on a timely basis with no material exceptions. Fairchild AFB (Serial #40) has been started. Team arrived there 2 June 1969. The 2868 GEEIA Squadron overhauled Serial No. 20 in-house and completed this unit 20 June 1969. The remaining two jobs assigned Western GEEIA Region consisted of a change-out at Castle AFB. Serial #57 was overhauled in-house by the 2868 GEEIA Squadron and installed at Castle in May 1969 by personnel of the 2867 GEEIA Squadron. Serial #43 was removed from Castle and is now being overhauled in-house by the 2867 GEEIA Squadron.

Material support up to this time has been exceptional; however, some problems do appear eminent such as procuring rubber extrusion.

The compressed time which GEEIA has in completing these jobs has placed greater emphasis on monitoring equipment and supplies for this program.

MISSION

Scheme Support: The VIF Modernization Program is still being delayed due to slippage in equipment delivery. The AN/GRT-18 procurement was discontinued. The RT723's were scheduled to start coming from the contractor

in May 1969. The contract for the Retrofit Kits for those RT723's in the field has not been awarded. There is no firm schedule for the AN/GRT-21. The installation schedule for the entire VHF Modernization Program requires revision again. Priorities, as established by AFCS, have moved the completion for Western GEEIA Region schemes to FY 2/70 and 3/70.

Throughout the past year Western GEEIA Region has installed several schemes calling out CCTV and weather vision equipment. Some of these installations have been on an EF&I basis, as well as organic and contract installations, with the equipment being furnished by procurement exhibit through OCAMA. Minor items of hardware were provided by GEEIA. In almost every installation we have been troubled by faulty CCTV cameras and monitors. This faulty equipment has had to be returned to the manufacturer for repair and return to site. This action has delayed completion of these installations by several weeks.

FPS-27 Radar - In September 1968, a Bill of Material was forwarded to HQ GEEIA for supply action of minor items of material required to support relocation of the FPS-27 Search Radar from Miles City, Montana to Mt. Hebo, Oregon. Some 124,000 pounds of FPS-27 materials, parts of eleven sets, were recovered from Redistribution and Marketing at DCSC Columbus, Ohio and shipped to Mt. Hebo, in addition to the FPS-27 relocated from Miles City. Excess Defense Construction Supply Center (DCSC) materials were also shipped to Mt. Hebo in an attempt to keep them in the Air Force inventory. This material, in addition to the

tremendous amount of equipment actually required for the installation created somewhat of a storage problem as both inside and outside storage space was very limited. A good portion of the equipment remained in outside storage throughout the severe winter; as a result we are now having problems in trying to obtain sub assemblies and components required to restore the equipment to serviceable condition. Western GEEIA Region Supply personnel have worked with ADC Supply people at the site and with technicians in prime class in an effort to keep a large installation team working round the clock.

Schemes for eight (8) Wide Band Subscriber Terminals and five (5) Narrow Band Subscriber Terminals, CONUS installation, were initiated in January 1969. Schedules were established by DOD for 170 and 270 FGD. Supply problems will be minimized for these installations as major equipment has been shipped to HQ GEEIA from the Army for dispersal to sites. BOM for relocation of Comm Facility at Sunnyvale was submitted to HQ GEEIA 6 December 1968 for 88 items of minor hardware. Material was delivered to site 29 January 1969. Installation start was delayed to 5 February 1969 for site support requirements. Relocation was completed 14 February 1969.

Schemes for serviceable low frequency Comm System 487L add on facilities in the radio commodity for three (3) Alaskan and one (1) ZI site were forwarded for supply action early in 1968 with July and August 1968 IMRs. Major items of equipment for these schemes were furnished by Westinghouse

Electric on government contract awarded by ESD, as were all schemes installed under the basic 487L Program. This final testing has been accomplished by 2868 GEEIA Squadron for both Eastern and Western Regions.

OPERATIONS DIVISION

OPERATIONS DIVISION

ORGANIZATION - MANPOWER

On 30 June 1969 Key Positions within the Operations Division were staffed as listed below:

Chief	Lt Colonel Sherman W. Ford
Chief, Installations Control Branch	Captain Kenneth E. Neywick
Chief, Wire Section, Installations Control Branch	Mrs. Marion D. Daniels
Chief, Radio Section, Installations Control Branch	Mr. Robert L. Chase
Chief, Electronics Section, Installations Control Branch	Mr. Allon F. Carter
Chief, Operations Support Branch	Captain John J. Kershaw
Chief, Resources & Technical Training Section, Operations Support Branch	Mr. William T. Reardon
Chief, Field Support Section Operations Support Branch	CWO (W4) James A. Smith
Chief, Contract Services Section Operations Support Branch	Mr. Harvey J. Edens
Chief, Maintenance Control Branch	Mr. Ernest N. Parkhurst

MISSION - SUPPORT

RESOURCES & TECHNICAL TRAINING SECTION:

In 1969, Western GEEIA Region provided personnel augmentation to other Regions in the 303XX, 304XX, 305XX, 306XX, 361XX, 362XX, 363XX and 467XX skill areas. The majority of the personnel were deployed to Pacific GEEIA Region followed by European GEEIA Region.

Personnel Augmentation-Provided Jan-June 69:

Jan	Feb	Mar	Apr	May	June
72	66	67	49	66	48

TECHNICAL TRAINING ACTIVITY: Technical training coordinated with WGR Squadrons and Detachments and HQ GEEIA (GEAMT) in placing approximately 55 individuals in various Technical Schools.

AIR NATIONAL GUARD ACTIVITY

Captain Francis Hainley took over as Air Force advisor to the 138 GEEIA Squadron in February of this year. MSgt Max Pollard arrived at the 138 from the 2868 GEEIA Squadron on 15 June. Captain Ronald L. Carbery took over as Air Force advisor to the 130 GEEIA Squadron in March. Both squadrons received satisfactory annual reports from the HQ GEEIA IG team. Cross training of both units is progressing at a rapid rate. It is anticipated in the near future that both units will be in a position to be work loaded with active GEEIA Schemes.

The 215 and 216 GEEIA Squadrons have continued to do outstanding jobs for WGR as they have in the past. The 215 Squadron received an excellent I.G. report during this reporting period. The 216 expended more than 9,000 man-hours on active GEEIA Schemes and the 215 expended more than 8,000 man hours. Both have contributed immensely to the GEEIA mission.

Lt William M. Glass replaced Captain Fred Sanford as ANG Liaison Officer on 29 May 1969. Lt John K. Eide became assistant ANG Liaison Officer on 2 June 1969.

FIELD SUPPORT SECTION

The Field Support Section provided GFIR personnel for the purpose of inspection and acceptance of CIM schemes accomplished by commercial contractors. During this period 95% effective utilization of GFIR personnel was obtained. This is an increase of 40% in utilizing GFIR personnel over the previous reporting period. A total of 10 CCTV Weathervision Systems were completed and signed over to the using agencies. Three large Radar Systems were installed and completed on schedule. This work consisted of installing the AN/FPS-26 radars and modifying to the AN/FSS-7 configuration. Numerous Wire and Radio schemes were completed at Edwards, Norton, Vandenberg and Wheeler AFB, during this period.

Equipment Specialist of Field Support. Provide assistance on all maintenance, installation and logistic support by making decisions as to equipment requirements and spare parts list. To be used by WGR, Squadrons, and Detachments.

CONTRACT SERVICES SECTION

Closed Circuit Television (CCTV):

The CCTV System for the Hill AFB bombing range was completed. This facility provides real time as well as video tape recording of bomb drops. It works in conjunction with an extremely accurate timing system. An educational CCTV studio was installed at Hill AFB for the production and distribution of educational video tapes. After approximately 8 months of installation, testing, and troubleshooting efforts, the CCTV weathervision

at McClellan AFB was accepted by the 2049 Communication Group. Facility provides a real time visual display of weather data originating at the base weather station and distributed via micro-wave and video cable to 10 separate subscribers located throughout the base.

SFA LAUNCHED BALLISTIC MISSILE

SYSTEM (SLIM) (GSQ-89)

In April 1969 after nearly two years in progress, final installation and acceptance testing was completed by GFIRs on schemes at three Air Force Stations in Western GEEIA Region.

AN/FPS-26 Radars were modified to the AN/FSS-7 configuration, consisting of that portion of the AN/GSQ-89 Data Acquisition Sub-System Segment (DASS), which performs target acquisition, preliminary filtering and classification, trajectory analysis, and warning message generation.

The sub-system is comprised of a Surveillance and Tracking Radar and Data Processing equipment.

INSTALLATIONS CONTROL BRANCH

During the first half of 1969, WGR was tasked with the requirement of retesting all system 487L Northern Area sites. In addition to the testing, our teams were to change out any defective equipment and accomplish all necessary administrative actions necessary for facility commission.

On 1 April 1969, two teams and a material specialist from the 2868 GEEIA Squadron departed for Sondrestrom AFB, Greenland, where the teams began a leapfrog exercise towards Alaska; and on 9 June 1969, the last site,

Lielson AFB, had been retested and placed into operations. A total of 13 sites were tested and commissioned.

In the Mode V Autodin terminals in Alaska, HQ WGR found that the teletype control unit (TCU) would not operate properly when wired in accordance with HQ GEEIA standard drawings. Two wiring changes to the circuit terminal board of the ASR teletypewriter and the addition of a capacitor in the TCU junction box were the best and most economical solution and satisfied the customer. HQ GEEIA drawings were revised to reflect and authorize these changes. Several controllers and programmers have attended planning meetings which were instrumental in the timely handling of various projects. One Operations Controller attended a sitting conference on Cold Bay AFS in February 1969. WGR also chaired the PAD-19 conference 6-7 May 1969. PAD-19 is a major program involving the phase out and relocation of many sites and facilities. Attendees were representatives of the 2868 GEEIA Squadron, SMAMA, the IM, HQ GEEIA (GEOS), and WGR Engineering. Attendance was also recorded at an Attack Assessment/Bomb Alarm System conference at NORAD in March 1969. WGR attended a Tri-GEEIA Region BUIC III Programmer's Conference at HQ EGR in May 1969. Attendance was also recorded at a 433LSPP Plotter Equipment Conference at Hanscom Fld, Mass, in May 1969 and also at Edwards AFB to provide programming assistance to engineering from 29 January through 4 February 1969. This meeting was for the receiver site relocation, the north base control tower deactivation, Delta Platform installation, and the relocation of the ILS and TACAN monitors. WGR also attended a meeting at Nellis AFB from 19-24 May as part of the Programming/Engineering Team to assist the Command in

CEIP Preparation for a new TACAN and ILS facility, and attendance was recorded at a conference at HQ GEEIA for the rewriting of the Team Chief Manual, GEEIAM 100-8. The conference was held from 19-28 May 1969. The installation of the FPS-77 Weather Radar at Dugway Proving Ground was a short lead-time, high-priority scheme which was not approved by USAF until 1 May 1969. A team of highly qualified technicians, engineers, and construction personnel was organized by the 2870 GEEIA Squadron and HQ WGR to accomplish this scheme. With the cooperation of the US Army, the supporting structures, tower construction, and erection were completed in only eight working days. Concrete for the tower piers and shelter foundation was poured on 12-13 May. The tower was erected on 19 May and shelter completed on 21 May. The cable installation was completed by 20 May. The radar console was completely wired by 21 May and the RIM shelter by 25 May. AFTO Forms 88 were signed 6 June 1969 without exceptions, thus completing the installation of the radar set in 27 days.

MAINTENANCE BRANCH

In May Maintenance moved to building 2021. The Bearing change team was sent to Almaden AFS, California for replacement of the Bearing on the FPS-24. 1,651 man-hours were expended. The team also changed an FPS-27 Bearing at San Perdo AFS.

After the Pt Arena FPS-24 IRAN the team went to Blaine AFS, Washington. This was to be a complete IRAN, but the results of the Pre-IRAN indicated only a mechanical IRAN was required. This was started in January 1969 and completed in February 1969.

The FPN-16 DIM program was started during FY 69 and will continue thru FY 70. We have completed two in-house overhauls, two on-site overhauls and one exchange. We have two on-site and one in-house overhauls in progress all with ECDs in August. The major problems encountered so far have been centered around the shelter panels, in obtaining replacements and necessary parts to repair the panels. We have completed four of the five jobs on time. The last job was the in-house overhaul of SN 20 which missed the completion date by approximately one week. The compressed time frames allowed for these overhauls plus a constantly changing schedule makes the program very difficult to handle.

2868 GEEIA SQUADRON WORKLOAD ACCOMPLISHMENT IN-HOUSE (RADAR)

<u>Equipments (Components)</u>	<u>Man-Hour (Actual)</u>	<u>Projected</u>
EYO-9 "	9,542	13,710
UPA-35 "	4,484	1,810
UPX-14 "	331	500
FPS-6 "	357	1,500
FPS-508A "	111	500
FPS-19 "	169	430
UYK-1 "	71	190
FPS-87 "	336	300
TOTALS	15,401	18,940

WORKLOAD ACCOMPLISHMENT

(NAVAID IRANS)

This chart reflects our FY 69 Navaid workload and summarized by major equipments work accomplished during FY 69, and work that was originally scheduled and then cancelled for various reasons.

<u>Equip</u>	<u>IRANed</u>	<u>Pre-IRANed No IRAN Req</u>	<u>Remaining</u>	<u>Instl</u>		<u>Cancelled</u>	<u>In-House & On-Site DIM Done/Remaining</u>		<u>Mods</u>	
				<u>Done</u>	<u>To Do</u>		<u>Done</u>	<u>Remaining</u>	<u>Done</u>	<u>Remaining</u>
ILS	5	1	1	1	0	1				
TACAN	7	1	0	0	0	8				
GCA	1	0	0	4	0	6				
TVOR	1	1	0	0	0	2				
BEACON	0	3	1	0	0	2				
O/F	1	0	0	0	0	1				
TACAN ANT CHANGE	0	0	0	0	0	15				
MODS FPS-77										
FPN-16									4	0
Control Tower	3	2	0				5	0		
MRN-7/8 Swapout	1		0							

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WORKLOAD ACCOMPLISHMENT(Radar IRANS)

This chart reflects our FY 69 radar workload and summarized by major equipments work accomplished during FY 69 and work that was originally scheduled and then cancelled for various reasons.

<u>EQUIPMENT</u>	<u>SCHEDULED</u>	<u>CANCELLED</u>	<u>ACCOMPLISHED</u>	<u>REMAINING</u>
FPS-24 (M)	2	1	2	0
FPS-24 (EGM)	2	1	(Elect not Required) Job changed to Mech only and shown in accomplished.	
FPS-26 (EGM)	6	0	6	0
FPS-27	2	0	2	0
FPS35 (M)	2	1	1	0
FPS-35 (EGM)	1	1	0	0
GSA-51	2	0	2	0
MSQ-1A	3	0	1	2 (In Progress)
MSQ-2	2	0	2	0
MSQ-39	2	1	1	0
MPO-T2	1	1	0	0
FPS-7	4	1	3	0
FPS-67	3	1	2	0
UPX-14	9	3	6	0
FPS-87	7	6	1	0
FPS-6	<u>22</u>	<u>8</u>	<u>14</u>	<u>0</u>
TOTALS	75	25	48	2
<u>Bearing Change</u>				
FPS-27	0	0	1	0

PROBLEMS

In April 1969, the radio navaid workload was single pointed to the 2867 GEEIA Squadron. They were down to five (5) each 304X1 so they had to utilize other skills to take care of the navaid workload. The 2869 GEEIA Squadron on the other hand had twelve (12) each 304X1 assigned and insufficient workload in that career field to properly utilize them. In order to equalize the workload to the AFSC, two-thirds of the radio navaid workload was transferred from 2867 to 2869 GEEIA Squadron. In addition, two each navaid radio vans, parts and test equipment were also transferred.

The loss of personnel in AFSC 304X1 is becoming critical. During the past two years 2867 GEEIA Squadron has lost ten each 304X1 without any replacements. That is the reason for the need to transfer the navaid workload to the 2869 Squadron. By the end of July 1969, the 2869 Squadron will be down to eight each 304X1 and 2867 Squadron will be down to four each 304X1. If something is not done to replace these personnel, accomplishment of our navaid radio workload commitments will be jeopardized.

During Pre-IRAN of facility 3419 at Davis transmitter site, the team chief and the 2049 Communications Group agreed that IRAN was required for only the intermediate power amplifier portion of the nine each MW-1 transmitters. The modulator and power supply portion would not require IRAN and the AFTO Form 216 was so annotated. At the start of the IRAN, 2049 Communications Group decided they wanted the entire system IRANed.

We could not comply with this request as the Pre-IRAN of the modulators and power supplies had been intentionally skipped. The 2049 Communications Group decided to work along with out Squadron and do a complete overhaul of the entire MW-1. On 28 October 1968 when our team returned after the weekend, it was discovered that the using activity had burned out two each transformers and a relay. This caused a complete work stoppage. Our team was delayed for four weeks until the using activity could replace the damaged parts.

Headquarters SAC requested an emergency IRAN of 26 each GRA-53 radio sets. Emergency IRAN of this large quantity of equipment did not seem reasonable. It indicated that SAC should have requested scheduled periodic IRANs IAW TO 00-25-108 (last IRAN was in 1965) this office suggested that HQ SAC request a scheduled IRAN to supplement their emergency request. They did so and a scheduled IRAN was approved by the IM at OCAMA and HQ GLEIA. As a result, instead of having to perform an emergency IRAN of 26 ea GRA-53 sets only seven were done. The remainder will be done on a scheduled basis. A Pre-IRAN determined parts required, and the follow-on IRAN was completed.

PLANS AND MANAGEMENT OFFICE

PLANS AND MANAGEMENT OFFICE

ORGANIZATION

Major Allen J. Smith was reassigned from the Plans and Management Office on 15 January 1969, leaving the position of Deputy Chief, Plans and Management Office vacant. Manpower action to delete the position is currently being processed at AFLC.

Lt Herbert F. Meyer, Jr., was reassigned to Officer's Training School (ATC) on 29 January 1969, vacating the position of Chief, Management Services Branch.

Captain John J. Kershaw was assigned to the Plans and Management Office on 5 March 1969, and assumed the duties of OIC Management Analysis and Region Briefing Officer until his reassignment to the Operations Division on 26 June 1969.

MANPOWER

Effective with the publication of the Western GEEIA Region Organization, Manning and Directory Chart, 1 January 1969, the Plans and Management Office was reflected as a one-block organization, eliminating the Financial Management Branch and the Management Services Branch. The three major functions within the Plans and Management Office, i.e., Financial Management, Industrial Engineering, and Plans/Analysis, are classified as Groups for internal mail distribution.

SUPPORT - MISSION

FINANCIAL MANAGEMENT

Personnel authorizations were reduced from six (6) to four (4) spaces,

thereby eliminating our unfilled positions of Budget Analyst, GS-7, and Clerk-Typist, GS-3.

Western GEEIA Region continued operating under which the other Regions operated. TDY controls remained at Region Headquarters.

The impact of the GEEIA Financial Subsystem (GFS) upon the workload of the Financial Management Group was still undetermined at this time due to delay in full implementation of the system until after 30 June 1969. We continued to submit GEEIA Forms 90A and 90B for all new entries reflected in the GEEIA Workload Management Subsystem for build-up of data for Phase II of the GFS.

Due to inclusion of pay of military personnel in our FY 69 Operating Budget under "Prime 69", the total annual Western GEEIA Region Operating Budget closed out at 14.5 million dollars as compared with 9.0 million in FY 68.

INDUSTRIAL ENGINEERING

There were no changes in personnel authorizations within Industrial Engineering.

The Industrial Engineering Group has continued to monitor all facets of the GEEIA Management System and manage the Zero Defects, Suggestion Awards and Cost Reduction Programs. Workload increased for layout preparation and telephone installation monitoring at Region Headquarters. There were four movements of facilities effectively coordinated and monitored within the last six months. Improved layouts were developed for the Region Control Room, Quality Control Conference Room, and Plans and Management office.

In addition to world-wide monitoring of crypto work standards, studies were made on cable units, and standards were established for in-house maintenance type work. Distribution of GEMS products was improved by arranging to have products delivered from Administrative Services direct to work centers, avoiding intermediate distribution points.

The Cost Reduction Program goal was met by 415%. The Zero Defects and Suggestion Programs have continued at a steady pace.

PLANS/ANALYSIS

Following the deletion of the Management Services Branch, the Management Analysis and Graphics functions were incorporated into the Plans/Analysis Group. A substantial increase in workload has been experienced within Plans/Analysis during the reporting period because of the various Manpower studies and/or reductions imposed by higher headquarters.

QUALITY ASSURANCE

QUALITY ASSURANCEORGANIZATION

The responsibilities of the Quality Assurance Office (GEWO) are to: provide the Region Commander with a capability of measuring engineering, installations and maintenance activities to GEEIA standards, and maintain and promote the Ground Safety program for the Region.

MANPOWER

The manpower authorization in this office presently consists of the following:

<u>GRADE</u>	<u>AFSC</u>	<u>AUTHORIZATION</u>	<u>ASSIGNED</u>
Major	3016	1	0
Captain	3034	1	0
WO4	3034	0	1
MSgt	24170	0	1
TSgt	24170	1	0
GS-12	3034	1	1
GS-11	3034	2	2
GS-11	3044	1	1
GS-4	70250	1	1
GS-4	70450	<u>1</u>	<u>1</u>
	Total	9	8

Key personnel within the office are listed below:

Chief

CWO, W4, James L. Worsham, Jr.

Deputy Chief
Region Safety Officer

Mr. George L. O'Hair
CWO, W4, James L. Worsham, Jr.

Losses:

Mrs. Paula S. Revord

Gains:

MSgt Salvatore Giliberto

Mrs. Marie B. Wall

SUPPORT - MISSION

One hundred twenty-four GEEIA Forms 76 were reviewed and processed IAW GEEIAM 74-1 to provide information of team chief experience and evaluate installation and maintenance actions. Management is apprised of "high-five" delinquency status compilations which result in a more effective management program.

Eleven engineered scheme packages were reviewed to ensure conformance with published GEEIA documents. The error rate remains at a current level of 1.7 per 100 scheme units.

Sixty-seven jobs were inspected at various sites within all squadron areas.

During this reporting period, HQ GEEIA has implemented a new GEEIA Quality Assurance Manual (GEEIAM 74-1). This manual diminishes this office's engineering division review responsibility and adds increased emphasis on squadron/detachment installation/maintenance inspection function.

A workshop conference was conducted at region level during 13-16 May 1969, with squadron and detachment Quality Assurance personnel in attendance.

to apprise and acquaint all concerned with interpretation and operation of the operation of the Quality Assurance offices IAW the new manual.

Safety:

An effective "Region Accident Prevention Plan" was developed and distributed to all squadrons and detachments. The Plan provides for a uniform program for each squadron/detachment. This is a major factor in maintaining Western GEEIA Region safety record.

At the present time, we are number one in the scoring of "Mission 70" program. We won the GEEIA Commander's Safety Trophy for 1968. This places Western GEEIA Region in the number one position in Safety for the past four years.

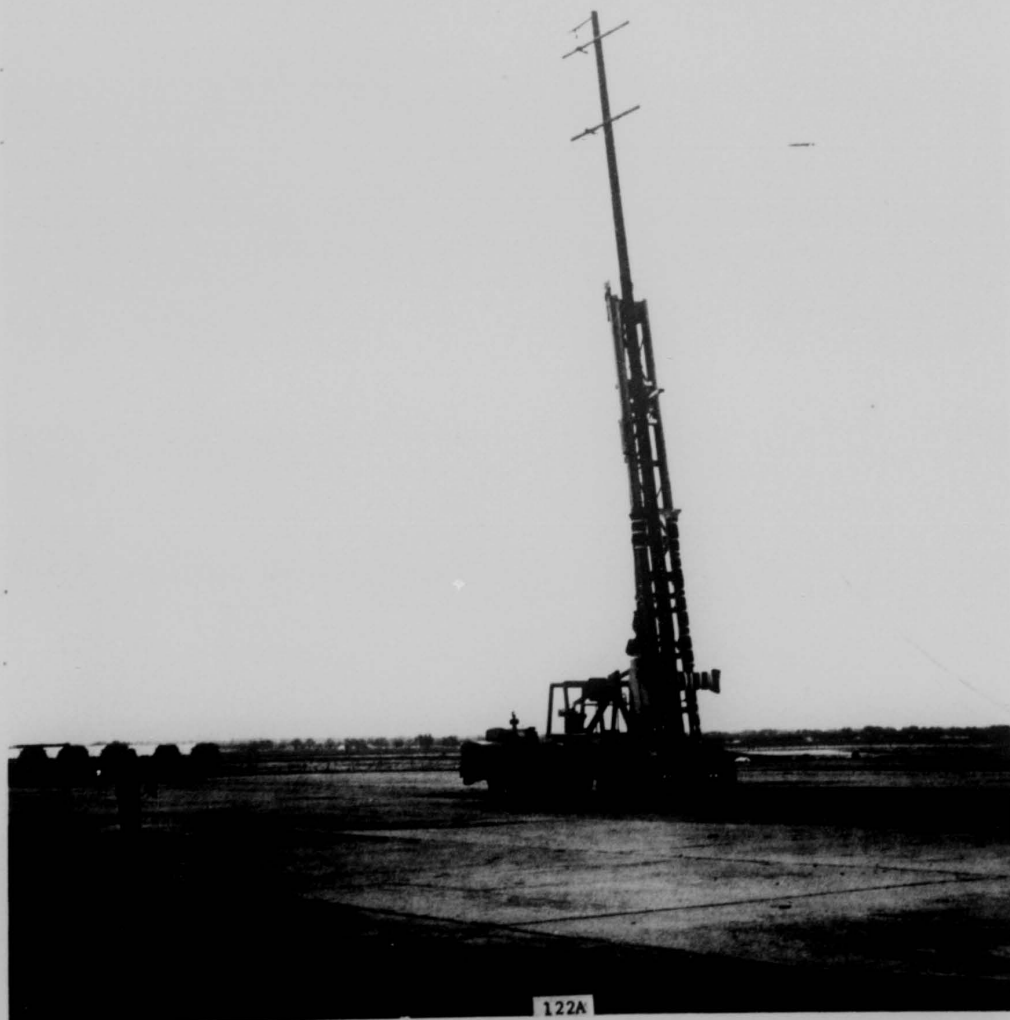
1969 had an unfortunate beginning, due to the fact that we suffered a fatality 25 January 1969. However, we had no further reportable accidents until 26 June 1969, when we sustained a military disabling injury. These two accidents are our only two accidents for the year.

Literature was distributed and a special safety meeting was held prior to the first big summer holiday, Memorial Day, which was accident free. This speaks of the safety-conscious attitude of our Western GEEIA Region personnel. Safety reminders in the form of literature and meetings will continue to be presented prior to all holidays.

PHOTOGRAPHS OF IMPORTANT JOBS AND INSTALLATIONS IN PROGRESS

The attached photo presentation illustrates a unique way of setting a 90 foot antenna pole at Chico Airport, California. Completed in April of 1969 by the 2867 GEEIA Squadron, the team used a Lateral Log Stacker which is 61 feet high and is capable of lifting 25 tons. As far as can be determined, it is the only one in the Air Force.

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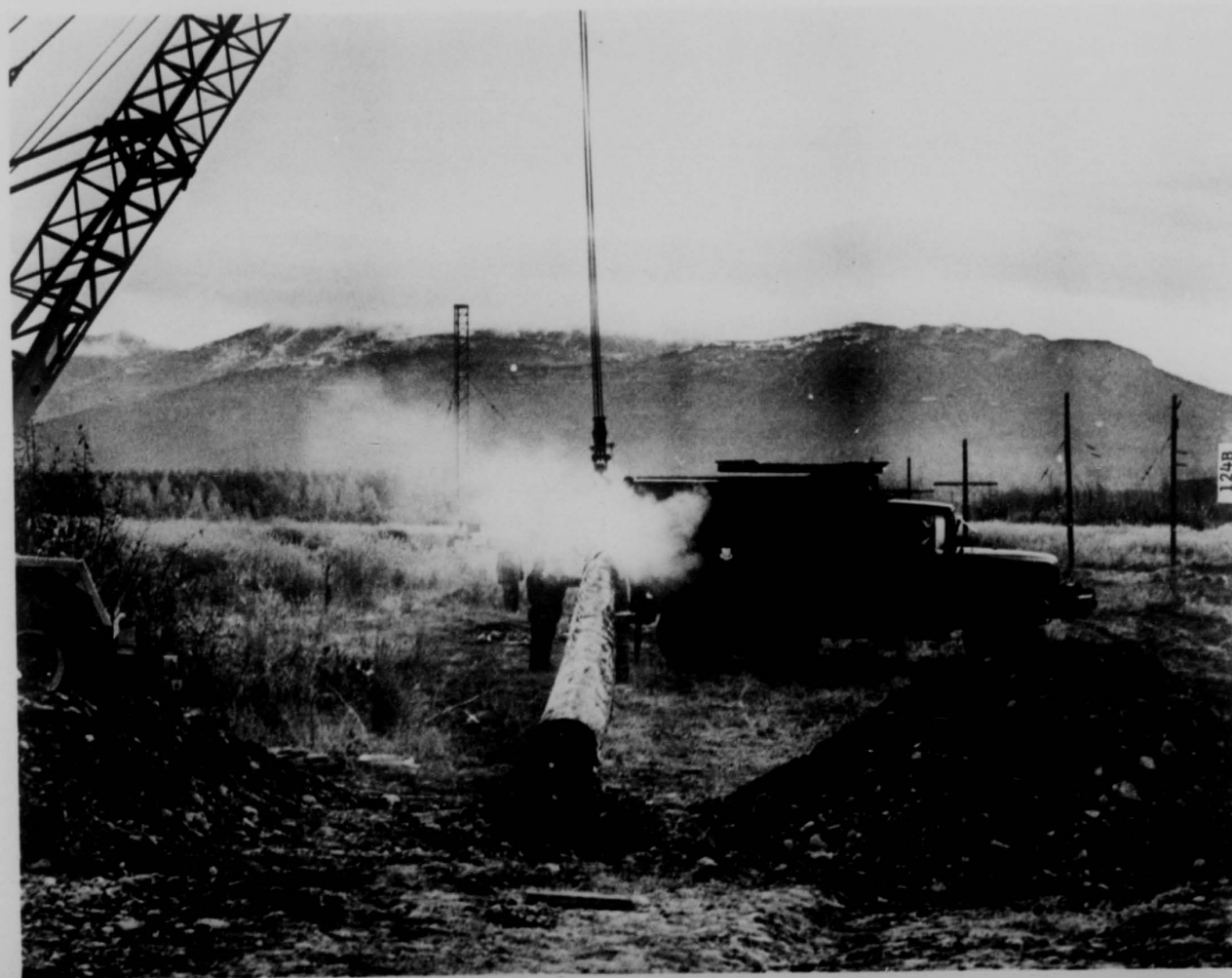
Two civilian technicians are checking band path of normal IF strip at George AFB, California during an installation of an AN/MPN15 radar system by the 2867 GEEIA Squadron.



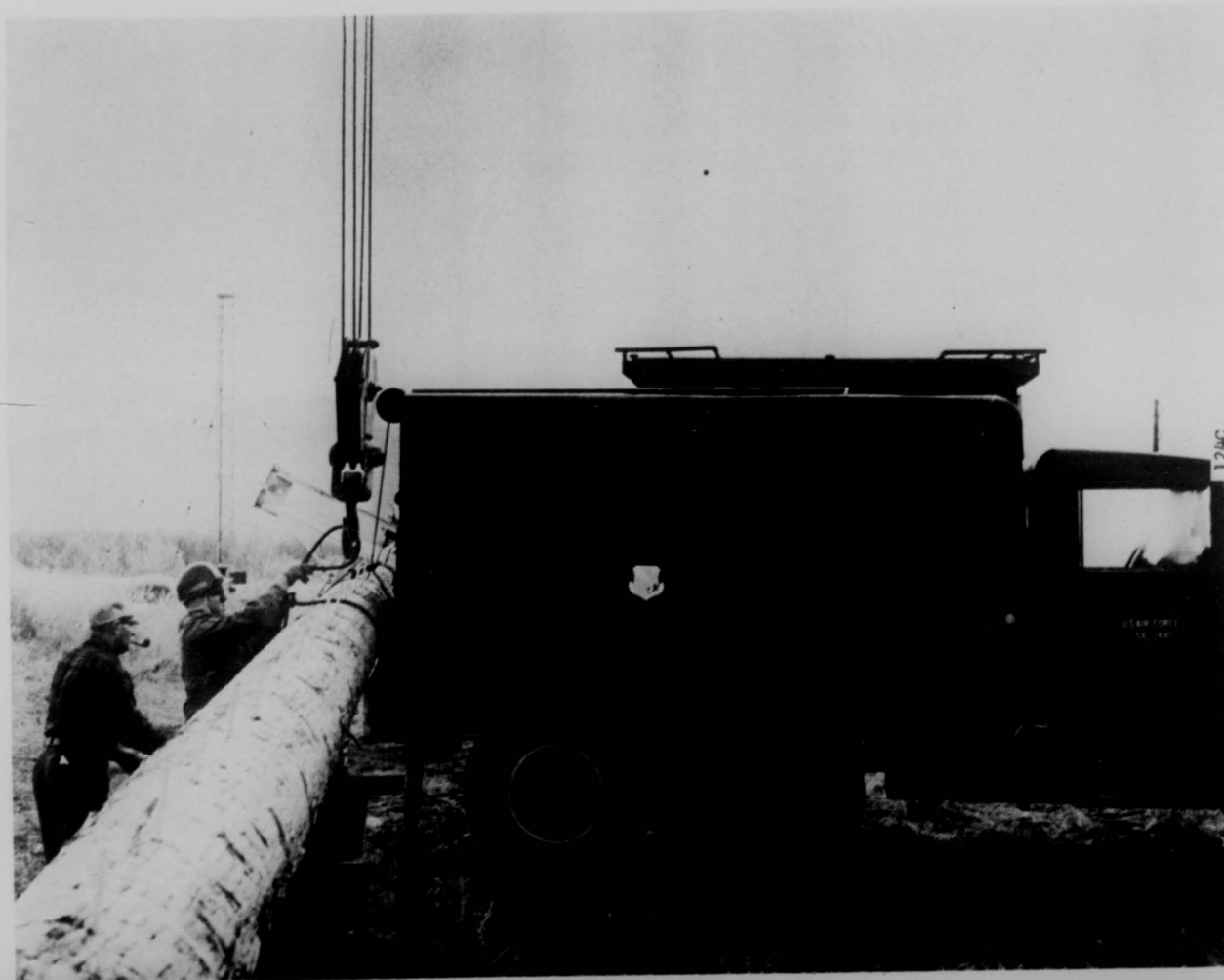
Seven photographs are included in this presentation indicating the start to finish sequence of the installation of new telephone poles at Elmendorf AFB, Alaska by the 2868 GEEIA Squadron.

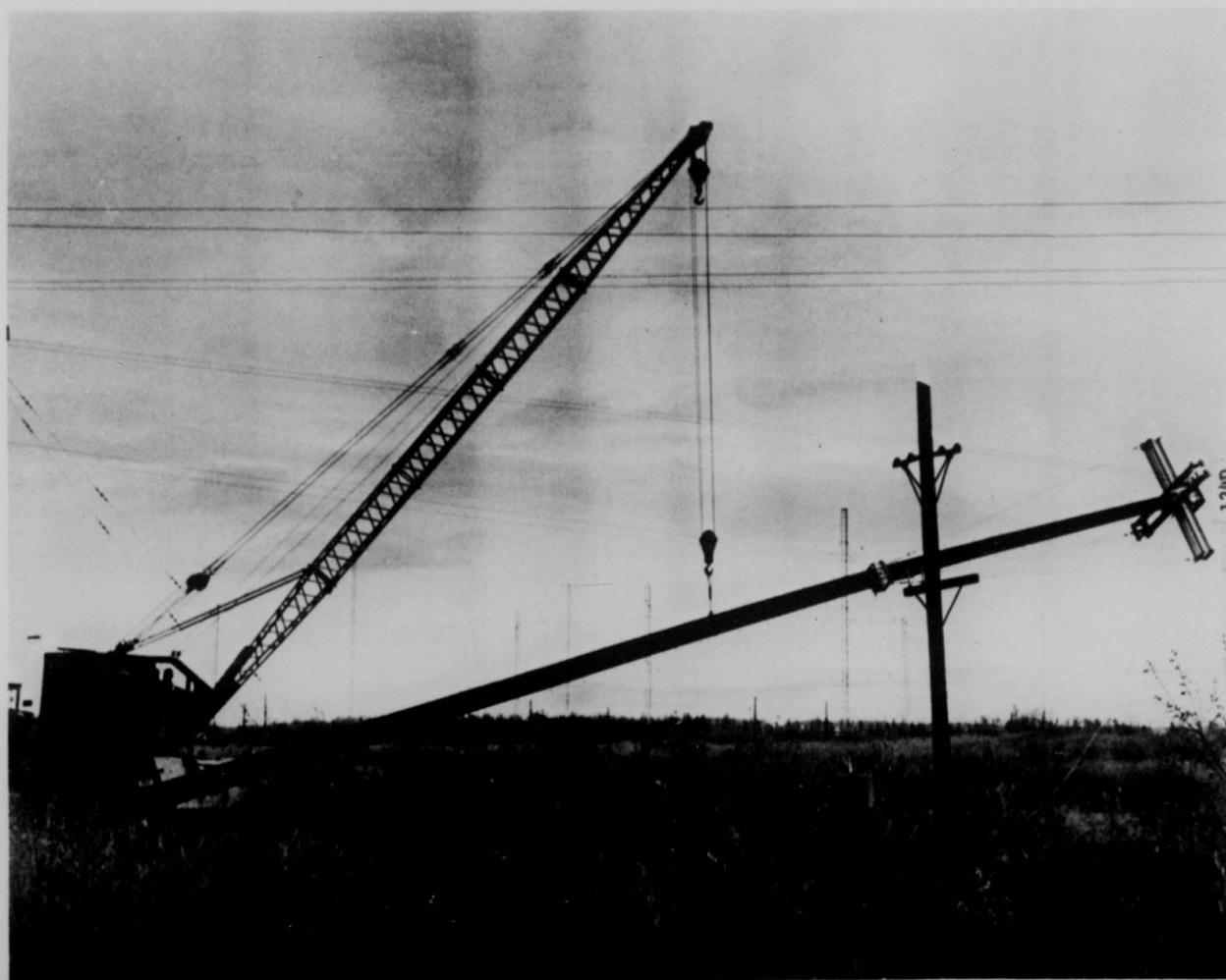


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Attached photograph illustrates some of the damage done at Vandenberg AFB, California during pre-spring floods. Repair work was accomplished by personnel from the 2869 GEEIA Squadron.



Control panel sections for the Aerospace Audio Visual Services Center at Norton AFB, California are being fabricated in the attached photo by the 2869 GEEIA Squadron.



A wave-pattern check is being accomplished on new Telemetry Circuits which were installed during this historical reporting period at Edwards AFB, California by the 2869 GEEIA Squadron.

OFFICIAL PHOTOGRAPH
AIR FORCE FLIGHT TEST CENTER
EDWARDS AIR FORCE BASE, CALIF.

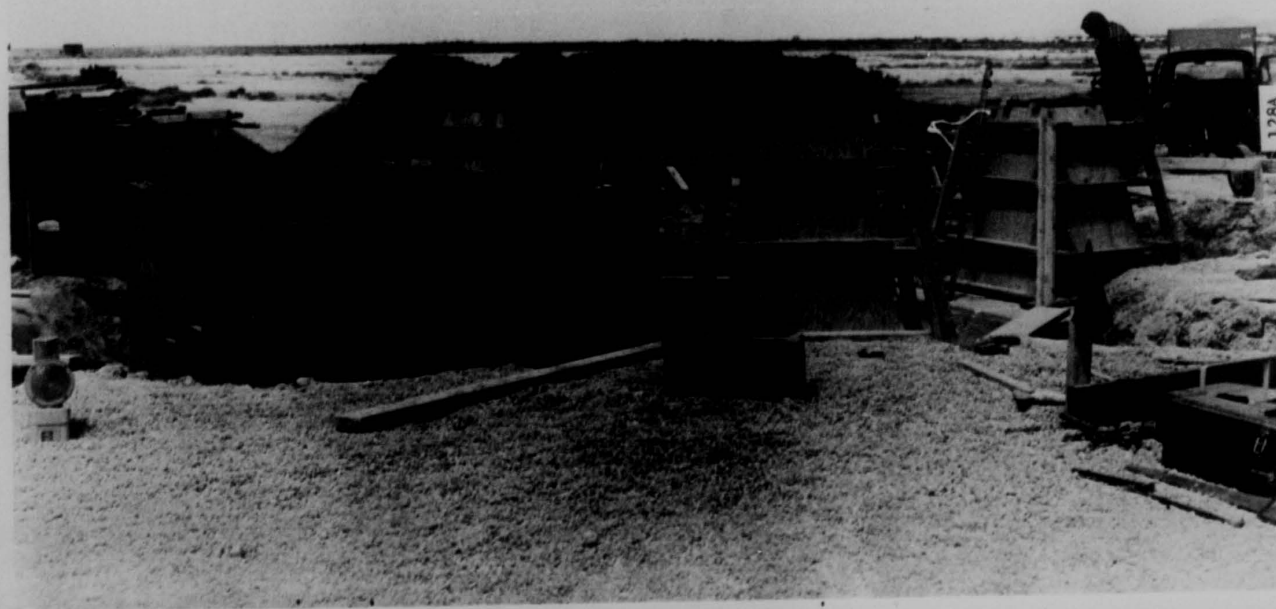


3171-68 AVFC 30 APR. UNCL
CENTRAL TELETYPE FACILITY

PHOTOGRAPH BY
ALC R. F. TOUBOUL

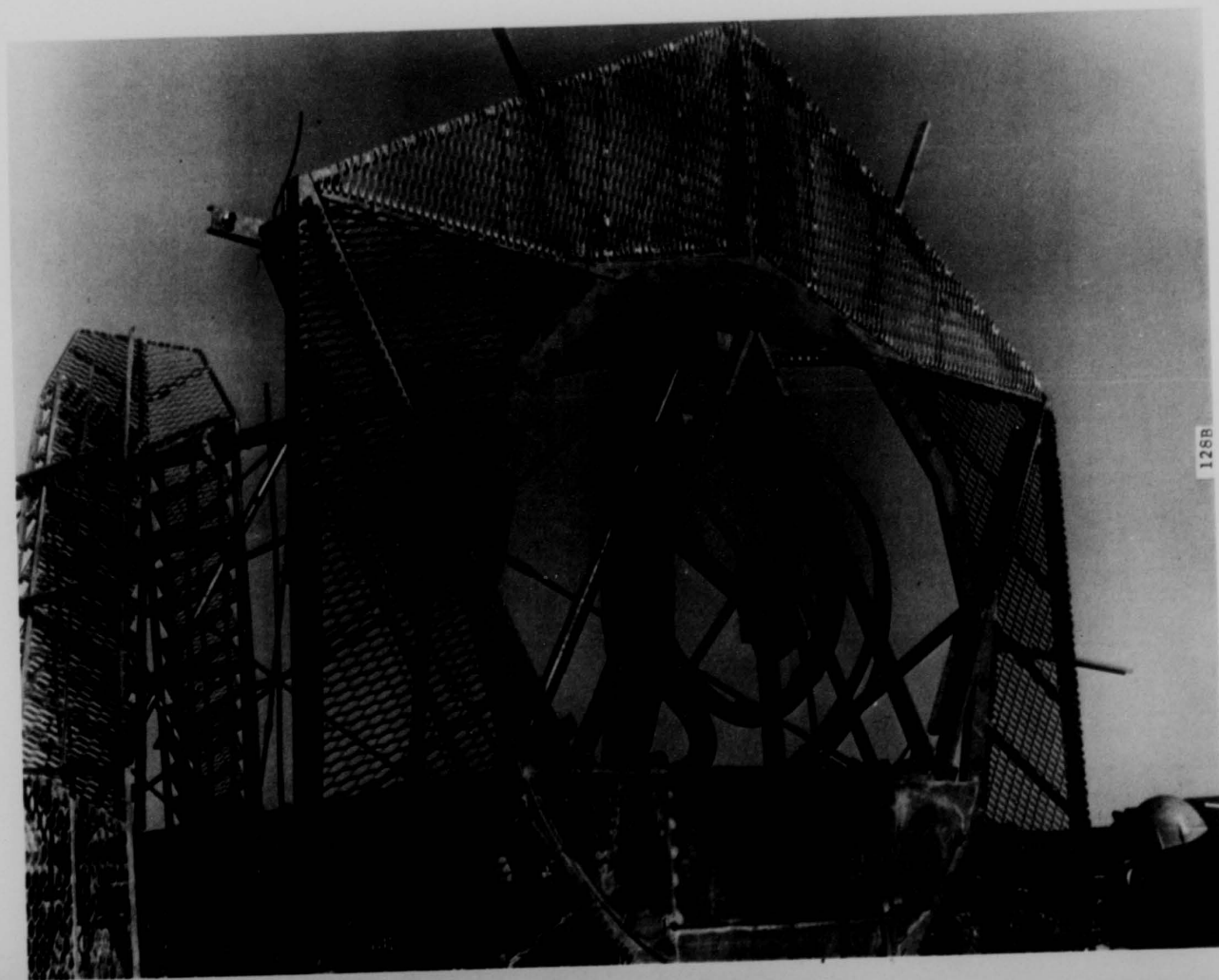
Six photographs are included in this presentation indicating the start to finish sequence of the installation of a new Weather Surveillance Radar Tower (FPS 77) at Dugway Proving Grounds, Utah by the 2870 GEEA Squadron.

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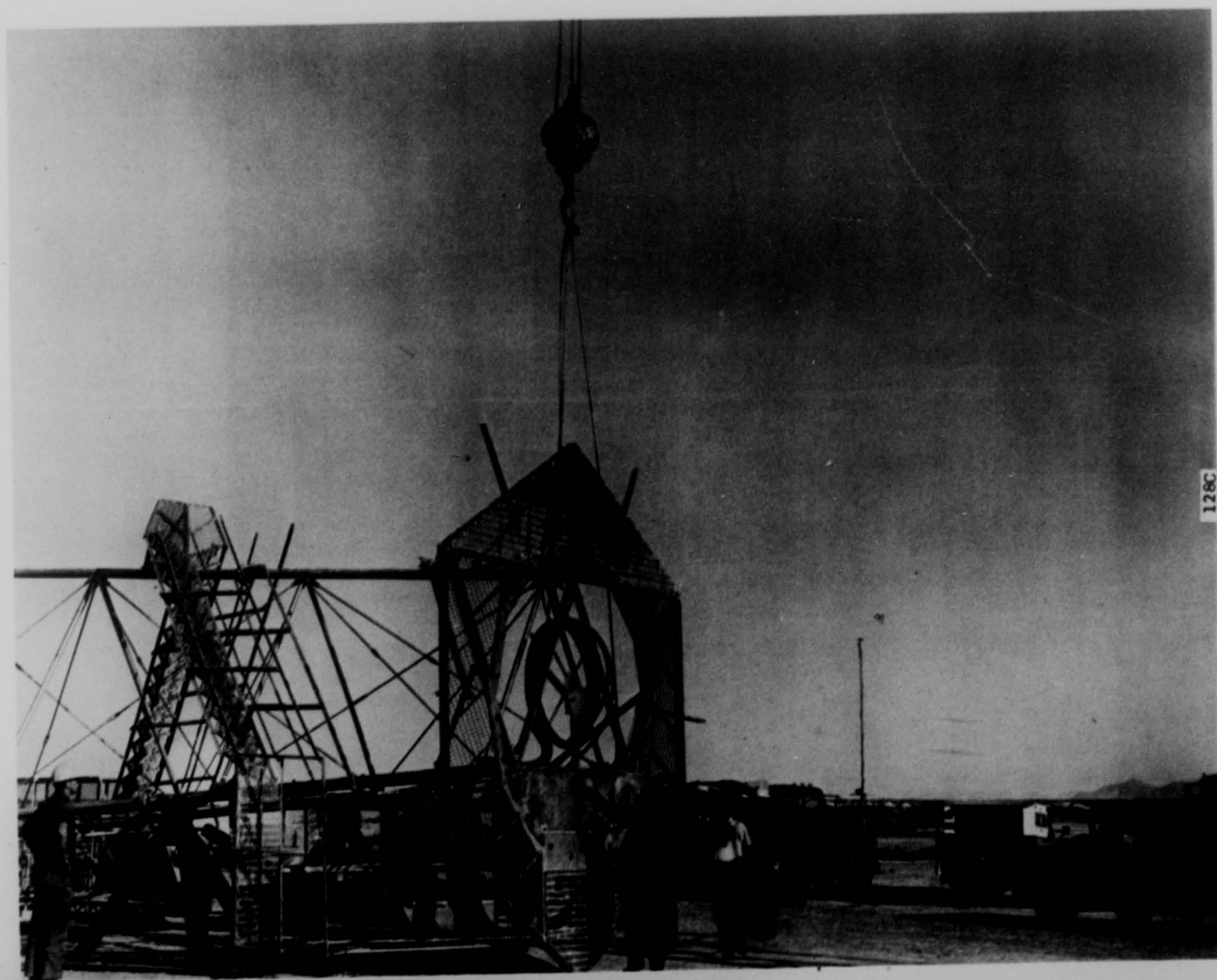
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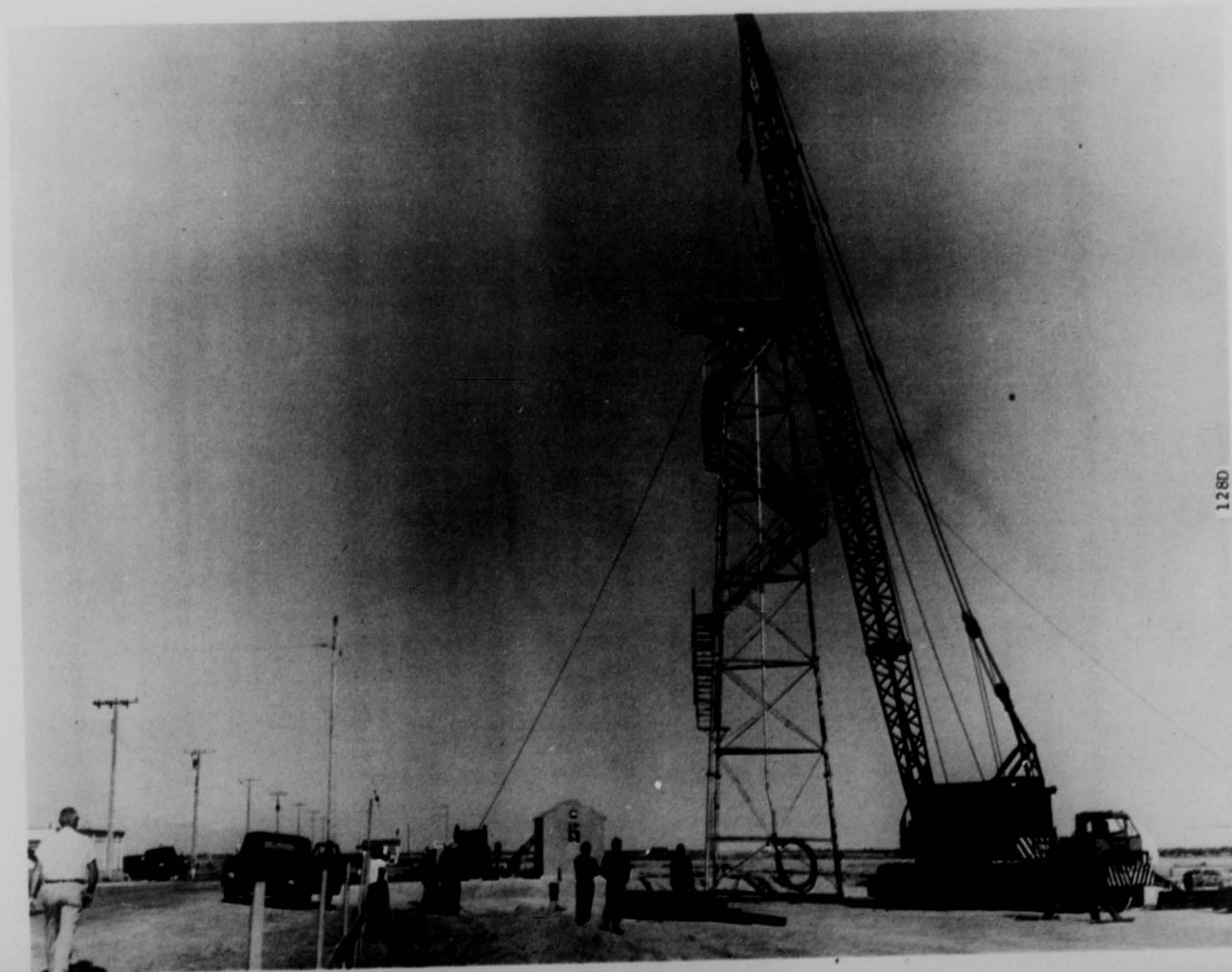
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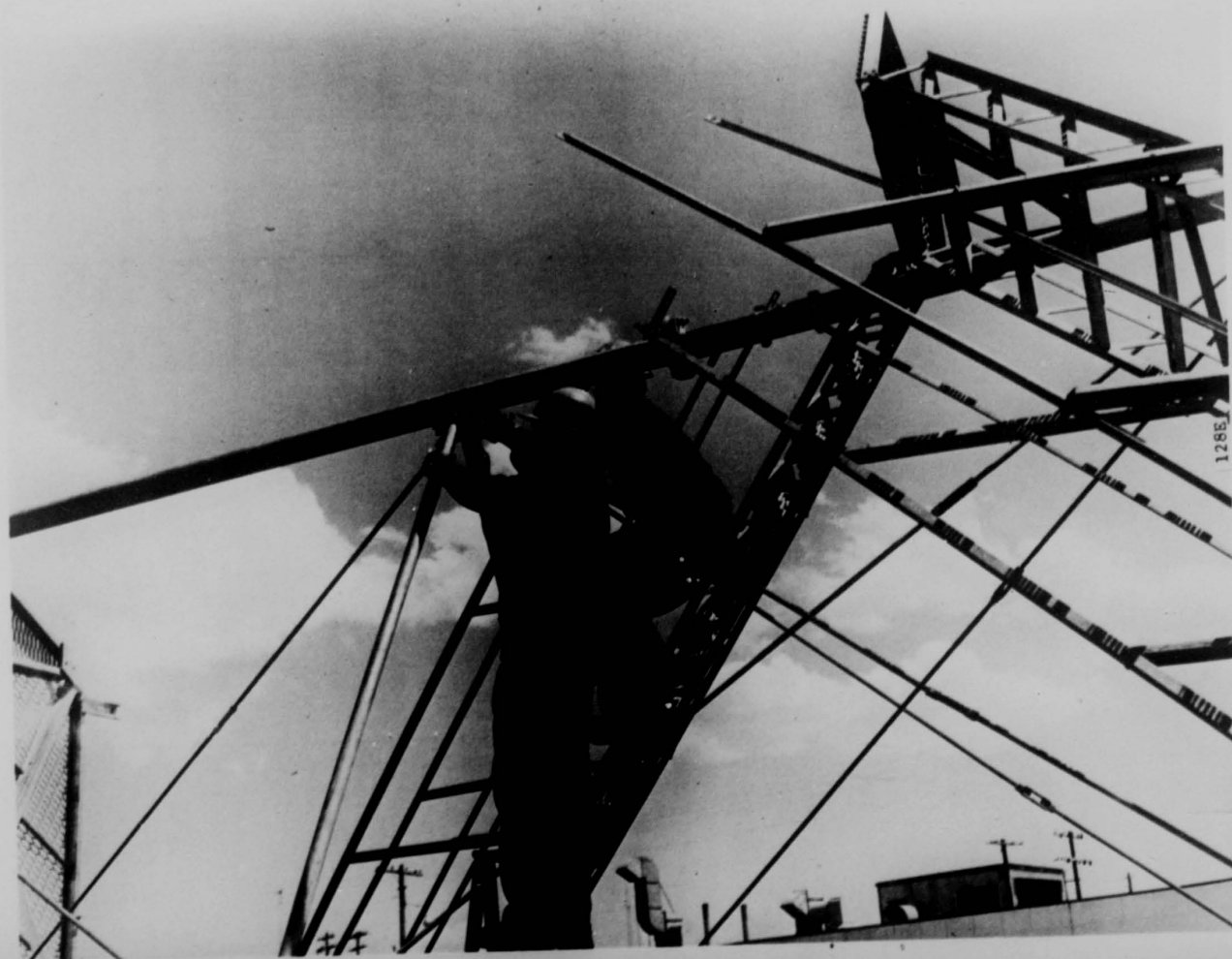


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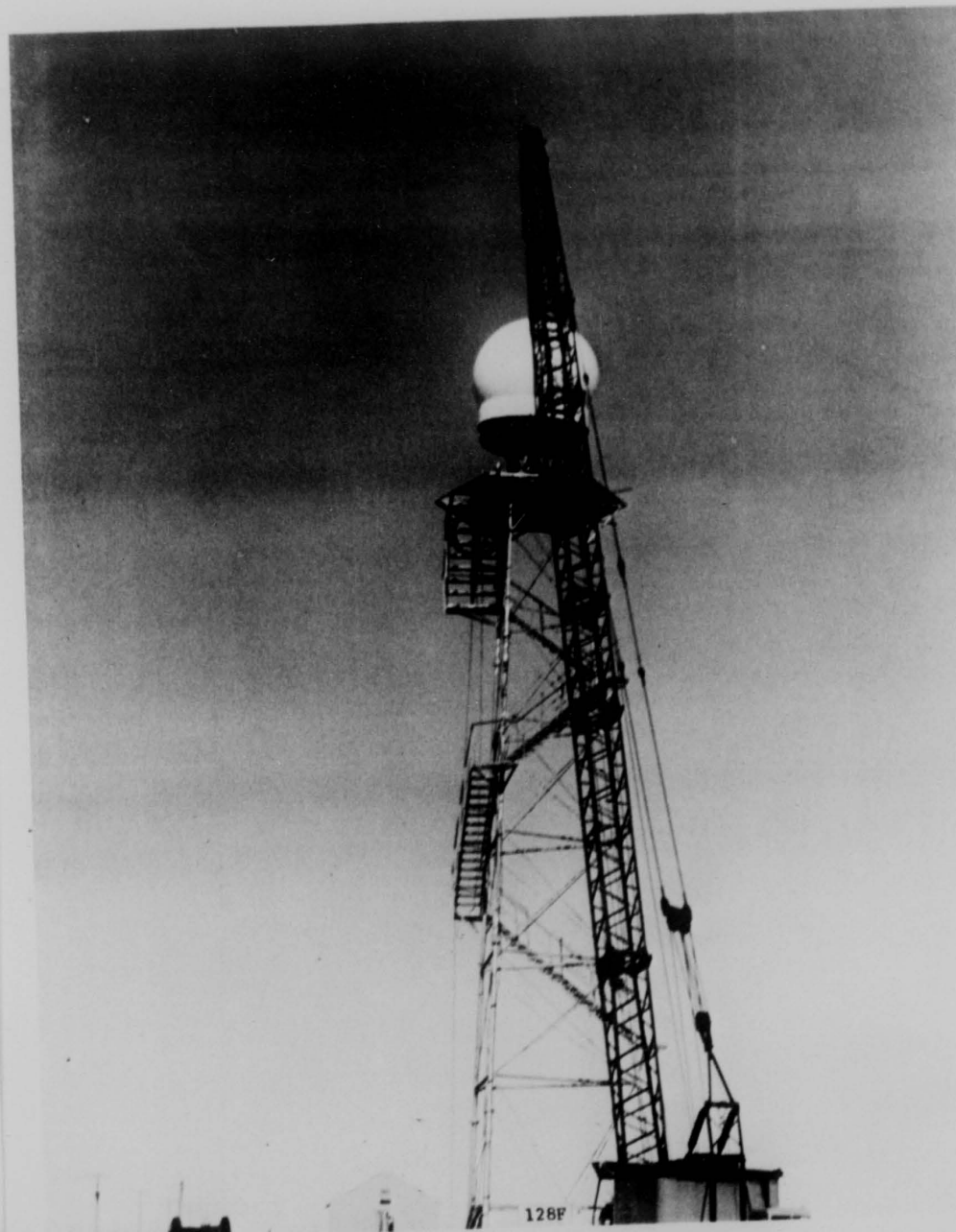


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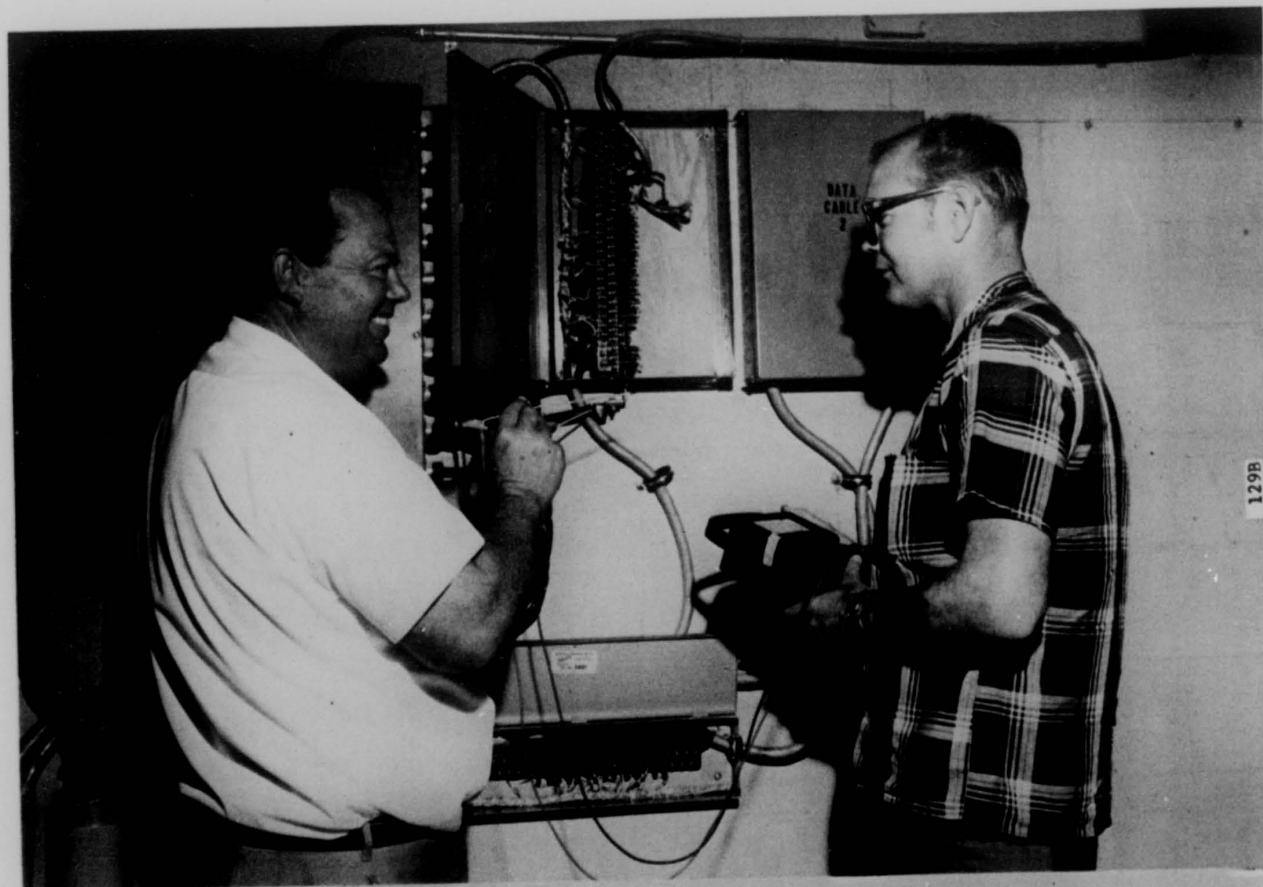
Two civilian technicians from Det 37, Edwards AFB, California are shown completing Surge Protection Installation Terminal Box project at the Air Force Flight Test Center at Edwards AFB, California in the attached presentation consisting of two photographs.



2166-69 AFFTC UNCL
SURGE PROTECTION INSTALLATION
TERMINAL BOX

OFFICIAL USAF PHOTOGRAPH
BY A1C E. S. WEIN

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2165-69 AFFTC UNCL
SURGE PROTECTION INSTALLATION
TERMINAL BOX

OFFICIAL USAF PHOTOGRAPH
BY A1C E. S. WEIN

The attached project was completed by HQ Western GEEIA Region Operating Location during this reporting period. This project included the installation of two high frequency horizontally polarized rotatable log periodic antennas, Model 237B-1, two rotor control units and associated cabling. Six photographs are included in this photo presentation indicating the sequence of the antenna installation. This facility will be used to provide communication with range aircraft (ground to air) and with range ships (ship to shore). The antenna systems will augment existing receiving capabilities of short and medium range point to point transmitted signals. This installation is in support of the Western Test Range where the present ballistic missile and space programs have increased the demand of range instrumented aircraft and ships circuits that are deployed over and on ocean areas beyond line of sight of the land stations. Increasing requirements for data acquisition and its relay to centralized data reduction facilities correspondingly increased the requirements for reliable voice and data circuits from range ships and aircraft to Vandenberg AFB. Achievements of these objectives will be met through this antenna installation and other follow on installations by GEEIA.



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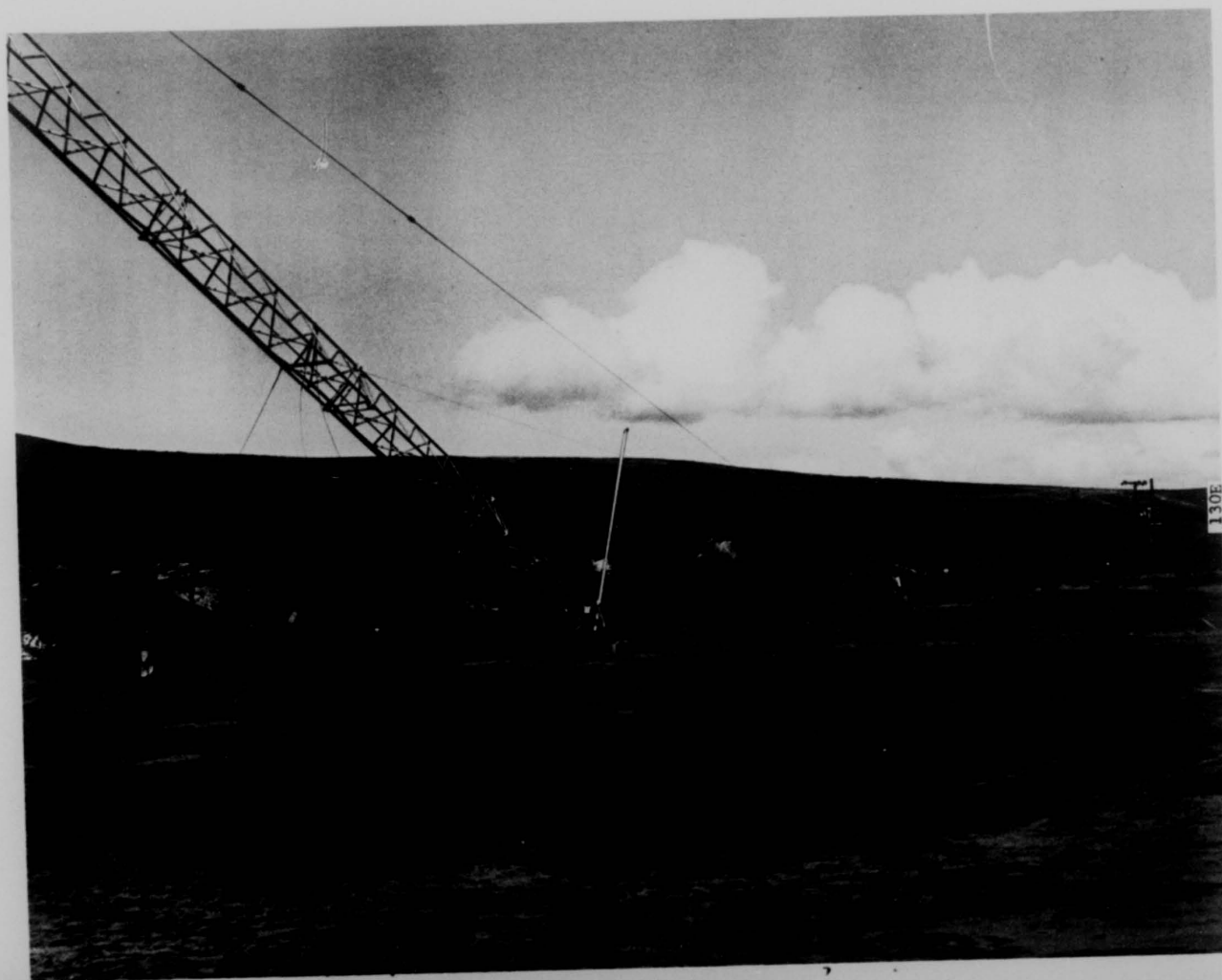


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